

ASIA'S LEADING YACHTING LIFESTYLE MEDIA

# YACHT

# Style



## TOP 100 SUPERYACHTS OF INDO-ASIA-PACIFIC 2024 EDITION

### REVIEWS

RIVA 130' BELLISSIMA, AZIMUT MAGELLANO 30M,  
GULF CRAFT MAJESTY 111, ABSOLUTE 52 FLY,  
GALEON 440 FLY, ILIAD 53F

### SHOWS

CANNES, SOUTHAMPTON, GENOA,  
MONACO, FORT LAUDERDALE

### RACING

MAXI YACHT ROLEX CUP, SAILGP,  
ROLEX MIDDLE SEA RACE, E1 SERIES

### LEADER INTERVIEW CHARTER

MIKE HORN, SUNREEF AMBASSADOR  
MEME POON, GRANDTECH  
SUPERYACHTS IN GREECE

HONG KONG: HKD80

CHINA: RMB90

SINGAPORE: SGD12

MALAYSIA: MYR32

THAILAND: THB350

PHILIPPINES: PHP 450

VIETNAM: VND200,000

INDONESIA: IDR 125,000

REST OF THE WORLD: USD12



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### ISSUE 74



LÜRSSEN NORN



# YACHT *style*

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- Column: Thor Maalouf of Reed Smith on complex superyacht construction contracts
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Volvo Penta's Hong Kong dealer works with representatives and dealers of the world's leading luxury yacht brands, while emphasising the importance of regular maintenance.



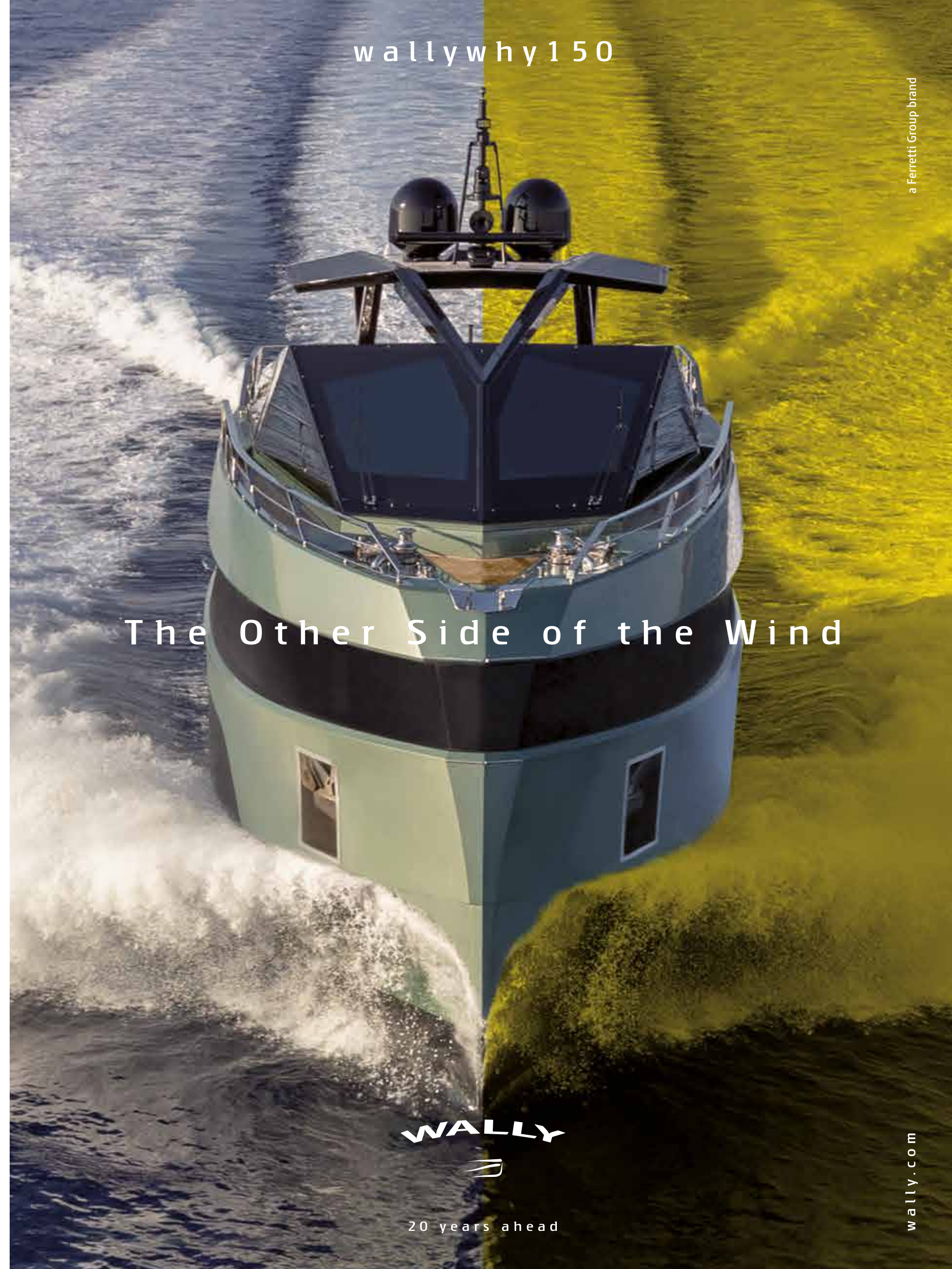
Shows: Jenny Matthews, The Honours



Leader: Mike Horn, Sunreef Ambassador



Interview: Meme Poon, Grandtech



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The Other Side of the Wind

WALLY



20 years ahead





Riva 130' Bellissima



ILIAD 53F

**196 ILIAD 53F**  
World debuts for the ILIAD 53S at Sanctuary Cove and the ILIAD 53F in Sydney have resulted in steady sales of this long-range Australian-concept cat.



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**COVER**  
Featuring exterior design by Espen Øino, the 90m Norn is among Lürssen's 2023 deliveries.

© PETER NEUMANN

**REVIEWS**

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Riva's Flybridge range has soared to new heights with the 130' Bellissima, an elegant 300GT tri-deck offering expansive rosewood interiors and an appealing array of outdoor attractions.



Azimut Magellano 30M

**172 AZIMUT MAGELLANO 30M**

Set to arrive in Asia in 2024, the 30M flagship of Azimut's semi-displacement Magellano series takes "many faceted" to a new level due in large to Vincenzo de Cotiis' artistic, light-filled interiors.



Gulf Craft Majesty 111

**178 GULF CRAFT MAJESTY 111**

The first Gulf Craft to feature both exterior and interior design by Phathom, the 34m flybridge motor yacht features six cabins including a main-deck master suite with jacuzzi view.



Absolute 52 Fly

**184 ABSOLUTE 52 FLY**

Featuring brand signatures implemented on the Fly 56 and 60 models and flagship Navetta 75, the new 52 Fly is the most compact version of the inland Italian builder's new-generation designs.



Galeon 440 Fly

**190 GALEON 440 FLY**

Galeon's three new models this year include the 440 Fly, which features the brand's iconic drop-down balconies and 'transformer' furniture, as the Polish builder maximises outdoor and indoor space.



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Project X

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## SUPER-SIZED ATTRACTIONS

Welcome to the sixth and final edition of *Yacht Style* for 2023. Our latest 'superyachts issue' is headed by *Yacht Style's* annual Top 100 Superyachts feature, which has expanded from Asia-Pacific to include the Indian Ocean in a new Indo-Asia-Pacific catchment area.

*Charter* focuses on the stunning island groups in Greece. An ideal summer destination, it's well worth considering for a 2024 vacation and well served by the new Camper & Nicholson's office in Athens, which recommends enticing destinations and an exciting range of superyacht choices (see *Project X* above).

In terms of exploring far-off lands and seas, Mike Horn has been among the world's most daring adventurers for the best part of three decades. Currently in the first year of his four-year What's Left expedition around the globe with *Pangaea*, the Sunreef ambassador took time out to talk about his focus on sustainability and often-humorous journey into the world of sailing and circumnavigations.

*Reviews* start with Riva's 130' Bellissima taking the Italian builder's Flybridge range to new heights, literally, with the 300GT tri-deck offering a stunning array of indoor and outdoor attractions on four levels.

Gulf Craft's Majesty 111 has been making headlines this year, as the UAE builder's first yacht to feature Phathom for both exterior and interior design, as well as for its six en-suite guest cabins, including a main-deck master suite with jacuzzi view.

Azimut's Magellano 30M is set to debut in Asia in 2024 following Marine Italia's sale of the series flagship, which reunites exterior designer Ken Freivokh and interior designer Vincenzo de Cotiis, the latter building on his yacht-design debut with the Magellano 25M.

Absolute's 52 Fly is a stunning offering considering its dimensions. As the inland Italian builder continues to roll out its new-generation designs, its newest model offers similar signature features implemented on the Fly 56 and 60 models and flagship Navetta 75.

Galeon is another leading brand in the 40-80ft motor yacht sector. Its new 440 Fly is among its newest models to include the brand's iconic drop-down balconies and 'transformer' furniture, which have changed the way people can use yachts of this size.

Meanwhile, global premieres for the ILLIAD 53S at Sanctuary Cove and the ILLIAD 53F in Sydney this year have resulted in steady sales and growing awareness of the long-range powercat, which adds to the options in an increasingly diverse power catamaran sector.

'You wait ages for a bus, then three come along at once,' is an old cliché. However, it smacks of truth in post-Covid Hong Kong, where there were no boat shows for almost four years – and then three in a month.

After Lantau Yacht Club's promising first edition and the returning Gold Coast Motor Festival including yachts for the first time, the city's boat show season concludes with the Hong Kong International Boat Show, which has been organised and hosted by Marina Cove since 1982. See *Shows* for more details.

It's remarkable how many of the yachts displayed at these events use Volvo Penta propulsion, as outlined in our *Interview* with Meme Poon, founder of Grandtech Engineering, Volvo Penta's prolific Hong Kong dealer.

This issue also recaps the sun-kissed show season in Europe, reviewing bumper editions of the Cannes, Southampton, Genoa and Monaco events, with most revealing figures that indicate a growing number of yachts and visitors.

*Shows* also covers The Honours, an encouraging initiative by The Superyacht Life Foundation and Monaco Yacht Show to take the focus away from yachts and instead "recognise people making a difference behind the scenes, placing the spotlight on positive actions". The first three winners all have inspiring stories.

In Singapore, ONE°15 Marina Sentosa Cove recently hosted a similarly uplifting Blue Water Heroes Awards at the three-day sustainability-focused Blue Water EduFest, as revealed in *News*.

In *Racing*, the Maxi Yacht Rolex Cup and Rolex Middle Sea Race were highlights of Europe's autumn regatta season, while in Hong Kong the third Beneteau Cup showed the brand's local owners continue to enjoy getting together for a fun day out. Looking ahead to 2024, we're eagerly awaiting the start of the E1 series, the world's first all-electric powerboat championship.

An eye-catching combination of electric power and star power, the championship features Racebird team boats owned by the likes of tennis icon Rafa Nadal, American Football legend Tom Brady, cricket star Virat Kohli, football hero Didier Drogba, F1 driver Sergio Perez and DJ Steve Aoki.

In the meantime, enjoy the water and Happy New Year ahead! 🍷

John Higginson,  
Managing Editor, *Yacht Style*

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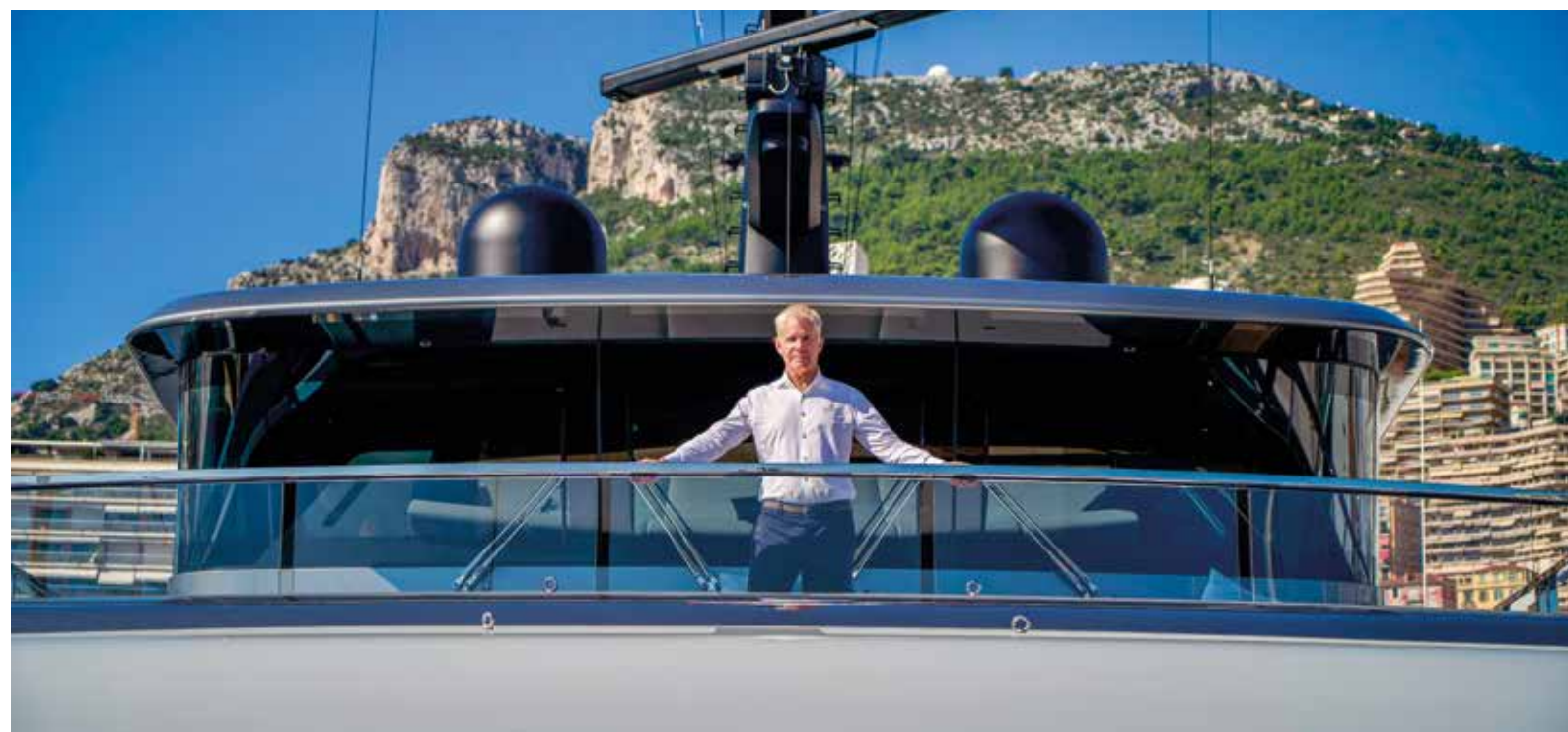
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# SUPERYACHT SURGE IN APAC

Recently appointed Sales Director at Simpson Superyachts, James Clayton gives his perspective on the state of superyacht sales in Asia-Pacific.



According to industry reports, the number of superyachts in the Asia-Pacific region has seen a notable uptick, with an average of 100 superyachts over 30m visiting the region each month – and this figure is growing.

In Hong Kong alone, over 100 30m-plus superyachts are registered following a 10 per cent increase in registrations over the past fiscal year. This surge is emblematic of a burgeoning interest in luxury maritime experiences among high-net-worth individuals across Asia.

I attribute this growth to several factors, most notably the region's expanding affluence and a cultural shift towards embracing the exclusive yachting lifestyle. Asia has become a hotspot for superyacht enthusiasts, with over 25,000 islands to explore, due in large to two of the world's biggest archipelagos, Indonesia and the Philippines.

There's a diversity of unspoiled nature that attracts yacht owners willing to explore more unchartered waters, with the region offering the allure of exploring pristine coastlines and secluded island paradises.

Hong Kong and China, with their rapidly growing economies, have taken centre stage in the regional superyacht market, yet other APAC nations like Singapore, Thailand and Indonesia are not far behind. Australia, on the other hand, is an already developed and mature superyacht market, with major growth opportunities.

In fact, we're witnessing a diversification

of interest across the region. Clients are not just seeking a vessel; they're investing in a one-of-a-kind life fulfilment experience, with a superyacht opening a whole world of opportunities for them.

In terms of vessel preferences, there's a notable trend towards larger, more technologically advanced superyachts with alternative propulsion systems.

Discerning buyers in Asia are increasingly drawn to superyachts equipped with cutting-edge amenities, state-of-the-art navigation systems, and eco-friendly technologies like recently presented methanol fuel cell systems and alternative nature-powered generators with wind turbines and solar panels.

This shift aligns with a global movement within the superyacht industry towards sustainability and innovation.

However, there have been challenges posed by the ongoing global supply chain disruptions, which have been affecting the

timely delivery of superyachts to Asia. The pandemic exposed vulnerabilities in the supply chain, impacting production schedules and, consequently, delivery timelines. This is a hurdle the industry is actively addressing to meet the growing demand.

The answer to long waiting times can be a quality brokerage superyacht, as there's currently good market availability in the 40-50m and 50-80m segments. Over the summer, Simpson Superyachts sold the 44.5m *Kamakasa*, which was delivered in 2020 and is the second hull of Sanlorenzo's successful Alloy series.

I'm optimistic about the continued growth of the Asia-Pacific superyacht market. The potential in this region is immense. As we navigate the challenges linked to inconsistent regulations and lack of quality superyacht marina berths in some key locations, we're also presented with opportunities to redefine the luxury yachting experience in collaboration with our clients in Asia. ✂



## JAMES CLAYTON

Now based in Hong Kong, Clayton is Sales Director of Simpson Superyachts, a part of Simpson Marine Group. His two decades of experience in the yacht industry includes over eight years with Benetti as General Manager Americas for the Italian shipyard and he has a strong understanding of the Asian market, having spent many years in Malaysia and Singapore.  
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### BGM75

# SORRY FOR WAITING SO LONG BUT IT WAS WORTH IT.

My creators devoted ample time to meticulously analyze every aspect of me. They even built a full-scale prototype of my hull and conducted a eight-month water test to validate their computer research, ensuring that your onboard comfort during navigation is unparalleled. This approach is what makes me unique. So Bluegamer. So worthwhile.



A BRAND OF SANLORENZO



# NAVIGATING YACHT INNOVATION

*Having spent over 16 years with Reed Smith, a global law firm with offices in the US, Europe, Middle East and Asia, Thor Maalouf explains how to address risks in superyacht construction contracts.*



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involving holdbacks of the price until the yacht's performance is thoroughly validated.

Moreover, maintenance regimes for specific components may be managed by suppliers other than the shipyard. This implies that beyond the construction phase, ongoing responsibilities and liabilities associated with the performance of innovative technologies may extend to various entities involved in the supply chain.

Therefore, the intricate web of relationships in the superyacht construction process demands meticulous contractual language to delineate these responsibilities and mitigate potential disputes.

In conclusion, as the superyacht industry embraces new and experimental technologies to meet environmental goals, the importance of addressing design risks in shipbuilding contracts cannot be overstated.

Clear contractual provisions, warranty mechanisms and ongoing testing protocols are indispensable tools in managing and mitigating the complexities associated with the incorporation of cutting-edge technologies in superyacht construction. <sup>5</sup>

*Note: Reed Smith's Trading Straits podcast, titled 'Decarbonization Technology: Risks in Superyacht Construction and Financing', delves into these complex issues. The podcast serves as a resource for stakeholders in the industry, offering insights into the legal and contractual considerations surrounding the adoption of innovative technologies in superyacht construction. By exploring the challenges and opportunities presented by the integration of decarbonising technologies, the podcast provides an understanding of the risks involved and strategies to navigate them effectively.*

In the evolving landscape of superyacht construction, cutting-edge technologies are increasingly taking centre stage as a means to reduce carbon emissions. Innovations such as enhanced propeller design, hull optimisation, heat pumps and the integration of contra-rotating thrusters for propulsion, exemplified by projects like Feadship's Project 710, are pushing the boundaries of traditional yacht building.

While these advancements hold great promise for a more sustainable future, the allocation of risk associated with these novel designs becomes a critical consideration in the shipbuilding contract stage.

In a yacht building contract, the burden of design risk typically falls upon the builder. This is often explicitly stipulated in the contract terms, reflecting the industry norm. In the absence of such an agreement, the builder's fundamental commitment to manufacturing and selling the yacht implies an inherent obligation.

This obligation extends to ensuring that the design not only facilitates safe operation but also aligns with the performance criteria outlined in the contract. Moreover, the yacht will be built in accordance with a detailed technical specification; to that extent, making design an integral facet of the workmanship guaranteed by the shipyard during the construction process.

However, when a yacht is intended to be built based on a design formulated by the buyer or a third-party supplier – especially if it involves cutting-edge, decarbonising technologies – it may not be automatically

assumed that the builder bears the risk associated with this design. In such cases, the contractual framework must explicitly address and clarify the distribution of design risks.

In the event of post-delivery issues arising from yachts incorporating innovative designs, recourse can be sought through warranty claims against the builder. It's worth noting that different warranty periods might apply to various technology components, underscoring the importance of a clear and comprehensive contractual arrangement.

The complexities introduced by new technologies could necessitate continued trials and testing regimes post-delivery, potentially



## THOR MAALOUF

**Having joined Reed Smith as a Trainee Solicitor in 2007, Maalouf is now a partner in the company's Transportation Industry Group. A global law firm with over 30 offices around the world, Reed Smith has about 3,000 employees including over 1,700 lawyers. Maalouf advises on all aspects of commercial Shipping and Maritime law, in particular Charterparties, Bills of Lading, Shipbuilding Contracts, Luxury Yacht Charters, Charters for Project Cargo, and contracts for shipping and freight services including multi-modal transport and logistics. As a member of Reed Smith's shipping practice, she advises clients on how to reach pragmatic and commercial solutions to disputes, while she also has in-depth experience of mediation, litigation in the English Courts and LMAA arbitration. Maalouf enjoys triathlons, sailing and being a Girl Guide leader, having served in the Army Reserves for several years.**

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# PREVIEW OF SALES TO COME?

*With yacht sales continuing to outperform pre-Covid norms, there is one sector yachting has its eye on for a glimpse of the future ...*



Mark Duncan, Director of Marketing & Business Development, Fraser

## MARKET INSIGHT: MARK DUNCAN, FRASER

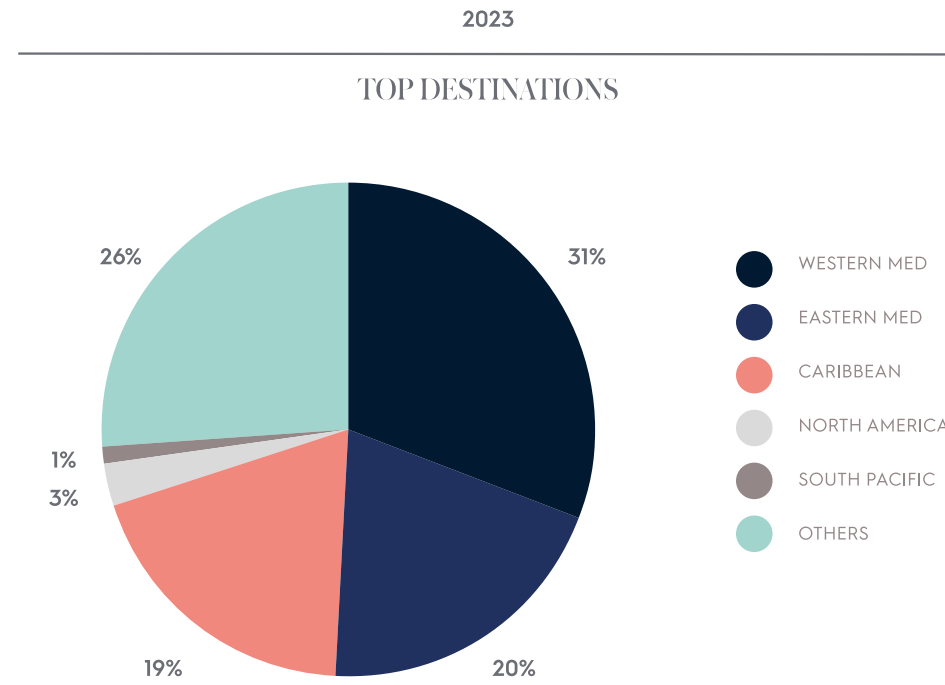
The charter market is a wonderful measure of the demand for luxury yachting.

While it has slipped since the record-breaking post-Covid years of 2021 and 2022, our teams witnessed an impressive late surge this summer with charter bookings up in June and up by over 25% in July, noticeably on yachts above 60m. August and September bookings were slightly lower than in peak years.

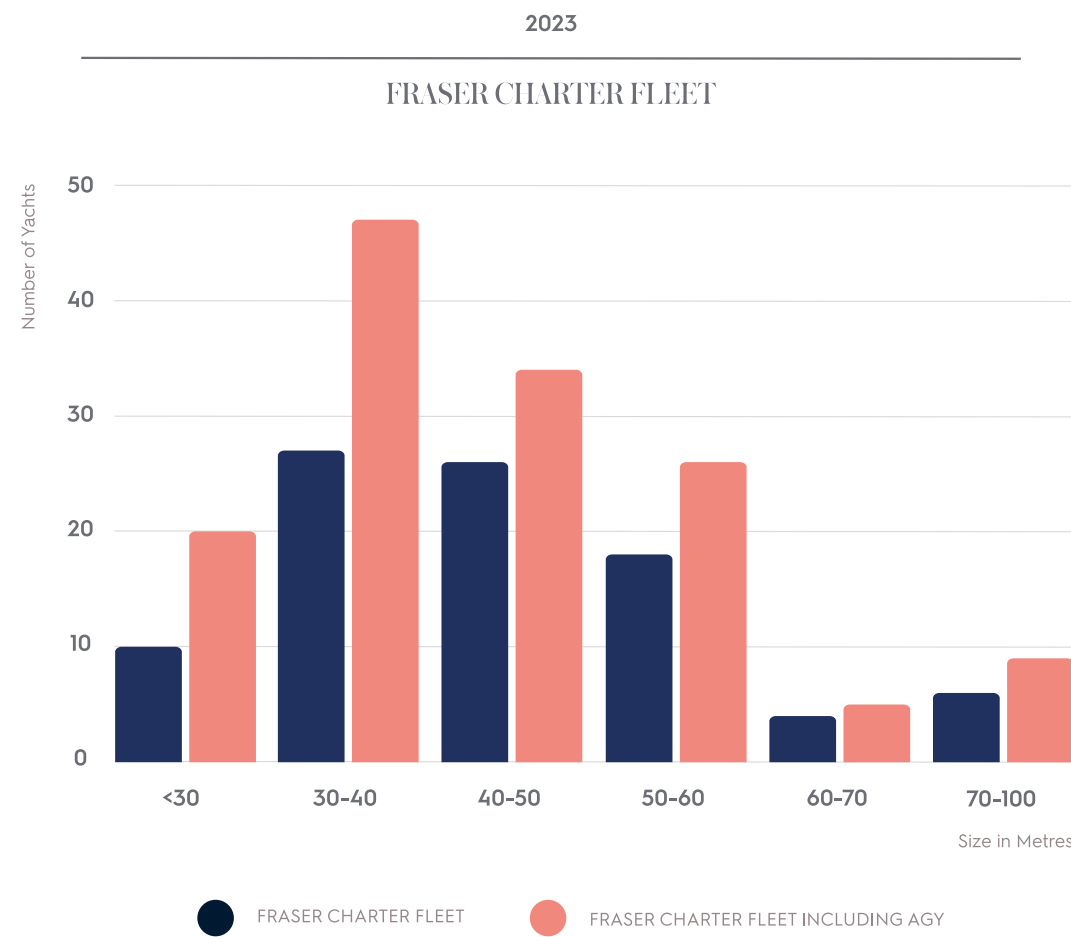
Our recent acquisition of renowned charter company Atalanta Golden Yachts (AGY) in Greece means clients now have access to the world's largest charter fleet - over 140 yachts with incredible charter programmes across every size range.

Statistically more than 30% of charterers eventually go on to become yacht owners. With worldwide sales continuing to outperform pre-Covid averages by over 28%, we look forward to seeing the demand for our newly increased charter fleet eventually translate into increased purchase demand in the not-too-distant future. ✂

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\*Destinations breakdown is prior to AGY joining the Fraser Fleet



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FLORIDA GULF COASTLINE, UNITED STATES



SYLVIA EARLE EXPLORES COCOS ISLAND, COSTA RICA



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SYLVIA EARLE WITH VOLUNTEERS, THE OUTER SEYCHELLES



GREAT BARRIER REEF, AUSTRALIA



MOBULA RAYS, AZORES ARCHIPELAGO, PORTUGAL



SEA LION, GALAPAGOS, ECUADOR

## ON OUR WATCH

Hope can now be spotted across all our planet's seas and oceans. Sites are made into aquatic havens by local communities, to safeguard the richness and diversity of the ecosystems they depend on. Sylvia Earle's invaluable experience as an explorer and marine biologist continues to help further their goal, through her organisation, Mission Blue. Together, they have created over 130 Hope Spots and counting. Carrying a message of hope for generations to come.

It is that vision, that dedication to a perpetual planet, which we are proud to stand by.

For as long as it is needed.

*#Perpetual*



OYSTER PERPETUAL SEA-DWELLER



ROLEX SUPPORTS MISSION BLUE IN ITS COMMITMENT TO PROTECTING 30% OF THE OCEANS BY 2030





*The mood after Monaco and Fort Lauderdale late 2023 was cautious but upbeat. Superyachts are selling steadily. The worldwide fleet has reached record levels. If clouds are gathering on far horizons, they can perhaps best be viewed and weathered from the deck of one's own private yacht.*

WORDS BRUCE MAXWELL PHOTOS YARDS



# FINE WEATHER BUT CHANCE OF CLOUDS

© TOM VAN OORSANEN

*Refits are important for yards. Lürssen's work on the 97m Carinthia VII this year was superb*





Damen Yachting Explorers and Amels Custom and Limited Editions still top our annual Indo-Asia-Pacific list. The first Amels 80m is taking shape

Jonathan Beckett, CEO of Burgess, one of the largest agencies, with multiple Indo-Asia-Pacific offices, notes that 2022 saw a partly covid-induced building surge as owners opted to be “far from the madding crowd” aboard their boats.

“In January 2023”, he told us, “we planned for the worst, and hoped for better. There are, after all, wars going on, inflation running wild and talks of financial headwinds around the corner.

“But in reality, 2023 has proved what a resilient market we operate in. Both charter and sales have far exceeded our expectations, to the extent that I think we can say that now 2023 will end up being a very good year for Burgess and for the wider industry”.

Having said this, and with planning for 2024 well under way, he thought that “prudence must still be the order of the day”.

Australian designer Sam Sorgiovanni, whose 85m+ projects have been mostly at Oceanco in the Netherlands in recent decades, confirms that “there are still solid client inquiries, albeit the client base has obviously shifted slightly.

“Despite some drawbacks, there are clients who will press on, which is most encouraging, and I have a number that are going through the usual processes”.

“Super yachting tends to endure and power on. When a crisis occurs, those with the means evaluate their lives, and continue with their dreams and whatever brings them joy”.

Peter Lürssen, fourth-generation owner of the family’s eight German yards, says that “today, 32 of the Top 100 yachts in the world have been built by Lürssen, including 12 of the top twenty”.

“Many more yachts in the range of 75m to over 130m are currently under construction. The Lürssen founder’s dream to become one of the leading shipbuilders is still present in the spirit of Lürssen and all the people who work there”.

This year Lürssen, which also builds commercial and naval ships,

has delivered the 146m *Opera*, 90m *Norn*, 137m *Luminance*, and completed a complex refit on the 97m *Carinthia VII*. Despite its dominance in upper echelons of the superyacht market, the yard lists many of its core builds in the 50-90m range.

State-of-the-art technology includes custom zero speed stabilisers and electronic anchoring to protect the seabed, but most watched is their development of marine hybrid fuel cell systems aboard yachts powered by methanol.

Partnered by Freudenberg e-Power Systems, delivery of their first fuel cell system is scheduled for mid-2024 for Project Cosmos, “bringing us a step closer to a CO2 emission-free Lürssen yacht”.

The current Indo-Asia-Pacific fleet, however, continues to be led by Damen Yachting and subsidiary Amels. The parent offers Yacht Support and Luxury Explorer vessels, while custom Amels and for two decades Amels Limited Editions have become market leaders.

Kommer Damen of Damen Yachting acknowledges that technical advances in fuel and electricity will drive private yacht building in future, but tips his hat to the Limited Editions phenomenon, in which various LOA hulls and tried and tested systems are produced, so that the buyer steps in to supply custom touches only two years from delivery, rather than four.

Styled by Tim Heywood and now Espen Øino, and with a range of interior designers including Laura Sessa, Kommer Damen says the secret of Limited Editions’ success is in the build approach.

“Because you repeat the same thing, you have lower costs, and engineering costs are also applied over the series, instead of being charged to just one vessel. This has enabled other lucrative deals with co-makers. And now we see Limited Editions have high resale values, which are an important factor for our clients”.

Amels next big thing is the Amels 80m sold by Burgess at Monaco in 2022 that is now in final fitout stages.



Custom Maxwell winches and windlasses appear on the largest superyachts. Maxwell CEO Andy Stephens is well-known from his Phuket marina sojourns



Last year the big issue was sanctions applied by some Western countries on some Russian superyacht owners, due to the Russia-Ukraine War. Such sanctions and “arrests” have proved legally fraught in various jurisdictions. Buyers have been wary about where “sales” are recognised, and whether rulings may be reversed in future.

Now the Russian fleet, representing nearly 15 per cent of the market and certainly among its most active, seems to have holed up on the Turkish Riviera, in Middle East ports including the UAE in the Gulf, and for cruising, pleasant nearby Indian Ocean destinations like the Maldives and Seychelles archipelagos suffice. The Seychelles had 46 international arrivals in the first nine months, creating a lively trade.

This annual *Top 100* feature, begun in the 1990s, has increasingly included activities in the Indian Ocean in recent years, where big boat traffic has picked up to Southeast Asia and Australasia, and so its title has been formally changed to *Indo-Asia-Pacific*, although we do not cover the Middle East *per se*, as that would warp results.

Other Russian vessels, sanctioned or otherwise, seem to be hanging out on the Baltic Sea or Pacific Coasts of Russia, and on the Pacific Coast of Central America. We have previously suggested that lifting such sanctions, which appear ineffective anyway, and are a clumsy shot in the foot for Europeans yards, could be used in negotiations.

The 100 cameo stories that follow, always updated from the prior year, start at Lürssen’s stupendous 160m *Blue*, and again “bottom out” with a clutch of 50m vessels, a far cry from the 1990s lists. In March-April 2024, it has been decided to run a separate feature on well-known 40m-50m vessels in regional waters, with particular emphasis on those for charter, and we are open for suggested candidates.

Charters are widely available among the *Top 100* yachts, marked in green rather than blue, and the choice of exotic destinations is simply amazing. I could spend months in the Maldives or French Polynesia, or exploring Asia’s seas and straits, Australia and New Zealand and the South Seas. It’s a great way to experience the logistics of superyacht cruising, prior to perhaps buying one.

Private yacht voyaging also continues apace. Colleague Lord Irvine Laidlaw, a former Hong Kong friend, was somewhere in the Philippines when this was written. His 68m Feadship *Lady Christine* spent some time at our recommended Sutura Harbour on the North Borneo Coast, where they said service was quite satisfactory, and then picked up Irvine’s party at Puerto Princesa in Palawan. Lots of water under the bridge since he started the Monaco Yacht Show.

Further afield we are pleased to report that newly-launched Nawi Island Marina at Savusavu on Vanua Levu booked half a dozen superyachts in its inaugural year, and agent David Jamieson of Yacht Help Fiji says they were happy with their stay.

Further facilities are gradually coming online at Nawi Island, with final completion expected in 2025, but enough is already in place for a most pleasant sojourn at Fiji’s second principal island, where tourist groups are less likely to be found.

In the new-build and explorer vessel market, Echo Yachts at the Australian Marine Complex near Fremantle and Perth in Western Australia, has just delivered its latest 56m support and stand-alone adventure vessel *Charley 2* to augment the fleet of a Singapore family.

Echo Yachts says a key focus in *Charley 2*’s design was her aluminium and hydrodynamic hull form, allowing an engine power reduction of 40 per cent – from 2700 bhp to 1600 bhp per engine – resulting in a top speed reduction of only two knots to 18 knots.

“That’s quite astonishing, considering the yacht has 50 per cent more internal volume than her predecessor”, said Chris Blackwell, Sales Director of Echo Yachts and present Chairman of Superyachts Australia, crediting co-designers One2Three Naval Architects.

The first *Charley* is 52m and built in composites. She remains in use with 61m superyacht *White Rabbit E* and 84m *White Rabbit G*, the latter also built at Echo Yachts, but *Charley 2* has been imbued with solar panels and other features that reduce her carbon footprint.

Echo offers composite, aluminium or steel construction, and has considerable experience in monohulls, catamarans and trimarans, so it seems an option for regional owners wanting to keep an eye on their custom builds, and for those further afield.

Rounding out accessories aspects, Maxwell Marine, New Zealand-based but owned by the Dutch Vetus Group, in addition to its standard windlass and anchor ranges, is now a renowned specialist in custom-designed anchoring systems for superyachts to 125m.

This involves Maxwell designers and engineers providing aesthetically-pleasing systems which are powerful and reliable, and custom tailored to a specific vessel.

They conform with accreditation standards of all the leading authorities, and have been used by some of the world’s most respected builders, including Lürssen, Damen, Benetti, Nautor’s Swan, Oyster and Royal Huisman.

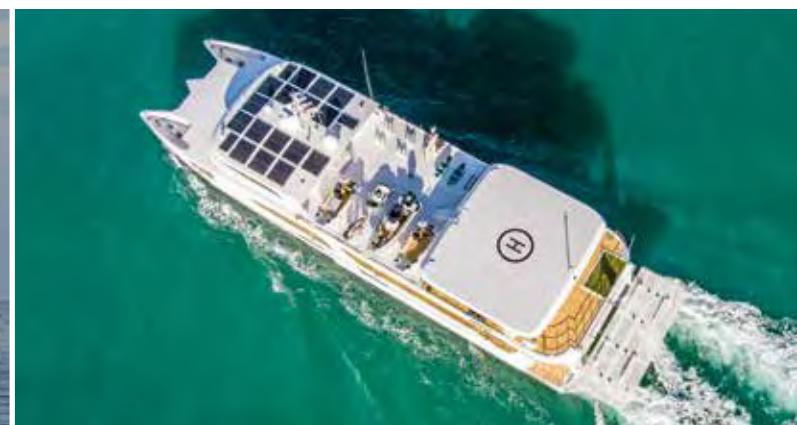
Says their Thierry Vermeer: “We recognise that boat owners not only want equipment that works flawlessly, but that looks great as well. To this end, Maxwell’s designers spend countless hours improving the look, functionality and robustness of all products”.

Maxwell Marine CEO is Andy Stephens, a former superyacht sailor and Phuket marina director who is well-known to many in the industry.

Finally a new breed of Spanish-built sports boats called Tesoro turned up at this year’s Sydney Boat Show, marketed by fast-expanding The Yacht Sales Co.

During trials on Sydney Harbour, a superyacht skipper saw her, and decided she was exactly what he and his owner were looking for in a sort of day boat and tender for their larger craft.

We have thus been talked into running a separate feature at the end of *Top 100* this year, should this set-up be of interest to other owners. © BRUCE MAXWELL 2023



Lord Irvine Laidlaw’s 68m *Lady Christine* shares the Andaman Sea with a Thai squid boat, and 56m Adventure Support Vessel *Charley 2* heads from Echo Yachts in Western Australia to her “fleet” home in Singapore. Echo has recently built three superyachts, largest being 84m





© TOM VAN OOSSANEN

# 1 ■ BLUE

## 160m Lürssen

Delivered mid-2022 and expected to make further Indian Ocean passages from home base the United Arab Emirates, *Blue* is styled inside and out by British company Terence Disdale Design, and built by Lürssen of Germany, joining the fleet of other Lürssens as one of the world's largest private yachts. The vessel accommodates up to 48 guests in 24 suites, and carries 80 crew. Valued at around US\$600 million, it has two helipads, an enormous swim platform and beach club, and is powered by MTU engines using the Lürssen-designed, ultra efficient Diesel-Electric Hybrid Propulsion Concept.



© TOM VAN OOSSANEN

# 2 ■ NORD

## 142m Lürssen

Roaming Russia's Pacific seaboard from Sakhalin Island to Vladivostok recently, following a remarkable 6,700 nm voyage from the Seychelles, *Nord's* exterior and interior are by the leading Venice designers Nuvolari and Lenard. Another Lürssen innovation aboard this vessel is its advanced nitrogen removal and noise reduction exhaust system. The yard, which has a 50-90m order book apart from copious builds in the upper echelons of the private yacht market, is a leader in developing ecologically sustainable systems. *Nord* is powered by twin MTUs, and like *Blue* has a top speed of 20 knots. She carries 36 guests.



© CARL GRÖLL

# 3 ■ SERENE

## 134m Fincantieri

Built a decade ago by the very large Italian cruise ship and naval yard Fincantieri, as was the 140m *Ocean Victory*, originally for a Russian owner, *Serene* cruised Indo-Asia-Pacific waters extensively, as far south as New Zealand, before being sold in the Middle East. Lately in Cyprus and Port Said, at year's end *Serene* was heading south again into the Indian Ocean. Interiors by Raymond Langton. A close watch was doubtless kept passing the Egyptian resort Sharm El Sheikh, where she ran aground on a previous passage. Bill Gates has been among guests, and the vessel was earlier said to carry artworks by Leonardo da Vinci.



© GUILLAUME PUISSON

# 4 ■ MOTOR YACHT A

## 118m Blohm & Voss

Commuting between the Maldives and various Gulf Emirates, the unusual looking reverse-bow *Motor Yacht A* is a familiar sight in many Indo-Asia-Pacific ports, having cruised the region for years. The name is to distinguish her from the even larger *Sailing Yacht A*, and there is now another Saudi Arabian-owned 147m Lürssen called *A+*, which is the former *Topaz* of *Blue's* present owner. It's all happening in the Gulf. *Motor Yacht A* was built by Hamburg-based Blohm & Voss, which was taken over some years ago by family-owned Lürssen. Design is by the unconventional Frenchman Philippe Starck.



# 5 ■ MULTIVERSE EX-ULYSSES

## 116m Kleven

New Zealand billionaire Graeme Hart's pet project to build 107m and 116m expedition yachts at a commercial yard called Kleven in Norway has produced many side-stories. The first vessel is now called *Andromeda* and was in Papeete, French Polynesia, when last sighted. *Ulysses*, Hart's preferred name since he bought his first Feadship decades ago, changed her name to *Multiverse*, indicating a possible new owner, and the 116m has been on the Pacific coast of Mexico after a Panama Canal transit. Meanwhile Kleven got into financial trouble, and was taken over by other yards. *Multiverse* remains one of the world's most remarkable explorer vessels.



Monday to Thursday business meetings in **PHOENIX**<sup>2</sup>, on Friday a 6-hour executive board meeting at the company's **GLOBAL HQ**, and next week the same again, jetting from one meeting to the next – always **AVANTI, AVANTI!**

And then finally:

Vacations with my family. A week off, just us: my wife **VALERIE** and our kids. What a contrast, what an **OASIS** of peace. Our son **RONIN**, an **ACE** in sports, in the **CORAL OCEAN** all day long – wind-surfing, wakeboarding, kitesurfing. Our daughters **AMADEA** and **TITANIA** enjoying their school holidays on board the spacious yacht, too. My wife and I, swimming in the main deck's infinity pool, and later indulging in **A+** quality dining. In the evenings, we'd go down to the cinema to watch movies, or we'd sit on deck, looking into the star-lit sky over the **PACIFIC**, just to wake up the next morning, pampered by the **RISING SUN's** first warm beams. Tell you what – the opportunities to recharge the batteries were simply **LIMITLESS!**

Anything can happen onboard a **LÜRSEN**:







**6** ■ **PELORUS**  
115m Lürssen

Largest of the Chinese-owned Lürssens, a leading Hong Kong property developer is reported to own *Pelorus*, previously in the portfolios of superyacht royalty Roman Abramovich and David Geffen. The vessel was built in 2003, has been at a yard on the Elbe River in Germany for some time, and is available for sale. Designer is Tim Heywood, with interiors by Terence Disdale. This duo also combined, in the States, on the Alston-built 72m *Kogo*, which has been cruised on both coasts of North America by the same owner.



**7** ■ **IJE**  
108m Benetti

Australian billionaire James Packer spent last summer in the Med at some of his favourite haunts, plus a few new ones, now that his gaming empire has successfully been sold, allowing more time to relax. In the family's 88m *Arctic* he was a regular, anchored off the Hotel du Cap in Antibes, and his latest larger Benetti is showing a distinct penchant for the Med in season too, although she also plies the Pacific Coast of Mexico, where he has another formidable home. The vessel is named after children Indigo, Jackson and Emmanuele by ex-wife Erica Baxter.

© JEFF BROWN



**ANDROMEDA** ■ **9**  
107m Kleven

Originally one of many superyachts to launch as *Ulysses* for New Zealand businessman Graeme Hart, she was on-sold and has been cruising the Indian and Pacific Oceans in recent years. Late 2023 she was in Papeete in Tahiti, capital of French Polynesia, from which five beautiful yet decidedly different archipelagos may be visited. The vessel accommodates 30 guests in 15 suites. Interior design is by H2, and features include a wine bar, large swimming pool, cinema, sauna and spacious gym. There is a private owner's deck, and who that owner may be is being kept carefully under wraps.

**AMADEA** ■ **10**  
106m Lürssen

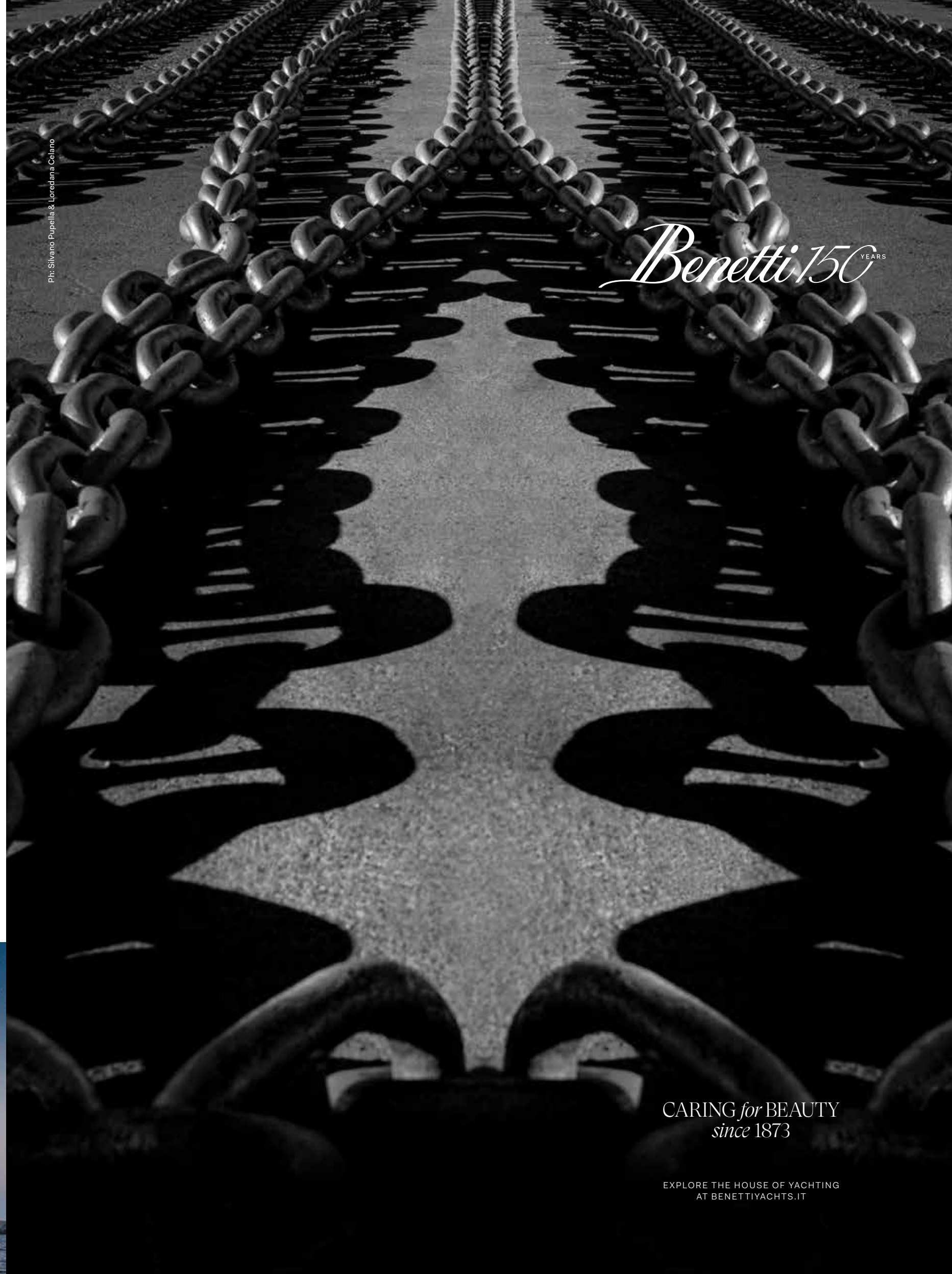
This sad saga rolls on. Owned by a sanctioned Russian oligarch, the US won a protracted court case in Fiji to take possession of the vessel when it called there. A US crew subsequently sailed her to San Diego via Hawaii, where she remains. The US is theoretically selling her, but it remains unclear whether any offers have been made and at what price, given a US\$325m valuation at the time of her "arrest". In the meantime, US taxpayers are believed to be paying a considerable sum for the vessel's upkeep, and the Isle of Man is also suing over an alleged US\$46m VAT payment it says fell due during this process.

**LANA** ■ **8**  
107m Benetti

One of three 100m+ Benettis launched in Livorno is recent years, *Lana* and the 136m Lürssen *Flying Fox* have become the first yachts in the "giga" range to be offered for charter. While *Flying Fox* has been holed up in Turkey, *Lana* was in Portofino last summer and by October headed through the Suez Canal into the Indian Ocean once more. She reportedly costs €1.8 million a week, but that is small change for the likes of charterers Bill Gates and Jeff Bezos, the latter this year taking delivery of his own 127m Oceanco sailing yacht *Koru*. Exploring the Maldives and Seychelles are popular pastimes, and fishing off Kenya, Mauritius and Madagascar is being included in itineraries.



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# 11 ■ ATTESSA IV

## 101m Evergreen Nagasaki rebuilt Vancouver Shipyards

A former steed of Taiwan's Chang Yung Fa, CEO of transport conglomerate Evergreen, this was one of Asia's first superyachts when the boom resumed in the 1980s-90s, with David Lieu's *Van Triumph* and Brian Chang's original *Asean Lady*. All three were built in East Asia. Later acquired by serial superyacht rebuilder Dennis Washington, this Diana-designed vessel was extended and extensively refurbished under Canada-based designer Gregory K Marshall, and in her latest lease on life she has been cruising between San Diego and Ensenada in Mexico. Washington goes fishing at nearby Cabo San Lucas.

# CLOUD 9 ■ 14

## 89m Oceanco

Australian billionaires Brett Blundy and Jack Cowin used to build and charter their superyachts together, such as a twin order placed with French shipyard CMN, but whereas Cowin continues in this market chartering his current *Slipstream*, see later entry, Blundy seems to have recently followed New Zealand's Graeme Hart into trading such vessels, acquiring the Oceanco originally known as *Infinity* in 2022, changing her name to his usual *Cloud 9* as Hart does using *Ulysses*, and offering the improved vessel for sale again. This *Cloud 9* is styled by renowned Espen Øino with interiors by Sinot Design and David Kleinberg.



© BUGSY GEDLEK

# 12 ■ AV

## 94m Blohm & Voss

Another Dennis Washington project, this vessel was called *Palladium* when initially built in 2010 for a Russian owner at Blohm & Voss, now part of the Lürssen shipyards in Germany. Designed by Michael Leach, one of Britain's many creative superyacht houses, she carries 24 guests in 12 suites, and is powered by MTU diesel engines, producing a top speed of 19 knots. Now in his 80s, Washington has rebuilt the best part of a dozen boats, including also a former *Aviva* in the upper echelons to fishing vessels and a tug called *St Eval*. His wife was introduced years ago by fellow superyacht owner Larry Ellison.

# 13 ■ LADY S

## 93m Feadship

Lately cruising exotic seas and straits between Southeast Asia and East Asia, *Lady S* is a 2019 delivery from Feadship and has been available for charter in the Med and Caribbean, and possibly now in Asia-Pacific waters. She accommodates 12 guests in a master suite, four VIP suites and two twin cabins, and there are two staff cabins. Like *AV-Palladium*, Michael Leach had a hand in the styling, and the vessel boasts a helipad, cinema, spa, gym, elevator and underwater lights. Powered by twin Caterpillars, she has a 6,500 nm range at 12 knots, and plenty of water toys, including four tenders led by a 10.5m Tenderworks Limo.



# ILLUSION PLUS ■ 15

## 89m Pride Mega Yachts

Built in China using experienced contractors flown in from abroad, *Illusion Plus* handled by Burgess Yachts is the product of Dutch naval architects Azure, exterior designers Rainsford Saunders and features stunning interiors by Sinot Yacht Design. She has been cruising in the Med, and now returns to Asia via Sri Lanka for her five year survey. The vessel has six decks, and is powered by Rolls Royce diesel-electric engines. She boasts an enormous master suite, an atrium and elevator, state-of-the-art wellness centre and gym, and a touch-and-go helipad.

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**ZEN** ■ 18  
88m Feadship

The figures 1, 3 and 8 are lucky in Chinese legend, 8 or *fa* being associated with wealth. Built in 2021, *Zen* is Chinese-owned and other well-known Chinese guests have been reported aboard, but she has remained mostly in the Med after her launch, currently in Barcelona. The vessel's naval architecture and styling is by Feadship's in-house partner De Voogt, and interiors are by Nauta. She is powered by twin MTU diesels, has a top speed of 17 knots, and accommodates 16 guests in eight suites. Certified to Lloyds 100A1.



**ARCTIC** ■ 19  
88m Schichau Unterweser

Back in Auckland for a breather at our deadline after a couple of seasons chartering in French Polynesia, this is the Packer family boat now run by Gretel while brother James sails his *IJE* and mum Ros, who also had a suite on *The World*, advises both. *Arctic* has been charging only €400,000 a week, and seems great value for anyone wanting to explore mystic Polynesia's five archipelagos. The vessel takes 12 guests in seven suites. When cruising the Med, Caribbean and Asia-Pacific in prior decades, she was called *Arctic P*, but the *P* has been dropped for this new chartering phase.

**M5** ■ 20  
85m Vosper Thornycroft

This super sloop goes back to when Nautor's Swan founder Pekka Koskankyla started building *Mirabella*-branded maxi yachts at Jomtien in the Gulf of Thailand. One was launched with elephant-power. By the fifth *Mirabella*, principal owner Joe Vittoria, CEO of Avis, decided to build at Vosper Thornycroft in England. Kiwi designer Ron Holland said very proudly that her single mast was so high she would have to go around the capes rather than using canals. Renamed *M5* when the yacht changed hands, she has sailed extensively in Asia-Pacific waters, and lately has been exploring Canada's Pacific West Coast.

**16** ■ HERE COMES THE SUN  
89m Amels

*Here Comes The Sun*, from the Beatles song, made an extensive Asia-Pacific passage when first launched as an 83m or Amels 272 Limited Editions, for a Russian owner, but now reportedly the latest steed of the very experienced New Zealander Graeme Hart, her LOA has been increased back at Amels to 89m to accommodate an aft helipad, two VIP suites are added on the master deck, and her hull colour has changed to deep blue. The result is a lovely-looking custom creation building on Tim Heywood's original design.



**17** ■ ASEAN LADY  
88m Yantai Raffles

Now offered for sale by Raffles Yacht Group, the US\$15m asking price for this unusual 88m prao design seems very attractive. Originally owned and built at Yantai by Southeast Asia's superyacht pioneer Brian Chang, and cruised lately by Malaysia's Tan Sri Vincent Tan, this vessel has vast space created by decks built across two hulls, which also act as natural stabilisers in a seaway. She has eight suites, and a 2,000 HP Caterpillar engine capable of 15 knots plus a 600 HP Retractable Thruster which propels her at 7 knots. We've spent time aboard, and are considerably impressed by this unique concept, which has won "most innovative" awards in the superyacht industry.



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Portrait of a cutting-edge 62-metre beauty, M/Y Rio. Steel and aluminium on water.

Courtesy of the CRN Yachts collection







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## 21. PACIFIC X 85m Lürssen

Located recently in the Seychelles archipelago in the Indian Ocean, *Pacific X* has chartered since her 2010 launch, but is no longer offered in that market. She is among a substantial fleet cruising mostly in Turkey, the Gulf and Maldives-Seychelles waters off the East African Coast as settlements of regional conflicts are awaited. This vessel was built at Lürssen's Lemwerder facility, one of several focussing on private yacht construction, and is designed by German Frers, with interiors by Bannenberg & Rowell, a successor to the late great Australian superyacht designer Jon Bannenberg. Carrying 12 guests in six suites, features include a cinema, spa, gym and elevator.



© TOM VAN OOSSANEN

## 22. AMATASIA 85m Lürssen

Although the leading builder of the world's largest private yachts, Lürssen has substantial orders in the 50-90m range, as *Amatasia* and *Pacific X* duly testify. *Amatasia* was previously called *Areti*, and during extensive Asia-Pacific cruising was acquired by local interests. In an earlier annual *Top 100* feature, we reported her commuting between Cairns and Lizard Island in northern Queensland. Burgess Yachts handled both sides of the sale above. She carries 18 guests in nine staterooms, and once again, MTUs are the preferred form of power.

## BOLD 23 85m SilverYachts

During summer's SailGP foiling regatta off Saint-Tropez, we noted Australian-built *Bold* among spectator craft, as was a smaller superyacht called *Ghost*, bedecked with Australian flags. Australia has won each of the three SailGP seasons so far held, and leads in the current one. Owner of this 2019 luxury explorer launch is German industrialist Guido Krass, founder of builder SilverYachts, before he sold controlling equity to a very large Chinese aluminium company. *Bold*, designed by Espen Øino, was fifth off the slips at SilverYachts following two 73m and two 77m all-aluminium vessels. Being light and sleek, they have impressive records for non-stop, very fast passages.



## WANDERLUST 24 85m SilverYachts

Sister ship to *Bold*, *Wanderlust* was delivered last year after the Cambodian company BIC Marine acquired minority equity in SilverYachts, and this vessel is now listed online as belonging to BIC's Chairman. She is available for charter through Burgess Yachts, and as this was written, was plying between Bali and Komodo Island in Indonesia. SilverYachts, based in Henderson, south of Fremantle in Western Australia, has a further 80m project under way, and after two Øino-designed 36m SpaceCats were built up the Pearl River near Hong Kong in China, a third vessel in that series is taking shape at Henderson.



## 25. WHITE RABBIT G 84m Echo Yachts

Flagship of a growing fleet owned by a Singapore family, *White Rabbit G* was also built in the Australian Marine Complex at Henderson, Western Australia, where her latest 56m support vessel *Charley 2* has just been delivered. See entry further on. The attraction to these facilities is expert construction in aluminium, where commercial fast ferries and naval craft are turned out too, but Echo Yachts has built Australia's largest composite vessel, and offers steel hulls with aluminium topside as well. Echo Yachts' marketing director Chris Blackwell, a regular at Monaco, is Chairman of Superyachts Australia. *White Rabbit G* is a trimaran designed for smoother rides in a seaway, and other Asian owners are looking at Echo Yachts as a build option.



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## 26 ■ ILONA 82m Custom Amels

Frank Lowy's *Ilona* and Reg Grundy's *Boadicea* were the two custom Amels that pioneered an Asia-Pacific interest in that yard more than two decades ago. Since then Amels Limited Edition yachts and parent Damen Yachting's Luxury Explorers and Yacht Support Vessels have proved so popular that they now have the largest combined fleet in Indo-Asia-Pacific waters. Lowy, retired CEO of Westfield shopping centres, and his family keep other superyachts based in Australia, but *Ilona V*, to be precise, is mostly in the Med, often in the vicinity of premier European soccer matches.



© TIM MC KENNA

## 27 ■ SEA EAGLE 81m Royal Huisman

Dr Samuel Yin commissioned 43m and 81m sailing yachts from Royal Huisman, a picture postcard yard north of Amsterdam, after striking a friendship with then CEO Alice Huisman. A resident of northern Taiwan, it turned out he had already been sailing between Keelung and Shanghai, although he kept a low profile. That changed somewhat when he offered to endow a Chinese version of Sweden's Nobel Prizes. The three-masted *Sea Eagle* has cruised extensively since her relatively recent delivery. Design is by Dykstra and Mark Whitely, and she has a modern Panamax rig by Rondal. Seen here cruising in French Polynesia, she is said to have changed hands during 2023.



© FRANCISCO MARTINEZ

## ARTEFACT 28 80m Nobiskrug ■

One of the most startling designs launched in Europe recently, *Artefact*, has turned up in Papeete, and we may be seeing more of her in Asia-Pacific waters. German builders Nobiskrug say this hybrid vessel is one of the world's first superyachts to meet IMO Tier 111 emission regulations. She has solar panels and a large battery storage system backing up internal combustion engines, diesel-electric Azipod propulsion, and an unprecedented floor-to-ceiling glass central section weighing almost 60 tons. Exterior is by Canadian Gregory K Marshall, who also won many awards with New Zealand-built *Big Fish*.



© FEADSHIP

## VENUS 29 78m Feadship ■

French designer Philippe Starck made his mark with stylish seating. In recent times he has left his legacy on a number of unusual superyachts as well. *Venus*, motoring between Papeete and Cairns when this was written, is such a vessel. Originally built for the late Apple founder Steve Jobs, *Venus* is long and slim, with a beam of only 12m, topped by low-profile decks built of aluminium and glass. Built at Feadship's Aalsmeer yard, she accommodates 12 guests in six suites, and is powered by twin MTUs, enabling a top speed of 22 knots.

## 30 ■ LADATCHA 77m Damen Yachting

Featured in *Yacht Style* when first launched, this Luxury Expedition vessel by Damen Yachting had an exciting charter schedule, particularly in the far North Pacific and Bering Sea, including visits to Russia's Sakhalin Island and the remote Kamchatka Peninsula. The South Seas and Antarctic were also on her horizons, but the Russia-Ukraine war required a pause while sanctions and non-sanctioned situations are resolved. In the interim *La Datcha* has been mostly on the Pacific Coasts of Mexico and Costa Rica, recently in Golfofito Bay.

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# 31 ■ CLOUDBREAK

## 75m Abeking and Rasmussen

Cruising in Southeast Asian waters, *Cloudbreak* is from the versatile design maestro Espen Øino, and she has another claim to fame in that interiors are by the equally award-winning Christian Liaigre. Based mostly in Singapore while exploring the world's largest archipelago in Indonesia, the vessel has lately headed for Bali. Last year we reported that the owner is a keen surfer, and that *Cloudbreak* is named after a specific swell in Fiji. She has a range of 7,500 nm at cruising speed 12 knots, always handy for longer Pacific passages, and the configuration aboard is one king, three doubles and four singles.



© JEFF BROWN

# 32 ■ CORAL OCEAN

## 73m Lürssen

Australian-based Ahoy Club Yacht Charters, run by superyacht owner Ian Malouf, surprised the market when he recently added the Lürssen *Coral Ocean* to his fleet. On the other hand, this distinctive vessel was styled by the late great Australian Jon Bannenberg, who was full of surprises himself, so perhaps the strategy was apt. She was in Corsica when this was written, while Malouf's long-standing Baglietto 54m *Mischief* was offering charters in Fiji. *Coral Ocean* takes 13 guests in seven suites, and rates are about €650,000 a week.



© FEADSHIP

# 33 ■ LUNASEA

## 73m Feadship

"Aussie John" Symond's *Hasna* was well received when he embarked on this venture, adding to the ranks of seriously big boats owned by Australians in 2017, but after cruising for some years, she was sold and renamed *Lunasea*. Still in Asia-Pacific waters, *Lunasea* was plying from Fiji to Brisbane as the late-year cyclone season began in western waters of the South Pacific. Available for charter in the region, she takes 12 guests in seven suites. Large master located on the principal deck, then one VIP suite, two doubles and two twins. Pool and beach club with fold-out terraces, alfresco cinema.

# DYTAN 34

## 73m Nobiskrug

Built in 2012 and known as *Flying Fox* and then *Graffiti*, *Dytan* has been plying the Pacific Coast of the Americas, literally anywhere from Seattle in the north to Punta Arenas in the Magellan Strait near Cape Horn in Chile. Another *Flying Fox* at 136m became the world's largest private yacht available for charter in recent years. *Dytan* has exterior styling and interiors by British house Raymond Langton, and was last refitted in 2019. She takes 12 guests, and is powered by twin MTUs, allowing 12 knots cruising speed and 14 knots tops.



# GAMECHANGER 35

## 72m Damen Yachting

Although refurbishing in Falmouth and Malta at the end of the Med summer season *Game Changer*, first built as a Yacht Support Vessel but extended and refitted to superyacht standards three years ago, has spent most of her time as a rebranded Luxury Explorer in Indo-Asia-Pacific Waters since. She is Polar Code compliant and has taken part in expeditions to the Antarctic, as well as extensive cruising in Asia and the South Seas, then based in Fiji. *Game Changer* is used for ocean research, marine conservation, and documents ocean diversity. She also embarks on some luxury dive expeditions.

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### 36 ■ DRAGONFLY 72m SilverYachts

Roaming between Southeast Asia, Vanuatu and Australia's Gold Coast lately, *Dragonfly* is back in the land where she was built, albeit that was on the opposite coast at SilverYachts south of Perth. She was one of the yard's first two 73m all-aluminium motor yachts capable of 27 knots and very low fuel consumption at cruising speeds. Owned by Google co-founder Sergey Brin, she carries 18 guests in nine staterooms, and has spent many years in the Pacific, sometimes helping out islanders affected by cyclones or other weather events.

### 37 ■ KOGO 72m Alstom Marine

Chinese-owned but available for resale, *Kogo* has been cruising the US West and East Coasts. Built in France in 2006, she was exterior styled by Tim Heywood with interior outfitting by Terence Disdale, a classic combination. Last refitted in 2021, the vessel is described as having "an elegant Asian-influenced interior", and she is well-equipped with steam room and sauna, party deck and bar, swimming pool and cinema. Accommodating 14 guests in seven suites, she was at West Palm Beach when this was written, thus may also have been offered at the nearby Ft Lauderdale and Miami Boat Shows.

### 38 ■ SAMAYA 69m Feadship

Josh Lee of Lee Marine in Phuket, Thailand, handled the sale and build of this vessel at Feadship, and she has since cruised extensively in the South Seas and the Pacific Coasts of North and Central America. French Polynesia has equally attracted the owner, who is keen on ocean ecology and scuba diving, and more recently the vessel has been in another French territory, Noumea in the Coral Sea, which is encircled by a very large coral reef, second in size only to the Great Barrier Reef in Australia. Warming oceans are causing ongoing coral bleaching events. This factor and predators like crown of thorns starfish mean now may be the last chance to see these underwater wonderlands.



### 39 ■ SALUZI 69m Austal

Regularly chartering in Asian waters and elsewhere, this startling vessel was originally a boutique cruise ship in French Polynesia before a Chinese luxury lifestyle entrepreneur transformed her, with the help of Florida-based designer Luiz de Basto, into a unique vessel able to accommodate a remarkable 32 guests in 16 suites. Camper & Nicholson gives her weekly rate as €480,000. Perfect for people with large groups of friends or entourages. Her versatile deck spaces allow entertaining on a grand scale, and she boasts a modern, beach club décor.

### 40 ■ LADY CHRISTINE 68m Feadship

Lord Irvine Laidlaw lived in Hong Kong and Singapore before starting Monaco Yacht Show and selling stock in his huge IIR exhibitions and conferences company on the New York Stock Exchange. Thus he keeps returning to these waters in a succession of Dutch superyachts built by Heesen, Oceanco and now Feadship. *Lady Christine* sojourned at Sutera Harbour in Kota Kinabalu on the North Borneo Coast this year, reporting facilities up to expectations, and at our deadline was plying from Palawan to Coron and elsewhere in the 7,000-island archipelago of the Philippines. Thailand was pencilled in after that.



© FEADSHIP



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### 41 ■ STARLUST 68m Abeking & Rasmussen

Burgess reports that the 2020-delivered Abeking vessel *Starlust* may begin Indo-Asia-Pacific charters in 2024. They describe her as "one of the most distinctive recent additions to the charter market. A truly modern yacht, her contemporary and spacious interior and plentiful deck areas were created to provide for the ultimate in family entertainment. Features include a private owner's deck, full-beam VIP cabin, beach club, spa and zero speed stabilisers. The vessel carries 12 guests, and her charter rate is €700,000 a week.



### 42 ■ AMBROSIA 67m Benetti

Often tied alongside at the entrance to Love River in Kaohsiung, this is Ambros Young's third Benetti, stemming from a period when he held substantial equity in the yard. Taiwan's southern port city is an official service centre for Benettis and a number of other builds, and Young's ambition is to see it become a regular port of call for big boats visiting the region. Jade Yachts built and refitted superyachts in Kaohsiung with his encouragement, and 52m *Jade 959* is there now, but the yards are lately handling more commercial, naval and fishing contracts.

### 43 ■ SEA RHAPSODY 66m Amels

Malaysian-flagged *Sea Rhapsody* is exploring the Seychelles archipelago in the Indian Ocean, one of a rapidly rising fleet to spend more time here and in the Maldives. *Superyachtimes.com* says that use of Malaysian registrations is increasing, but we can see only slight changes during this annual Indo-Asia-Pacific review, whereas the Marshall Islands in the Central North Pacific remains a leader. *Sea Rhapsody* was delivered in 2012, and sleeps 12 guests in the usual assortment of suites. She has previously been available for charter in this location, but we understand is not presently taking bookings.

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### SURI ■ 44 64m Halter Marine

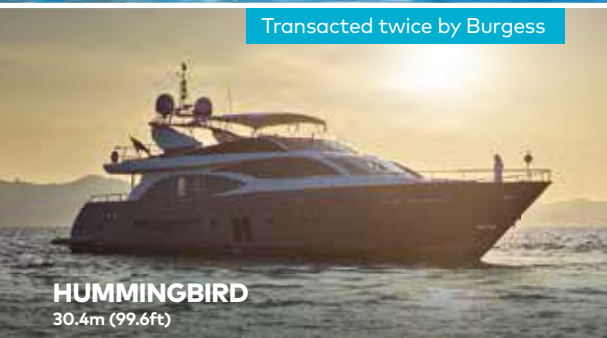
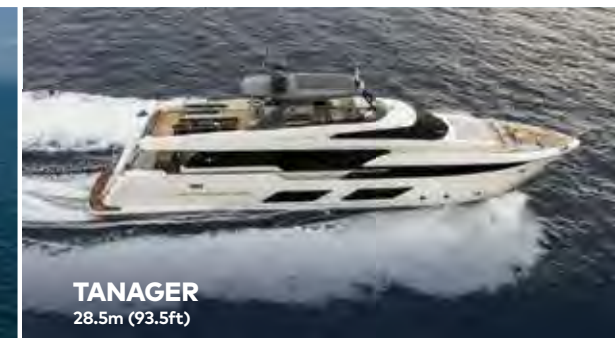
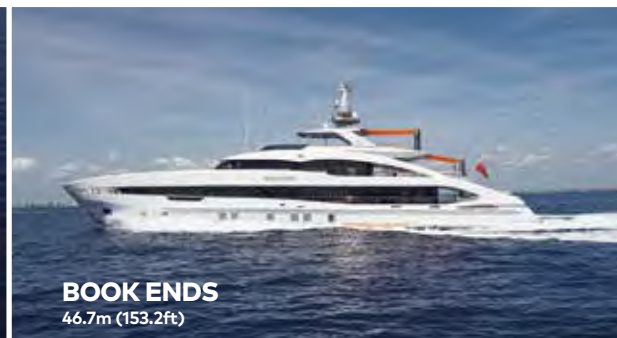
Chartering in the South Pacific and Antarctic for many seasons, the 1978-built *Suri* was used as a support vessel for the owner's 49m Hakvoort *JeMaSa*, but then she was converted in New Zealand into a stand-alone explorer yacht, and despite not looking overly pretty, she built up a solid base of fans in the charter market which sustained her operations. Said to have one of the best inventories of watersports toys, at year's end it appeared she would try a Caribbean season, but she has South Seas DNA, and will doubtless be back.

### SATORI ■ 45 63m Delta Marine

Built by Delta at its Pacific North West shipyard in Seattle, *Satori* has been gradually plying east, and spent some time in Benoa Harbour in Bali recently before a passage south to Perth in Western Australia. Making a relatively rare appearance for Delta in this listing, the vessel is powered by twin MTUs, and takes 12 guests. The yard began building fishing boats 50 years ago, and evolved into superyachts. Not to be confused with the Delta facility on Batam Island south of Singapore nor, apparently, with another Heesen-built *Satori* some years ago.



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## 46 ■ STARDUST

63m Amels

From her first shakedown cruise in the spectacular Norwegian fjords, the Limited Editions Amels 206 *Stardust* has been making the most of her long-range abilities, heading next to East Asia where her owner is said to have a residence, then dipping south through the Philippines to Australia's East Coast, returning to Thailand in Southeast Asia, and more recently visiting the Turkish Riviera in the Eastern Med season before heading back to Phuket via the Maldives. That is some serious passage-making, in a relatively short timespan.

## 47 ■ ATHOS

63m Holland Jachtbouw

Returning to the Pacific, the lovely Andre Hoek schooner *Athos* was in San Diego recently. She underwent an extensive refit at Royal Huisman's facility Huisfit in Amsterdam last year, and is understood to have a new sailing program. Usually available for charter, she carries 12 guests in five cabins. The arrangement is one king, two doubles, four singles and two pullmans, apart from crew. The master suite has its own terrace, and the wide cockpit is used both for dining and social activities, such as a movie set-up. A classic adventure under the stars



## 48 ■ WHITE RABBIT E

61m  
North West Bay Ships

Like her 84m big sister, *White Rabbit E* was built in Australia, but at a yard near Hobart rather than in the Australian Marine Complex at Henderson south of Fremantle. Designed to provide steadier passages in a seaway, she made a full circumnavigation shortly before covid struck. Based in Marina at Keppel Bay in Singapore, her owners currently have various vessels being delivered from Echo Yachts in the AMC, and the system they use may be of interest to other Asian and Australasian UHNWIs when considering a private yacht build. The yard is also fairly handy to many Asia-Pacific cities.

## DIAMONDS ARE FOREVER ■ 49

61m Benetti

Dividing her time between East Asia and Southeast Asia, restrictions on travel on the China Coast made the Gold Coast Country Club and Marina in Hong Kong less attractive during the covid period, so "*Diamonds*" as she is known moved to Singapore and then Phuket and their surrounding islands. She should be right at home in spectacular Phang Nga Bay, whose karst structures were chosen for the final scenes in another James Bond movie, *The Man With The Golden Gun*. Secluded islands, sandbanks and beaches are still to be found here, but best to steer clear of so-called "James Bond Island" in high season.



## 50 ■ EVENT

60m Amels

Based in Hong Kong in recent years, *Event* celebrated the covid liberation with an adventurous passage down the Philippines archipelago, across the Sulu Sea and on to Benoa Harbour in Bali, Indonesia. She is a Limited Editions Amels 199 by Tim Heywood, and is one of the most popular purchases for Asia-Pacific owners, featuring delivery in two years rather than the usual four. Some custom touches can still make these vessels look distinctly different. *Event* carries 12 guests in six staterooms, has a touch-and-go helipad, aft beach club, and a large 23m sun deck with lounges and spa pool.



## 51 ■ DREAM

60m Abeking & Rasmussen

Refitted by the builder only this year, Burgess offers *Dream* for charter in the Maldives and Seychelles. Says the agent: "A mixture of precious woods, European custom furniture and Asian artwork creates a Zen interior of sophistication and comfortable elegance. The luxury of her opulent interior and her unique on board lifestyle offerings cater to the needs of the most discerning guest". Rate is US\$430,000 a week. Flexible accommodation spans seven staterooms. Not to be confused with the 106m former boutique Greek cruise ship *Dream*, which has also recently been refurbished for private charters.



## 52 ■ PARAFFIN

60m Feadship

Usually in Southeast Asian waters, and often basing in Phuket or Singapore, *Paraffin* was cruising the coast of Japan at our deadline as the winter nor-east monsoon begins to fill in. She has been available for charter in the past, and it is not clear whether her present passage is a charter or private voyage. Her jacuzzi and gym offer 360° views, and she has an exceptional wine cellar, an armada of toys, and a home cinema. Six staterooms offset an opulent interior.



## SLIPSTREAM ■ 53

60m CMN

Calling in Marseille after a spell on Italy's Amalfi Coast at the end of a long Med season, Australian Jack Cowin has owned a long succession of *Slipstreams*, some built back home at Warren Yachts near Gosford north of Sydney. The latest, retained for some time, is the largest to date, and she was built at CMN in France. Cowin, of Hungry Jack's and Domino's Pizza fame, has kept her in the Med for some years, often on an "available for charter" basis, and presumably spends some time aboard privately as well. The décor has an Australian theme, and all *Slipstreams* have had silver topsides and blue hulls.

## FORMOSA ■ 54

60m Benetti

Cruising the Pacific Coast of Mexico, between billfish hotspot Cabo San Lucas and Puerto Escondido, closer to the Panama Canal, *Formosa* has chartered during her lengthy Asia-Pacific sojourn, and thus is likely to do so again. She has been in Central America since last year. Three sumptuous suites on the upper and principal decks are among sought-after attractions aboard. Her name *Formosa* is that used for Taiwan until recent decades, bestowed by early Portuguese seafarers. *Isla Formosa* is *Beautiful Island*. Agents have said there is no connection.

## SARISSA ■ 55

60m Royal Huisman

Media mogul Lachlan Murdoch has followed his 43m sloop *Sarissa* built at Dutch yard Vitters with another 60m at Royal Huisman's picture-postcard premises at Vollenhove north of Amsterdam. Also called *Sarissa* after wife Sarah and the children, this one continues the racing lines befitting an owner who has completed a Volvo Around-the-World Race, unlike the statelier profiles of Perini Navis preferred by dad Rupert. Lately on shakedown cruises in the Balaerics, this *Sarissa* was designed by Malcolm McKeon, who grew up in Hong Kong and joined Ed Dubois Naval Architects many years ago.





**Lioness V**  
63.50m (208' 4") | Benetti | 2006 | €45,000,000  
**For sale: Alex Lees-Buckley**  
+33 6 11 50 07 16 | aleesbuckley@camperandnicholsons.com



**Kahalani**  
55.05m (180' 7") | Feadship | 2010 | €42,500,000 (VAT paid)  
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**Meamina**  
59.30m (193' 6") | Benetti | 2009 (2016) | €27,900,000  
**For sale: Efthimis Karalis**  
+30 697 030 0053 | ekaralis@camperandnicholsons.com



**Stradivarius**  
34.16m (112') | Sanlorenzo | 2023 | €17,900,000 (VAT paid)  
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## 58 ■ SEAHAWK 59m Perini Navi

Only a decade ago the “big three” super sailboat builders were Perini Navi of Italy, Royal Huisman of the Netherlands, and Alloy Yachts of New Zealand. Their superb outputs still grace the world’s oceans, but Alloy closed, Perini more recently ran into some financial headwinds, and Royal Huisman is no longer the family firm it was, although the latter two are still building pedigree vessels. *Seahawk* is a 2013 build from the Viareggio yard, designed by Kiwi Ron Holland, and she has been plying between Fiji and Auckland, with diversions to places like Noumea in French Caledonia.

## 59 ■ PERSEUS3 59m Perini Navi

Described online as “one of the most innovative charter yachts”, *Perseus3* was at Nadi in Fiji, where the international airport is located, after voyaging from Papeete in French Polynesia to the Cook Islands, calling at beautiful Aitutaki before proceeding. *Perseus3* also spelt *Perseus^3* has a taller carbon fibre mast than her LOA, and she was apparently the first yacht by Italian yard Perini Navi to have a carbon fibre bowsprit. She carries 12 guests in various configurations, is built in aluminium, and when not sailing is powered by twin MTUs.

## 60 ■ ODYSSEY 58m CRN

Also in Nadi when this annual edition closed, *Odyssey* has long appeared in our lists but originally as *J’Ade*. She is said to be part of New Zealand billionaire Graeme Hart’s oscillating superyacht fleet, this one used for South Seas and New Zealand voyaging. One ex-Nadi trip recently was to Qalito Island, better known as Castaway Island in the Mamanucas Group, which are a magnet for visitors mostly from New Zealand and Australia. Exclusive resorts and private pristine beaches can also be found in this area. This vessel is styled inside and out by Zuccon, carries ten guests and is certified by the Italian society RINA.



## JUST B ■ 57 59m Amels

Cruising across the Pacific from Alaska and Hawaii to Australia’s East Coast, *Just B* has been coast-hopping in the world’s smallest continent, and is having some work done at Echo Yachts in Western Australia. The latter has a quite active refit as well as new build divisions. This vessel is a classic superyacht from Amels earlier days, originally built at Makkum, and with interior styling by Southampton Yacht Services, she has been extensively rebuilt and refurbished. Able to take 14 guests in seven suites, she still has impressive long-range capabilities.

## 61 ■ PANGAEA 58m Halter Marine

Now based in Fremantle but visiting Ambon, capital of Maluku Province, formerly the Moluccas, in Indonesia, *Pangaea* has long carried out scientific survey and ocean ecology work in the Indian Ocean, and is currently the nautical steed of Australian mining magnate Andrew “Twiggy” Forrest, who is similarly keen on better preserving our oceans. An explorer-style vessel, she is nevertheless comfortable for extended passages. Ambon is quite close to the Banda Isles, the former Spice Islands. *Pangaea* refers to our first super continent, which began breaking up in the mid-Jurassic Age. Southern Gondwana and Northern Laurasia were the two resulting smaller super continents.



## 62 ■ KOKOMO 58m Alloy Yachts

*Aruba, Jamaica, ooh I wanna take ya. Bermuda, Bahama, come on pretty mama. Key Largo, Montego. Baby why don’t we go Jamaica. Off the Florida Keys, there’s a place called Kokomo.* So sang the Beach Boys a few decades back, and it struck a chord with Australian property developer Lang Walker, all of whose motor yachts and super sailboats have been called *Kokomo*. He now even has an island resort in Fiji named *Kokomo*. The particular *Kokomo* referred to here was built by Alloy Yachts in Auckland, and she has been kept mostly in the Med for some years, available for charter if the owner doesn’t want to use her.

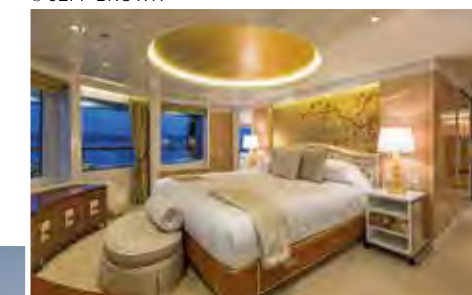
## 63 ■ VOLPINI2 58m Amels

Melbourne-based Australian trucking supremo Lindsay Fox gave a subtle hint about ownership of these vessels when launched because *Volpini* translates as *Foxes* in English. She was in the Med last summer and has settled back in Barcelona recently, but since her launch in 2018 has voyaged widely in Asia-Pacific waters. This is an Amels Limited Editions 188 designed by Tim Heywood with interiors by Raymond Langton. She uses an Amels hybrid power system, and has other advanced features.

## SALILA ■ 64 58m Kanasashi

Voyaging between Komodo and Surabaya in Indonesia at our deadline, *Salila* is an unusual local charter vessel able to make equally unusual passages both off the beaten track and to some highlights of the lovely East Nunsantera chain of islands. She has two large, well-appointed master suites on the principal deck, with ensuites including baths. A further four doubles and four twins, also with ensuites, are offered. She was built in Japan in 1991, and been extensively refitted for charter in Jakarta in ensuing years. Suitable for families and friends, she is often booked by keen scuba divers and snorkellers.

© JEFF BROWN



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## LADY CANDY ■ 65 56m Benetti

*Lady Candy* and *Genesis 11*, also a 56m Benetti, were both Hong Kong-based in years past, their builds handled by Captain Paul Brackley of Central Yacht Design, and *Lady Candy* has cruised Southeast Asia extensively, staying like *Lady Christine* at Sutura Harbour on the North Borneo Coast and exploring the archipelagos before a spell in Singapore last year, but we are told both vessels have recently been sold, and *Lady Candy* is lately showing on AIS Marine Traffic in the Athenian port of Piraeus, so depending on sales information, this may be their at least temporary suspension from the Indo-Asia-Pacific list.





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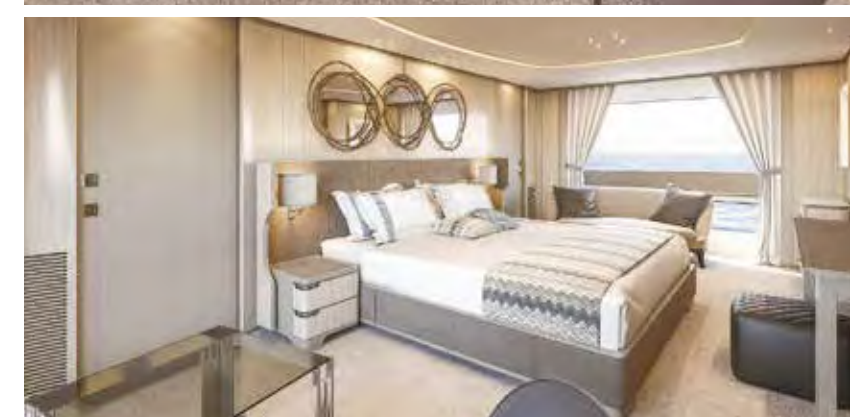
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## 66 ■ CHARLEY 2 56m Echo Yachts

On her delivery voyage from Fremantle to Singapore when this was written, the largest full-custom catamaran built in Australia is called an Adventure Support Yacht, and the aluminium vessel has achieved a number of other firsts, including vastly more efficient use of engine power and generator capacity, backed by 15 kW solar panels. Builder Echo Yachts has now delivered three custom superyachts including the composite 52m *Charley* and the 84m aluminium *White Rabbit G*. The yard also constructs in steel, and offers monohull, catamaran and trimaran hull types. *Charley 2* carries 18 guest berths and 19 crew, has a touch-and-go helipad, and a remarkable range of water toys.



## GALILEO 67 56m Picchiotti

Added to International Yacht Company's (IYC) charter fleet, this vessel has recently been plying between Galle in Sri Lanka and the Maldives. She is a classic Picchiotti build before the brand was merged into super sailboat yard Perini Navi as its motor yacht arm. *Galileo* has long been cruising Indo-Asia-Pacific waters, and after a refit at Echo Yachts in Western Australia, a yard also discussed above, she has appointed IYC as charter agent for upcoming Indian Ocean and Southeast Asian cruises. Rate is €280,000 a week. Layout is a master suite, two doubles and two twins plus pullmans. She has an impressive 9,000 nm range, and has already made two circumnavigations.



## 69 ■ GENE MACHINE 55m Amels

## 70 ■ GENE CHASER 55m Yacht Support

Included this year due to a little-reported passage to Japan, these two vessels sail mostly in convoy. Dr Jonathan Rothberg, an American DNA sequencing specialist, bought the Amels Limited Editions 180 *Engelberg* back in 2015, and in a story by our old *Yachts International* colleague Cecile Gauert for *BI*, "converted her into a working research laboratory for scientific projects. The main salon was transformed into a working wet and dry laboratory, while other interior areas were designated for conferences and educational purposes". It seems *Gene Machine* was not enough, so in 2021 he purchased another Yacht Support from Damen Yachting and named her *Gene Chaser*. The 60-year-old Dr Rothberg is said to have founded eight tech companies over the past decade, and holds more than 100 patents.

## 68 ■ AUSTRALIA 56m Benetti

Originally another of Graeme Hart's *Ulysses*, this yacht was purchased by Aussie mining magnate-cum-politician Clive Palmer, and renamed *Australia* after his United Australia party. Cruising the East Coast since, last summer was instead spent in the Med, and coming back she ran aground when apparently leaving One 15 Marina on Sentosa Island. An agent advised us she had a pilot on board at the time, and another local captain spoke of currents in the nearby Buran Channel, which have convinced some fellow officers to time approaches and departures at the marina for low water. Whatever, she was refloated okay. Palmer at one stage planned to build a replica of the *Titanic* in China, but thankfully there were no comparisons with this incident.

© STANLEY JESUDOWICH



## 71 ■ PAPA 55m Amels

Chinese-owned but for sale at our deadline, *Papa* has cruised and chartered extensively in recent years, and is perhaps the epitome of why these Amels Limited Editions vessels are so popular in Asia-Pacific. She was handled here by Burgess. Accommodation is for ten guests, including a spectacular owner's suite on the principal deck, with its own spacious lounge, private office and balcony. *Papa* also has a custom games room. If interested in these or comparable vessels, booking a charter is a good way to get the feel of how to manage and enjoy such a superyacht before outlaying for an actual purchase. Some people simply charter for a few times each year in different places, but there is nothing quite like having one's own personal steed.



## 72 ■ DRIFTWOOD 55m Amels

Another Amels Limited Editions 180 that has been in Asia-Pacific waters for some time, *Driftwood* used to ply between French Polynesia and the Pacific Coasts of Mexico and Central America. This year she was reported between Honiara in the Solomons and the Java Sea, then Papeete to Quepos, which is more like her usual routine. We are excluding a few other Damen Yachting vessels like *Nomad* and *Serenity J* this year because they are on the periphery of qualification, but taken together, Damen Yachting builds remain the largest fleet currently cruising Indo-Asia-Pacific waters.



## PURPOSE EX-MUSTIQUE 73 55m Trinity

After a refit, Burgess is handling *Mustique's* return to the charter market as *Purpose*. She will be available in Asia and the Indian Ocean. This yacht was delivered in 2005, and has interiors by Dee Robinson. She carries 12 guests, and is powered by twin Caterpillars for a top speed of 15 knots. America's *Trinity* was the superyacht yard of Halter Marine, some of whose other vessels are listed here, founded by John Dane and Billy Smith. The latter used to attend Hainan Rendezvous when the *Trinity* vessels *Sapphire* and *Lohengrin* were on display.

## 74 ■ ARK ANGEL 55m HYS Explorer



Harbour Yacht Services in Subic Bay, Manila, former home of the US Seventh Fleet and still boasting many experienced shipyard specialists, handled the refit of *Ark Angel*, which is a former Japanese cadet training vessel. She was in next door Manila Bay when checked this year, but may have been making longer inter-island trips in the interim. HYS also looked after vessels like *Western Isles* and *Toy Heaven*, which are no longer included because they are less active. There also used to be a Presidential Yacht, *Ang Pangulo*, used by the father of the present President of the Philippines.



## 75 ■ OCEANA 55m Oceanfast

*Oceana* must be one of the most historically interesting vessels in the region. She is now available for charter through Burgess, takes ten guests, and her range is given as 3,000 nm. Designed by the legendary Jon Bannenberg, she was for years *Bolkiah*, flagship of the Sultan of Brunei. His brother Prince Jefri commissioned another 55m at Feadship's Van Lent yard, and called her *Tits*, which met with some disapproval. She is lately known as *Samax*, and has stayed in Europe after recent Med summers. *Oceana* was called *Obsessions* before her present role. Well worth a look.





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Price Reduction





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## MARIDOME ■ 78

54m Brooke Marine

Long associated with Melbourne retail guru Solomon Lew, *Maridome* was designed by Jon Bannenberg and still demonstrates his particular styling flair. She has cruised Asia-Pacific waters in the past, and we recall an encounter off Ao Chalong in Phuket, but she was refitted by Nobiskrug in 2006, including a new Donald Starkey interior, and has largely been kept in the Med since then. If Lew has time for local waters voyaging, in between bouts with the management of Myer Department Store, a long-running feud, in Australia he has used the 45m *Texas* built by Proteksan Turquoise in Turkey.

© FAB



## 76 ■ NONNI 11

54m Mariotti

Berthed in the Chao Phraya River in Bangkok after cruising East Asian waters, *Nonni 11* has one of the most spectacular interior designs we have seen, ablaze with colours and sounds that nevertheless seem to blend together rather well. Built in Genoa, her present owner plans basing her at Pattaya and cruising the Gulf of Thailand. Fraser Yachts is the rep. She carries ten guests in five suites, and is powered by twin Cats, cruising at 14 knots. Range is a substantial 5,000 nm.



## 79 ■ KERILEE 111

54m Trinity

Keri-Craig Lee was responsible for the décor of this classic Trinity yacht, and French antique furnishings provide an elegant setting. She was purchased at a Fort Lauderdale Boat Show some years ago with Grant Torrens acting as agent, and has since cruised and chartered widely in Asia, Europe and the Caribbean, relying often on a well-ordered web site. In Brisbane when last year's list was compiled, she was in Spain this time around, but retains her place due to local ownership.



© QUIN BISSET

## 77 ■ UMBRA

54m Damen Yachting

One of Damen Yachting's best-known Yacht Support Vessels, *Umbra* has been operating independently for some years, but still in a supporting role for maritime operations of Multiplex heir Tim Roberts' Warburton Group. Based in Fremantle, Western Australia, *Umbra* heads out into the Indian Ocean on various missions, and is sometimes used in a semi-cruising capacity. Roberts previously owned the 68m Nobiskrug *Triple Seven*.

## MISCHIEF ■ 80

54m Baglietto

Ian Malouf has been chartering *Mischief* since the Rugby World Cup in London several editions ago, and the vessel couldn't make the same event in Paris this year as she is busy with bookings between Fiji and Papua New Guinea. Now part of the Ahoy Club charter network, which also includes the 73m Lürssen *Coral Ocean*, *Mischief* offers a master suite, three VIPs and two twins. Other configurations can be offered. Apart from usual weekly rates, which are competitive, *Mischief* has an hourly tariff for occasions when she is used for promotions or special events.

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# 81 ■ HELIOS 3

## 53m Delta Marine

Voyaging from Bali to Singapore, *Helios 3* is the former *Arianna*. Launched in 2012 with an AIS-advised 52.8m LOA, as opposed to 50m suggested online, she is described by Charter Yacht World as having a timeless interior décor, which in the dining salon features a Balinese-inspired solid slab dining table with natural unfinished edges. Light Anigre, African mahogany, Khaya and Makassar ebony are among woods used throughout. Master suite is on the upper deck, with an adjoining twin cabin, designed for family use. Remaining guest VIPs and twins are on the lower deck.

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# 82 ■ NIRVANA FORMENTERA

## 53m Vitters

Originally *Nirvana*, this lovely Dubois-designed ketch was launched by Vitters in 2007, and won the Prix du Design the following year at Monaco. Owned by a Spaniard, she is not to be confused with a slightly earlier US Palmer Johnson maxi of the same name. Recently cruising in French Polynesia, when not sailing she has twin Cats which propel her at 10-12 knots. She accommodates ten guests plus crew, and interior design is by Josep Juanpere Miret.

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# 83 ■ LIND

## 52m Amels

Burgess advise she has been in French Polynesia, and is considering an extended stay including New Zealand, where a charter is booked in January. Guests love the sundeck, they say, which includes a large jacuzzi surrounded by sunpads, with exercise gear in one nook countered by a stylish bar in another. She welcomes up to 11 guests in five cabins with an additional pullman berth. The full beam master suite has a private office, lounge, walk-in wardrobe and ensuite bathroom with another jacuzzi and shower. Three doubles and one twin are on the lower deck.

# DEJATOO ■ 84

## 52m Amels

Currently in Asia and available for charter in Southeast Asia, also via Burgess, *Deja Too* has similar amenities to *Lind*. She had a major refit in 2018, and further substantial upgrades in 2022 have left her in impeccable condition, with stunning interiors. This is an extremely spacious yacht which has flexible accommodation and an extensive range of toys. Master suite on the principal deck has oversized porthole windows, a large sitting room and study, ensuite wardrobes and bathroom, and a single cabin aft with its own ensuite and extra pullman is perfect for children or additional staff. Three spacious doubles and a twin are on the lower deck, all with ensuites.



© MARC PARIS-FABSTUDIO

# ELYSIUM ■ 85

## 52m Benetti

Long the family cruiser of developer David Eng, *Elysium* is usually to be found somewhere in Southeast Asia, lately at Kota Kinabalu on the North Borneo Coast, a port of call and destination we recommend. In the past he was a key client of America's Palmer Johnson, building first *La Baroness* and then *La Baronessa* at their yard in the Great Lakes. The later at 60m was the largest aluminium superyacht ever built in the States when she was delivered. David's long-time skipper was the son of a Norwegian seafarer and a Borneo princess, and like the owner, was a keen golfer.

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## 86 ■ SEASHAW 52m Cheoy Lee

Owned by the late Shaw Vee King, who with Run Run Shaw developed the Asian film industry, *Seashaw* is still kept in the family at Republic of Singapore Yacht Club. When Vee King was alive he specialised in weekend or longer weekend cruises, especially to nearby Malaysian or Indonesian Islands, usually with a group of friends and business colleagues aboard. The vessel's hull was built at Yantai in northern China, in a yard then owned by Brian Chang, and towed to Cheoy Lee's latest premises also in China near Macau, where this Frank Mulder design was fitted out by Dee Robinson, a doyenne of the superyacht scene in Florida.



## 87 ■ JADE 959 52m Jade Yachts

Once an OEM builder for Germany's Drettman yacht agency, Jade's Chairman Han decided to continue the line when the dealer got into financial strife two decades back. Encouraged by fellow Taiwanese Ambros Young, owner of the Benetti *Ambrosia*, he then started the country's first proper steel and aluminium superyacht yard, and early work with the owner of LVMH and others seemed promising, but in recent years the group's five yards have concentrated more on naval, commercial and fishing vessels. Son Memphis Han is quite a character, driving around town in a yellow Hummer with leopard-skin outfitted interior. *Jade 959* is the family yacht, although she has chartered in Asia and Europe.

## TAMSEN ■ 88 52m Perini Navi

Cruising Asia-Pacific waters for years, *Tamsen* is recently in Seattle after sojourns in the South Seas and along the West Coast of America. Designed by expat New Zealander Ron Holland when he based in Cork, Ireland, *Tamsen* was one of several Perini Navis he drew, and having moved to Vancouver, he is not that far from her now. She is built to ABS, and sleeps ten guests.

## CHARLEY ■ 89 52m Echo Yachts

Predecessor to *Charley 2*, *Charley* was built in composites as a unique Yacht Support Vessel, and although both provide back-up for the 61m superyacht *White Rabbit E* and the 84m *White Rabbit G*, also based in Singapore, they are really quite capable of venturing out on their own independently as cruising, fishing and general watersports craft. *Charley* was shown at Singapore Yacht Show on debut, and builders Echo Yachts of Western Australia believe they have taken the Yacht Support and Explorer concept to a new level, this using a catamaran concept unlike Damen Yachting's primarily monohulls. See also 56m *Charley 2* on prior pages.

## 90 ■ ATLAS 51m Codecasa

Specialising in Thailand's azure waters and still secret isles, *Atlas* has been in the Indo-Asia-Pacific region for years, formerly as *Aldabra* before her renaming in 2017. Burgess, her charter agents, extol contemporary interiors by Franco and Anna Della Role, and say she can now welcome 14 guests in six well-appointed cabins. The full beam owner's suite is forward on the principal deck, with a fold-down sea terrace to starboard. Aft of this is a VIP cabin with large portside windows, and there are two doubles and two twins on the lower deck, all ensuite. An elevator serves *Atlas*' four decks.



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## 91 ■ DOUBLE HAVEN 51m Feadship

A famous Feadship, *Double Haven* has spent two decades plus as a floating office while roaming the Pacific. American owner Merle Hinrichs of *Asian Sources* and *Forbes* magazine has finally decided to offer her for resale, and as inspections in remote Pacific islands can present logistics problems, in the last year he has moved her closer to the American West Coast market while taking time out for an adventurous passage to get there. She is up to date with her recent class survey, and is super well-maintained. The vessel is named after Double Haven in Hong Kong, where Merle met ebullient *Forbes* publisher Malcolm Forbes on his Feadship *Highlander*. Sales agent Bart Kimman has recently joined leading dealer Fraser Yachts.



## PROMISE ■ 92 51m Feadship

Returning to Hong Kong from Singapore, *Promise* has criss-crossed the Indian Ocean and Asia's exotic seas and straits in recent years. Although the same LOA as *Double Haven*, both are distinct custom builds, she has a very different layout, with interiors by Bannenberg and Rowell. *Promise* carries 12 guests in six suites, and has a range of 4,500 nautical miles.

## 93 ■ MASQUENADA 51m Penglai Bohai

Built at Penglai Bohai shipyard in Shandong in 2006, *Masquenada* was substantially refitted at Lusben in Viareggio recently, and this explorer-type vessel styled by Nauta and with Interiors by Loro Piana, said to reflect her current ownership, has been quietly cruising the South Pacific for some time. She has a 3,000 nm cruising range at 11 knots, and is powered by twin Cats. Accommodation for 12 in six suites.

## 94 ■ COMO 50m Heesen

As a policy, we only occasionally mention owners if they are already well-known through widely circulated magazine and newspaper articles, but the site *superyachtfan.com* can and does identify most of them, and in this case, Kiwi Neville "Croaky" Crichton, a luxury car dealer and prominent offshore yachtsman in sloops called *Alfa Romeo*, is not secretive about his latest *Como* kept in Auckland. In fact he had a slightly smaller one-off Feadship of the same name prior to his latest steed, which was launched in 2014 as *Monaco Wolf* and renamed *Hayken* before heading for the Southern Hemisphere. Her opulent interior design was created by Francesco Paszkowski.

## 95 ■ LADYSURA 50m Trinity

One of nine 50m yachts that Trinity turned out in the southern States before suspending its superyacht builds, *Lady Sura* is listed by both *Boat International* and *superyachttimes.com*, which keep tabs on the world superyacht fleet, as an all-aluminium semi-displacement yacht styled by Geoff Van Akker with interiors by Patrick Knowles. Reported recently in the Maldives, that superb chain of atolls in the Indian Ocean, she is powered by twin Caterpillars, the US alternative to German MTUs, and has a cruising range of 3,000 nm at 10 knots. She carries 12 guests in six staterooms.



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The second phase of this newly developing integrated tourism resort styled project will offer a further 15' off the plan' villa's for sale which will be constructed and managed by the developers themselves.

The estates sit adjacent to a planned and upcoming tourist resort and opposite Fiji's largest marina - the Nawi Island Marina.

Both products are available immediately for purchase, with phase one estates capable of closing within 3 months of a signed sale and purchase agreement, and phase 2 within 18 months of signing or after completion of the villa constructs if earlier. The properties are unique and sale time limited.



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Under construction is Nawi island's very own Valaga boatyard at variable capacity of up to 150 boat storage.

It will comprise of a travel lift servicing to yachts of up to 75 ton net weight and up to 26 meters long providing hard stand service, a wash bay, stowage, and a mechanicals workshop with power, water and fuel.



Home Lot



Pool View



Ocean View



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**GLAZE** 98  
50m Trinity ■

Featured in *Yacht Style* some years back when Capt Carl Brandes was in command, we discussed custom cruises for private yachts in the spectacular Kimberley region of NW Australia, as distinct from boutique cruise ships and somewhat larger ones which have recently been making this coast a destination. The vessel stayed on, exploring Southeast Asia, and has made a return to the South Pacific from whence she came.

**VALINOR** 99  
50m Westport ■

Sailing from Fiji to Brisbane late 2023, *Valinor* by Westport is another prominent US yard whose vessels are better-known in the US coastal market, but are nevertheless venturing further abroad. She was delivered in 2013 as *Harmony*, and was also called *Calex* before her latest extended passage. Styled and interior designed by imaginative Donald Starkey, she berthed at Rivergate Marina & Shipyard in Brisbane, one of the East Coast's premier facilities.

**BRAVEHEART** 100  
50m Swedeship ■

Listed last year at #98, *Braveheart's* LOA rounds up to 50m, and thus neatly concludes the current one, apart from a review of Tesoro sport yachts as superyacht tenders that follows. She has been kept in Hong Kong, but ventures back to Europe. First delivered in 1989 and known as *Jefferson Beach* before a 2014 refit. The late great Pieter Beeldsnijder was her "creative director". She is unusually powered by twin waterjets, and carries ten guests. ✽

**96** ■ **NORTHERN SUN**  
50m HYS

Located in Ambon in Indonesia when we last looked, *Northern Sun* is another impressive refit by Subic Bay's Harbour Yacht Services. She charts primarily in Southeast Asia, and has become very popular under a series of captains who themselves epitomise the adventurous spirit. Among them, Capt John Maas, who was an alternate captain of *Big Fish* during her impressive early voyages. He was also aboard *Dr No* with the legendary superyacht owner Tom Perkins.

**97** ■ **KALIZMA**  
50m Ramage & Ferguson

Stately Sri Lankan-owned *Kalizma* is best-known for an earlier period when actors Elizabeth Taylor and Richard Burton held the helm – she is named after Burton's daughters Kate, Liza and Maria – but she got into a gunfight in the Indian Ocean, off the Yemeni Coast, this year that brought less-wanted publicity. Owner Shirish Saraf and manager Aashim Mongia, with whom I often confer, both say the vessel was pursued for hours by pirates, who have been prevalent in these waters. A rival account suggests the Yemeni Coastguard was involved. *Kalizma* had security guards aboard, and was safely in the Med at our deadline.



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Sheer power adds excitement to this design, which comes with outboard or inboard options, capable of reaching 45 knots

# MI TESORO IS MY TREASURE

*Is it a sports boat? Or a superyacht tender? Debuts in Palm Beach and Dusseldorf, Cannes and Sydney extol the versatile, bespoke Spanish brand Tesoro Yachts.*

**A**t Sydney Boat Show this year, burgeoning Asia-Pacific dealers The Yacht Sales Company featured the Tesoro T-40 Outboard, a model with 50+ deliveries already made. At Cannes in September, the new T-38 power cat was on display.

The astonishing T-40s are capable of 45 knots when fitted with twin Mercury 450 HP outboards or Volvo Penta D6 440 HP stern-drive diesels, and they come in a range of individual hues, as well as the recently released Black Series, which has dramatic red upholstery.

The Tesoro yard at Murcia near Alicante in Spain was founded

by Juan Carlos Alivares, an international superyacht dealer, and Andrés Martínez, a maritime lawyer, who between them share a wealth of custom design, technical and sales experience. Tesoro means “treasure” or “sweetheart” in English.

Tesoro Yachts has quickly become a phenomenon in the luxury walk-around boat market, with their models enjoying broad appeal for private cruisers and superyacht owners alike.

The first T-40 into Australia was a major attention grabber at its launch in Sydney, carving a stunning silhouette as it powered across the harbour on sea trials. The model was snapped up by a local



Extended swim platform has several adjustable levels for water access or stern berthing, and a twin cabin is shown at right



Master cabin and ensuite include all the usual amenities for weekender use

superyacht owner shortly after, with his captain saying it was exactly the boat they had been looking for to serve as a luxury tender.

The Yacht Sales Co’s CEO Mark Elkington describes the T-40 as “ideal for a day out on the water, for a weekend family escape, or to serve as an ultimate superyacht tender”.

“Accommodating four in air-conditioned comfort, the model boasts a sleek design and includes a fully equipped outside galley and stylish ensuite for its two generous below-deck cabins.

“Brimming with impressive features while delivering exhilarating speed, safety and comfort, the T-40 would not look out of place in any James Bond film. The centre-console model has an expansive swim platform that can be controlled in a variety of configurations, while its incredible garage space can stow an abundance of water toys, such as kayaks and paddle boards, as well as fishing and diving gear”.

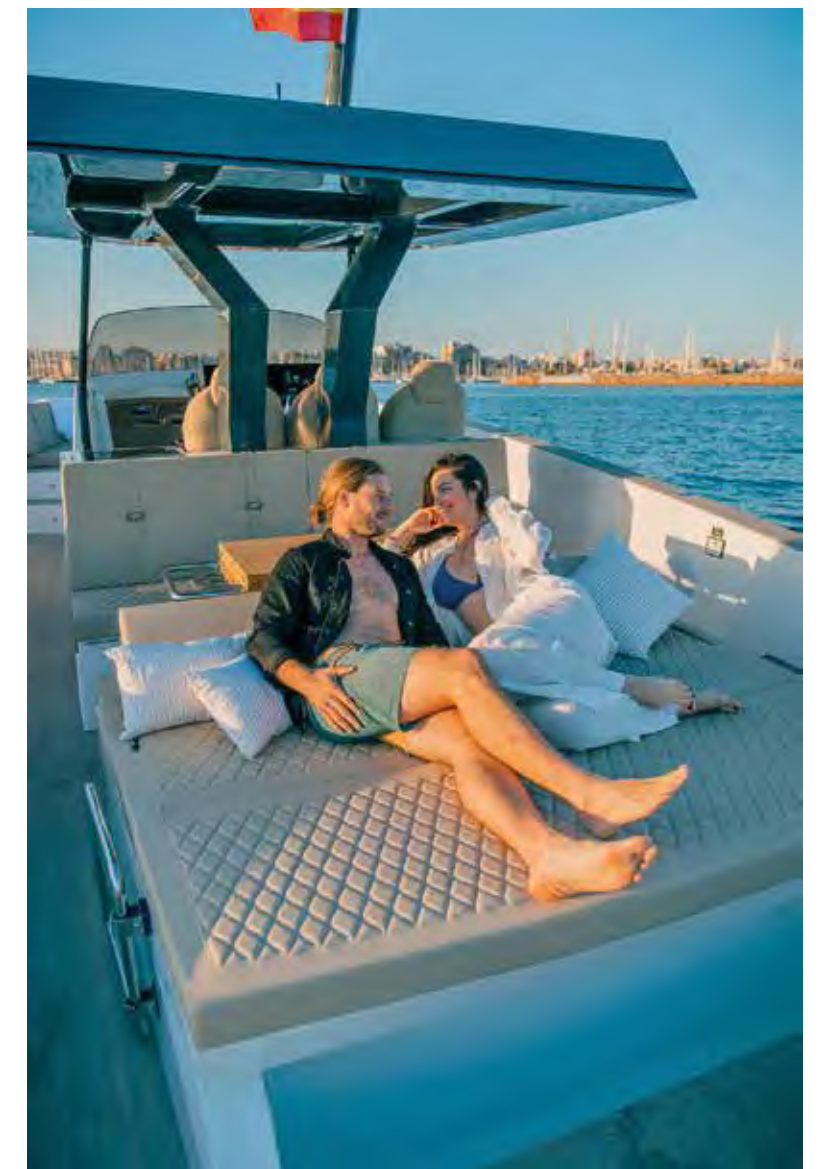
Wide, safe decks make movement around the boat exceptionally easy. The T-40 features bow thrusters and a range of engine options. Each is created in collaboration with the client, and a spectrum of custom finishes are offered.

The yachts are constructed using advanced materials, including vegetal in its moulds and Bcomp’s ampliTex fabrics made from naturally grown flax, reducing the overall carbon footprint of each build.

The yard has also introduced the exclusive carbon-fibre Cullinan T-Top, featuring sturdy roof pillars integrated into the bulwarks, maximising deck space and delivering remarkable strength, durability, thermal stability and low weight.

The latest T-38 Power Cat was warmly received at its launch at the 2023 Cannes Yachting Festival, and is another iteration of this successful concept. ☼

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Aft sun lounge has ample room for relaxing at anchor



In use as a superyacht tender, the Tesoro T-40 has proved remarkably versatile

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## SANLORENZO PREMIERES SX100

*The Italian shipyard staged the world premiere of the SX100 at the Cannes Yachting Festival following a private preview ahead of the show.*

On the eve of this year's Cannes Yachting Festival, Sanlorenzo staged an evening press conference on the beach that included a preview of the SX100, which went on to debut at the six-day show alongside the BGM75 multihull motor yacht from sister brand Bluegame.

A 100-footer with a 25ft beam, the SX100 offers accommodation for eight guests and five crew. Four 800hp D13-IPS1050 engines produce a top speed of 23 knots, a cruising speed of 20 knots and an economical speed of 10 knots, which offers a range of 1,600nm.

As it did for the SX76, SX88 and SX112, the Zuccon International Project studio developed the concept and exterior lines of the SX100, while the interiors of the 211GT unit presented at Cannes were custom made to a design by Piero Lissoni.

Bernardo Zuccon of Zuccon International Project said: "The SX100 stems from the conviction that today the boat can be thought of as a versatile platform where large spaces can be made available.

"In a market where demands are multiple, diversified and multicultural, a design that offers an open stern that effectively represents a blank canvas – where the owner can interpret that space according to his needs and habits – is a great opportunity."

The aft platform can carry a 5.65m tender and is flanked by two spacious side terraces that open onto the sea, before stairs lead to the aft cockpit on the main deck and the interior including a saloon with

full-height windows.

The forward part of the main deck houses the owner's suite, which combines mirrors and glass details with wood. The three guest cabins are located on the lower deck, while the upper deck includes large windows sheltering the wheelhouse.

Features include two internal staircases connecting the three levels. The first, with its sculptural character, is made of chromed metal and joins the lower deck with the main. The staircase connecting the main deck to the flybridge is in wood and is disguised behind a decorative screen.

Lissoni, Sanlorenzo's Art Director, said: "The SX100 is another architectural design, an addition to the SX family with similar characteristics to its larger siblings – the stern opens up, there are interconnections between the decks – but it uses a different language. The proportions have changed.

"We've included some surprises, such as a staircase that becomes the heart of the whole project, a very important metal staircase, very naval in some ways but stark in others. An additional staircase becomes invisible: if you don't go looking for it, it's not there, but instead appears if you open some screens, and then the rooms reconnect as if it were an architectural duplex."

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## SILVER EDGE INTERIORS REVEALED

Australia's SilverYachts is developing the 79.5m Silver Edge, which features exterior design by Espen Øino and interiors by Italy's Piredda & Partners.

SilverYachts has unveiled Piredda & Partners' interior options for the 79.5m Silver Edge, the fifth vessel in the Australia-based builder's Silver Series of environmentally conscious superyachts. Like previous models, Silver Edge features a striking Espen Øino exterior and a lightweight, low-resistance hull, and will also include a hybrid propulsion system to further reduce environmental impact.

Piredda & Partners, founded by Italian Nicolò Piredda, has created two interior design proposals: Midnight and White Sand.

In the Midnight option, the TV lounge welcomes the guests into the interior, while a see-through bronzed wall divides the formal lounge from a more informal cinema. The style is designed to be elegant, with a variety of open spaces and private intimate corners. The Midnight mood is described as "luxury talks with a rare ethnic style", with the décor featuring refined materials from all around the globe together with rich details, "resulting in a pure tribute to nature".

In the White Sand mood, sandy wood, rough stone and natural antique bronze are among materials designed to create "a union between nature and luxury", with delicate architectural elements providing a luxurious touch. Guests are welcomed in a relaxed, informal environment featuring a spacious central lounge. Only a private corner is hidden from the rest of the space, as it divides the main dining area from the main lounge with a built-in deep sofa.

Nicolò Piredda, Managing and Creative Director of Piredda & Partners,

said: "Silver Edge features a brave yet iconic design that oscillates between the search for the impossible geometric perfection and the abandonment to nature's creativity.

"In a dynamic, constantly evolving yachting industry, it's essential to mark a new step into the tomorrow, a project with a strong soul, a design which puts guests in contact with the surroundings, slowing down the perception of time and creating a unique experience. Silver Edge is a masterpiece that stands as a proud icon of the future yachting fleet."

Fraser has been appointed to bring Silver Edge to market, with the brokerage house describing the new interior proposals as "both visually stunning and highly functional for the owner and guests".

Peter Redford, Director of Fraser Australia, said: "SilverYachts has delivered a line-up of striking yachts over the years and has built a strong reputation for building high-quality yachts in terms of development, technology and quality.

"The exterior design by Espen Øino and the cutting-edge, revolutionary interior design by Piredda & Partners will appeal to dynamic owners. Silver Edge will be a leading superyacht, adding to SilverYachts' impressive stable." ❧

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## CRN'S 70M PROJECT THUNDERBALL

The Ferretti Group builder's newest project is a five-deck superyacht by Dutch studio Vripack and Italy's Nauta Design.

CRN is working on M/Y 145, a 70m fully custom, steel and aluminium superyacht called Project Thunderball. Dutch studio Vripack developed the external lines and the naval architecture, while Italy's Nauta Design handled the interior design and outdoor furniture.

Marnix J. Hoekstra, Vripack's Co-Creative Director, said: "Cutting-edge naval architecture supports the outside aesthetic, and places this design atop our sizable portfolio of world-travelling ships, which have sailed the ocean since 1961. At every design meeting, our comprehensive approach gave the owner insight into the layouts, functions and performance, enabling quick, thoughtful and deliberate decision-making."

The superyacht will cruise in the Mediterranean and between Florida and the Bahamas, and be used as a base for diving, sailing and underwater fishing. The owner is a passionate sailor, so a smaller sailing boat will also be delivered to accompany the mother yacht.

Project Thunderball features a traditional elongated bow, a low profile and svelte lines, with curved bilges and a smooth surface. The five-deck yacht has a beam of 11m, a volume of 1,100GT and accommodation for up to 12 guests and 15 crew.

CRN M/Y 145 continues the shipyard's commitment to sustainability by implementing a peak shaving system to increase energy efficiency and reduce fuel consumption.

Y.Co completed the sale of Project Thunderball in August 2022 and is acting as the owner's representative and project management team. The brokerage house is supporting the owner through the construction stage to the technical checks, inspection and acceptance as well as with the project management, the on-



site supervision and coordinating the external contractors.

CRN's current projects also include the 72m CRN M/Y 139, the 67m CRN M/Y 143 and the 85m CRN M/Y 144. Ferretti Group's almost 80,000-sqm Superyacht Yard in Ancona is also building the first all-aluminium Custom Line Navetta 50, hull four of the all-aluminium Pershing 140 and the first all-aluminium Riva 54Metri. ❧

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Marnix J. Hoekstra and Bart M. Bouwhuis of Vripack





## SANLORENZO DEVELOPING 50STEEL

*The Italian luxury motor yacht builder is building a two-pool, 50m superyacht that houses a green methanol fuel system and 'hidden engine room' architecture.*

**S**anlorenzo is developing the 50Steel, which it has described as the first yacht to house the green methanol fuel cell system, developed in collaboration with Siemens Energy. Zuccon International Project designed the exterior of the 499GT steel-and-aluminium yacht, while Piero Lissoni, Sanlorenzo's Art Director, handled the interior of the first unit, which is due in 2024.

The 499GT yacht has an overall length of 49.99m (164ft) and a beam of 9.40m (30ft 10in), with accommodation for 10 guests and nine crew. Featuring twin MAN engines and a 55,000-litre fuel capacity, the yacht has a predicted top speed of 16 knots and a range of 4,000nm at an economical speed of 11 knots.

The 50Steel will be the first superyacht to accommodate the modular 'Reformer – Fuel Cell' system, capable of transforming green methanol into hydrogen and then into electricity to power all the yacht's hotel systems, and eventually recharge the batteries, without storing the hydrogen on board.

The solution allows the vessel to generate electricity up to a maximum of 100kW, with no need for the propulsion engines and diesel

generator. The carbon-neutral system significantly extends the time spent at anchor without consuming diesel fuel, covering around 90 per cent of the typical utilisation time of a superyacht in zero emissions.

Sanlorenzo is also introducing the Hidden Engine Room (HER) system on the 50Steel, creating a horizontal layout for the propulsion equipment and a new distribution of the technical area on the lower deck. Instead of occupying two levels for the engine room, the new naval architecture creates additional space by modifying traditional layouts, yet keeps the yacht's volume below 500GT.

The 50Steel features four 'staggered' levels, with considerable volumes and minimising partitions and barriers, although the new interior architecture is imperceptible from the clean external profile.

The new internal design has enabled the creation of a lower-deck saloon, the ocean lounge, which connects aft with the 120sqm beach club with swimming pool and forward with the guest area, where the cabins are joined by areas for a gym and spa.

Five steps from the Ocean Lounge leads to the main deck and main saloon. The stairs, designed to let the light filter through, run through the interior of the yacht, connecting the different areas, from the gym and spa area on the lower deck to the second saloon on the upper deck. In the middle is the dining room, with ceiling heights ranging from 2.1m to 3.35m. The sun deck has a swimming pool, which complements the one in the beach club.

Lissoni's interior elements include coffered ceilings and dark timber panelled walls, while he benefited for the first time from 3D technology that allowed the technical model to be superimposed on the architectural model, ensuring a high degree of control over every detail.

"The 50Steel was entirely designed in 3D, which was effective from a design point of view. There were no unwanted surprises on the engineering and architectural side," Lissoni said. "In fact, we physically worked within a virtual model, and this radically changed the final effect of the project. We left tradition behind to build a real object using virtual technology." ✂

[www.sanlorenzoyacht.com](http://www.sanlorenzoyacht.com)  
[www.simpsonmarine.com](http://www.simpsonmarine.com)



## BENETTI SHOWS CLASS 44M

*The Italian superyacht builder is building the Class 44M, which has been designed inside and out by Giorgio Maria Cassetta.*

**B**enetti has begun production of the Class 44M, which succeeds the Diamond 44M and is based on the same hull. The first Class 44M, sold in collaboration with Northrop & Johnson, is scheduled to be delivered in February 2025.

Like the Diamond 44M, whose first unit launched in 2020, the four-deck Class 44M features exterior styling by Giorgio Maria Cassetta, who also designed the interior of the new fibreglass model.

"We worked on an infinite number of details and, as a result, the interiors are new compared to what we're used to seeing on a yacht this size," Cassetta said. "All these details convey an appealing sense of elegance but also reveal the wonder of human skill and craftsmanship. Benetti Class 44M is an incredibly complex, sophisticated place, but one with a truly amazing ability to welcome people."

Designed for long cruises, the Class 44M features generous stowage capacity and extensive use of sustainable materials such as FSC-certified wood, while a focus on 'transparency' is achieved by glazed surfaces that let light flood into all the decks.

The beach club is a versatile space, while the generously sized garage is located on the port side. On the main deck, the spacious lounge offers direct views of the water due to low-profile bulwarks. The galley and day head are midships, while forward is the full-beam master cabin, which includes an office space, generous wardrobe and full-beam bathroom.

The upper deck includes a large interior living space that extends outdoors towards the stern and can accommodate a dining table for 10, while the helm station and captain's cabin are forward. The sun deck provides over 102sqm of space for dining, sunbathing or socialising at the bar, or can be configured according to the owner's preferences.

The lower deck has four double guest cabins and the crew quarters. Specially studied crew flow paths run the entire length of all four decks.

To reduce vibrations and improve soundproofing, floating floors and bulkheads are used throughout, along with flexible transmission couplings. The air-conditioning and purification system ensures high-efficiency air circulation, with six changes per hour. Two 1,400hp MAN engines deliver a top speed of 15 knots and a range of 4,100nm at 11 knots.

Sebastiano Fanizza, CCO of Benetti, said: "We welcome a new yacht into the Class family. This model increases the choice we offer our owners, who expect elegant and innovative new yachts from Benetti. The new Benetti Class 44M flagship is a gem of a yacht from every perspective, vaunting a spacious layout and satisfying every owner's desire for absolute comfort and wellbeing, which are increasingly at the core of every new yacht project." ✂

[www.benettiyachts.it](http://www.benettiyachts.it)







## BENETTI, ESPEN ØINO TEAM UP

*Øino is the exterior designer of Project Life 85M, which features an interior by Francois Zuretti, a long-time collaborator with the Italian shipyard.*

**B**enetti's recent wave of new collaborations with renowned designers includes Project Life 85M, which features an exterior by Espen Øino, the Norwegian working with the Italian shipyard for the first time in his illustrious career.

Based in Monaco, Øino is one of the world's leading designers of large, custom and semi-production yacht designs and has worked with many of the world's leading superyacht builders including in Germany, Netherlands, Italy and Australia.

Project Life is equipped with modern technologies to reduce consumption including a highly efficient, optimised hull; diesel-electric propulsion with fossil and non-fossil fuel (HVO) technology and POD transmission; and integrated hybrid solar panels that collect both solar and thermal energy to power the tenders, toys and appliances.

Øino's exterior features smooth, clean lines balanced by rounded forward overhangs and a curved superstructure flanking the sun deck. He has also designed a vast beach club area with fold-down sides, following Benetti's push over recent years to offer more open designs close to the water.

"With Project Life, Espen Øino starts from Benetti's distinctive characteristic, the capacity to invent new lifestyles, especially on the stern, offering varied interpretations of this concept across the decks," Benetti stated.

"All the spaces aboard Project Life are designed for a new kind of social entertainment, with large convivial areas and reconfigurable meeting places on each deck." One example is a large, revolving lounge that changes its focal point according to the time of the day.

The 85m project features interiors by Francois Zuretti, who has a long history with the Azimut-Benetti Group. Zuretti's work with Benetti includes *Ambrosia*, *Saga* and the Classic, Tradition and Vision series.

For Project Life, Zuretti's decor choices create a balance between the colours and the surrounding environment, which materialises with an expanded opening, allowing natural light to enhance the spaces and the continuously moving landscape.

Zuretti worked on the materials and particularly ceiling heights to achieve spatial and stylistic continuity between interior and exterior, creating contemporary and welcoming environments. This modern choice – which favours curved lines – is showcased in the main reception, main saloon and upper lounge. Sea views are enhanced by floor-to-ceiling windows, while a specially designed lighting system creates evocative atmospheres in all the leisure areas. ✎

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## SUNREEF LEADS BATTERY CAPACITY

*The Polish catamaran builder has described Sol, the second 80 Sunreef Power Eco, as having the biggest battery bank among sub-24m leisure craft.*

**S**unreef Yachts has announced that its second 80 Sunreef Power Eco, *Sol* (Issue 72 cover story), features a 990kWh battery capacity that makes it the biggest among sub-24m leisure boats. Named after the Nordic goddess of the sun, the US-owned catamaran is charged by Sunreef's proprietary 1mm-thick 'solar skin' integrated in the composite hard top, coach roof, and the port and starboard gunwales.

Describing *Sol's* battery bank as having "long battery life, more power, optimised weight and a compact size", the Polish builder says the almost 1mW hour of potential energy powered by the solar panels works with 720kW of electric motor power to offer e-motoring autonomy for close to 300nm.

For longer journeys, a range extender enables transoceanic range. The charging system and its ability to transform any voltage available in harbours around the world adds convenience and versatility.

"The climate impact of large power yachts is significant," said the owner. "We've taken extensive steps to mitigate the climate crises, so we could only consider a power yacht if it would incorporate technologies rapidly transforming other sectors. Given our broad focus on sustainability, only an electric Eco yacht aligned with our values."

Based in Newport, Rhode Island, *Sol* had its world premiere at the Fort Lauderdale International Boat Show in late October before relocating to the Caribbean for winter charters through Regency Yacht Vacations.

Offering nearly 4,000sqft of living space, *Sol* has a customised, four-cabin layout with interior and exterior spaces fully outfitted with sustainable, environmentally-friendly, and ethically-sourced materials and furnishings. The yacht is constructed of advanced composites including naturally-sourced basalt and linen-based resin materials.

Green features include non-toxic bottom paint, on-board composting, a high-efficiency DC-powered air-conditioning system, dual low-energy watermakers and purification systems, organic, non-toxic cleaning and personal care products, and plant-based cuisine options.

With the galley in the hull, the main deck is dominated by an expansive saloon integrated with the aft cockpit, the flybridge offers spacious lounging and entertainment space, while the foredeck features a spa tub and sunpads. *Sol's* four crew members specialise in luxury catamaran charters and include two rotational chefs professionally trained in plant-based cuisine and a variety of water sports.

Heather Wood, Regency Yacht Vacations' Charter Manager, said: "We've seen an exponential increase in enquiries for wellness-based charters offering healthy and plant-based cuisine. What *Sol* offers takes this idea one step further, by integrating a wellness-based charter into a sustainably-built and eco-conscious platform." ✦

[www.sunreef-yachts.com](http://www.sunreef-yachts.com)  
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## IYC OPENS OFFICE IN MIDDLE EAST

*The brokerage house has opened a Dubai office in partnership with Al Ameeri Group.*

IYC has opened an office in Dubai in partnership with Vision Investments, a subsidiary of Al Ameeri Group Holding. Founded in 1949, Al Ameeri Group is a family-owned business with investments in multiple sectors including marine and land products, F&B, fashion retail, real estate and military services.

The Dubai office is IYC's first in the Middle East, an area with increasing yacht ownership and high-profile sporting events attracting visiting superyachts. UAE's leading annual events include the Abu Dhabi Grand Prix (November 24-26, 2023), one of four F1 events in the Gulf this year, and the annual Dubai International Boat Show (February 28-March 3, 2024).

Ahmad Al Ameeri, CEO of Al Ameeri Group, said: "We're very excited and thrilled to announce our partnership with IYC. This partnership represents a significant milestone in our journey to diversify our investments towards excellence and the maritime industry."

"Together, we embark on a voyage of limitless possibilities, aiming to redefine luxury, sophistication and innovation in the world of yachting. With IYC and our Group's knowledge and experience, we're confident this partnership will provide yacht owners and clients with the finest options and solutions for their yachting needs and will set new standards of excellence."

Based in Dubai Media City, the UAE office is IYC's 15th around the world and complements seven in Europe (Monaco, UK, Croatia, Greece, Montenegro, Cyprus, Sweden), six in the USA (Fort Lauderdale, Palm Beach, two in Newport, Nantucket, California) and one in the Caribbean (St Barts).

Raphael Sauleau, CEO of IYC, said: "The opening of our 15th office globally and our presence in the Middle East solidifies our position as a key player in the yachting industry."

"Our partnership with Vision Investments is a testament to our confidence in Al Ameeri Group Holding and their alignment with our vision and values. We're excited about the opportunities this expansion brings, and are dedicated to providing unmatched services to existing clients and new clients alike in Dubai and the Middle East."

[www.iyc.com](http://www.iyc.com)



## CAMPER & NICHOLSONS SELLS ENSO

*The 'original yachting company' completes the in-house sale of a Gulf Craft Nomad 70 SUV.*

Camper & Nicholson's has announced the sale of *Enso*. Behzad Saberi, a Dubai-based Senior Sales Advisor for the brokerage house, successfully facilitated the sale of the 2022 Nomad 70 SUV while representing both the buyer and seller.

Camper & Nicholson's stated: "We would like to thank the previous owner of *Enso* for their responsiveness during the sales process and express our sincere congratulations to the new owners for embarking on their new adventures."

Built by UAE shipyard Gulf Craft, the Nomad 70 SUV had its world premiere at last year's Dubai International Boat Show. The flybridge motor yacht has an overall length of 21.5m (70ft 5in) and a beam of 19ft 8in (6.04m).

Fitted with twin 1,200hp MAN V8 engines, *Enso* is a long-range motor yacht with a semi-displacement hull and a top speed of 26

knots. She also runs efficiently at lower speeds, achieving optimum fuel economy and comfort at 12 knots. Features include at-anchor stabilisers and dynamic positioning.

The flybridge features an open aft deck and enclosed skylounge containing the yacht's sole helm station. The main deck features a sizeable saloon, dining area and open galley, while forward is a full-beam master suite. The lower deck includes four guest cabins and accommodation for up to four crew.

The 70 SUV is part of Gulf Craft's long-range Nomad range, which includes the 65, 75 SUV, 95 SUV and new series-flagship 101, an extended, tri-deck version of the Nomad 95 SUV. ✎

[www.camperandnicholsons.com](http://www.camperandnicholsons.com)  
[www.gulfcraftinc.com](http://www.gulfcraftinc.com)



Niels Vaessen, Heesen



Will Green, Princess



Anders Kurtén, Fraser

## CEOs TOP MAJOR APPOINTMENTS

*Dutch superyacht specialist Heesen, British builder Princess and brokerage house Fraser have new leaders, while Italian heavyweight Benetti and the historic Camper & Nicholson's company announce key hires.*

**Niels Vaessen** has succeeded **Arthur Brouwer** as CEO of Heesen. After working at PwC for eight years, Vaessen joined Heesen in 2012 as Finance Manager and the following year was appointed CFO, a position he still holds. Brouwer was at the helm of Heesen since 2014 and retires with the company in a healthy position, with an annual turnover of about €200 million. Anjo Joldersma has also retired, with Adse de Kock succeeding him as Supervisory Board Chairman.

Vaessen said: "I feel honoured to be entrusted with this responsibility, and I'm grateful for the knowledge and insight I've gained while working with Arthur and Anjo. I'm excited to contribute to the future successes of our shipyard. We're committed to investing in research and development to ensure we continue to deliver the most innovative, reliable products to our clients."

**Princess** has promoted **Will Green** to CEO, with the Brit succeeding Antony Sheriff, who began his role in January 2016. Green has been a key member of the Princess team for 20 years and most recently served as Executive Director, Commercial.

"Those who know me will recognise the passion I have for the brand, so this is an exciting opportunity to shape the next chapter for the business and build on its amazing legacy," Green said.

"I'm privileged to work alongside a talented team with a long track record of success. With the support of our controlling shareholder KPS Capital Partners, we can build on this with investment in key areas and by focusing on what we do best: building exceptional yachts for our customers."

**Anders Kurtén** is the new CEO of **Fraser**, arriving at the brokerage with over 25 years of management, sales, marketing and product-development experience across the marine and luxury sectors. In his previous role as CEO of Baltic Yachts in Finland, he helped spearhead and execute the company's recent strategic turnaround.

"Fraser shares my deep passion and understanding for developing industry-wide solutions and practices for more sustainable superyacht

experiences," Kurtén said. "With so many quantum leaps in sustainable technologies, materials and processes, it's a truly exciting time to be part of this industry. The coming years will bring great things and I'm convinced our joint future will be forever greener."

**Massimiliano Casoni** has joined **Benetti** as General Manager. His career includes 5½ years at Maserati, over 10 years with Ferrari and 8½ years with Technogym, where he was Industrial Director then COO. Casoni has been tasked with supervising the management of Benetti, overseeing new product development, and focusing on the efficiency of the Livorno and Viareggio shipyards.

"I'm pleased to seize this opportunity to lead a luxury brand like Benetti," Casoni said. "I look forward to working with my new colleagues, so we can pursue the goal of consolidating our strengths and tackling the major challenges awaiting us in the coming years."

**Camper & Nicholson's** recent appointments include **Callum Peden** as Group Marketing Director. Peden's career includes 15 years building and leading the marketing team at Y.Co in Monaco, developing his knowledge of brand culture and the design of client experiences such as websites, digital platforms and marketing campaigns.

"I'm proud to have been given the opportunity to work with a brand as rich in heritage as Camper & Nicholson's. I look forward to sharing a fresh perspective with the team as we work to develop and grow that brand in markets around the world," Peden said.

The historic brokerage has also appointed **Julie Bichon** as Global Head of Charter Management, based in the Monaco office. Bichon spent 11 years as a Charter Manager with Yachtzoo followed by three years at Hill Robinson, leading to the role of Head of Charter Management before joining Camper & Nicholson's in September.

"I'm delighted to join a company with such a strong brand and heritage," said Bichon. "The team is incredibly strong, and I look forward to fostering collaboration and generating new ideas to enhance the success of the company's charter fleet." ✎



Massimiliano Casoni, Benetti



Callum Peden, Camper & Nicholson's



Julie Bichon, Camper & Nicholson's





## RIVA SUPERYACHTS FOR HONG KONG

*Asia's second and third Riva 102' Corsaro Super flybridge motor yachts will be arriving in Hong Kong following sales by local dealer Starship Yachts.*

The first Riva 102' Corsaro Super in Hong Kong is expected to arrive in spring 2024 and is expected to be followed by another hull in spring 2025, following sales by local dealer Starship Yachts. Ferretti Group Asia Pacific confirmed the yachts are the second and third units sold in Asia, and will follow the impending delivery of a hull to Taiwan through Amal Yachting.

Both models for Hong Kong feature the upgraded propulsion option, twin 2,638hp MTU 16V 2000 M96L engines, which deliver a top speed of 28 knots and a cruising speed of 24 knots.

Launched last year during Riva's 180th anniversary before its world premiere at the Cannes Yachting Festival, the 102' Corsaro Super is the successor to the 100' Corsaro, which had its global debut in Hong Kong in April 2017.

Built at Riva's La Spezia shipyard, the original Corsaro spearheaded the builder's currently Flybridge series – which includes the new 82' Diva, 90' Argo, 110' Dolcevita and 130' Bellissima – and was followed by the steel-hulled 50Metri and all-aluminium 54Metri in build at the Ferretti Group Superyacht Yard in Ancona.

Like all Riva models for the past two decades, the 102' Corsaro

Super is a collaboration between Officina Italiana Design founders Mauro Micheli and Sergio Beretta, Ferretti Group's Strategic Product Committee led by Piero Ferrari, and its Engineering Department.

Featuring an overall length of 30.24m (99ft 3in) and a beam of 6.70m (22ft 0in), the Corsaro Super features a complete design makeover of the superstructure, based on a sporty concept and more generous dimensions, and including new glass fashion plates aft to improve aerodynamics.

A new-look beach club covers more than 35sqm and features a lowered 15sqm swim platform, contributing to almost 100sqm of outdoor social space for guests.

The saloon is available in two layouts, while options include fold-down bulwark balconies on either side, an option not taken up on the Hong Kong orders. Forward, the main-deck master suite features redesigned, extended 2m-long windows, while the lower deck includes four en-suite guest cabins and crew quarters. ✂

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# SUPERYACHTS LIGHT UP MONACO

*The last of Europe's major autumn boat shows, the Monaco Yacht Show featured 117 yachts including four over 90m, while the event's largest multihull presence to date also turned heads.*

WORDS **CLAIRE LIM** PHOTOS **MONACO YACHT SHOW & AS CREDITED**







Five new catamarans were among the 117 yachts that lined up inside Port Hercule for this year's four-day Monaco Yacht Show, which again featured *Yacht Style* and Luxuo as media partners. Energy was high even before the show officially started, with the Asia Superyacht Night organised by APSA (Asia-Pacific Superyacht Association), Ferretti Group's lavish Media Dinner and the first edition of The Honours awards all held on the eve of the event.

Once the show opened, visitor attractions included 61 luxury tenders, 30 cars and motorcycles, two helicopters and two submersibles, as the Adventure Area, Sustainability Hub, Upper Deck Lounge, and Yacht Design & Innovation Hub zones all returned as part of the show's evolving format.

In the water, the five sailing and power catamarans were among the show's 45 yachts completed in 2023, with the new builds representing over 38 per cent of the vessels on display.

*This Is It*, Tecnomar's 43.5m-long, 14.5m-wide powercat, was so

new that it hadn't even had sea trials before arriving the day ahead of the show following a 100nm cruise from The Italian Sea Group's facility in Carrara.

Located at the end of Quai Rainier 1er, the futuristic-looking vessel was one of the show's most eye-catching and talked-about models, generating a host of colourful and rhyming dockside observations.

According to Michael Chryssicopoulos, Global Managing Partner of brokerage house IYC, which introduced the client and is CA for charter, the 780GT yacht is only expected to be handed over by end of the year, having been commissioned by a Cypriot owner in his late 40s looking for "something never seen before".

Gian Marco Campanino, The Italian Sea Group's Art Director, designed *This Is It*, while UK-based Lateral was responsible for naval architecture.

Framed by two enormous, teardrop-shaped hull sides, the exterior is somewhat reminiscent of the 41.3m *Ocean Emerald* and her two



Athena Too (left), an 80 Sunreef Power Eco, and Tecnomar's 43.5m *This Is It* (right) were among five catamarans at this year's Monaco Yacht Show



Western view across Port Hercule; top left are the 65.7m Amels Ventum Maris, 90m Lürssen Phoenix 2 and 83.5m Feadship Savannah

sister yachts designed by Lord Norman Foster. The interior is notable for its asymmetrical design including the diagonal arrangement of the master suite's bed and balcony at the aft end of the upper deck, while a spa and convertible playroom are among highlights.

*This Is It* lined up beside another world premiere, the 46.5m *ArtExplorer*, whose owner Frederic Jousset was present in Monaco, while the yacht's guests included Prince Albert II of Monaco and Princess Caroline of Monaco.

Built in aluminium by sister yard Perini Navi, *ArtExplorer* is now the world's longest private sailing multihull, featuring a beam of 17.4m (57ft) and 498GT of volume, while its mast reaches a towering 55m (180ft).

Although its layout includes five staterooms, the yacht has been principally designed as 'the world's first museum boat', in collaboration with the Louvre Museum. As part of the Art Explora Festival, *ArtExplorer* is being used as a floating art gallery, initially touring the Mediterranean, while brokerage house Fraser expects it to have annual charter periods in both the Med and Caribbean.

Aside from multihulls, The Italian Sea Group's diverse display also included two Admiral superyachts, the striking cyan-coloured 75m

*Kensho* and 55m *Silver Star* featuring a Giorgio Armani interior, as well as two units of the 20m Tecnomar for Lamborghini 63 speedster.

It has been almost two decades since Sunreef exhibited their first model, a 74-footer, at the Monaco Yacht Show, when shipyard founder Francis Lapp remembers it being the only multihull at the event. This year, the Polish builder exhibited the new third hulls of both the Sunreef 80 Eco sailing catamaran and 80 Sunreef Power Eco on opposite sides of Quai L'Hirondelle.

Last year, the first hull of the 24m Sunreef 80 Eco was used for the model's world premiere at Cannes before it also exhibited at Monaco, but this was the first time an 80 Sunreef Power Eco had been to the show, following the model's world premiere at the Cannes Yachting Festival earlier in the month.

Meanwhile, Bluegame showed its BGM75 following its global debut at Cannes, with the powercat representing the first multihull by Sanlorenzo's sister yard.

#### LÜRSSEN LEADS LARGE YACHTS

The show's 117 yachts were evenly spread between 58 presented by shipyards and 59 by brokers, according to organisers. However, the

Mangusta Oceano 50, Tankoa S501 Grey, two Benetti B.Now 50Ms, Heesen's 50m Van Tom, Isa's GT 45 and Bilgin's 42m Kasif on Chicane pontoon







Baglietto's T52 showed on Quai des États-Unis with models from Bluegame, Mazu, Azimut, Gulf Craft, CdM, Turquoise, Feadship, Isa and Bilgin

largest on show, the 97m *Carinthia VII* berthed at Quai Rainier III, was jointly displayed by German shipyard Lürssen and Fraser, and was among multiple shipyard-brokerage presentations.

Designed by Tim Heywood and launched in 2002, *Carinthia VII* showed off a stunning refit overseen by Italy-based Bizzozero Cassina Architects as she was presented for the first time for charter, represented exclusively by Fraser.

Other large Lürssen yachts in Port Hercule included the 91m *Lady Lara* (2015) – also on Quai Rainier III – and the 90m *Phoenix 2* (2010), while the classically styled 90m *Nero*, built in China, was also among the show's four 90m-plus builds.

Dutch builder Feadship exhibited the 83.5m *Savannah*, while new builds included the 80m, red-hulled *Leona* by Bilgin – the Turkish yard also showing the 42m *Kasif* – and the 78m *O'Rea* by Golden Yachts of Greece, with the latter joining two 90m-plus Lürssen yachts on Quai Rainier III. Other large builds included the 69m Feadship *Drizzle* and the 71m Royal Denship *Force Blue*, one of six yachts at the show represented by Fraser.

Six Amels superyachts were on display, marking the highest number of the brand's yachts presented at one show. Headlining the line-up were the new Amels 60 *Entourage* and the Amels 180 *Papa* (55m), while the Amels 212 *Ventum Maris* (66m), 61.5m full-custom *Calypso*, Amels 60 *Come Together* and Amels 180 *Were Dreams* were presented by brokers.

*Were Dreams* (2008) was among five brokerage yachts displayed by Camper & Nicholson's, along with the 55m Feadships *Kahalani* (2010) and *Sea Huntress* (1997), 50m Heesen *Van Tom* (2018) and 43m CRN *Only Eighty* (2013).

#### MADE IN ITALY

Italian builder Sanlorenzo staged the world premiere of the 1,050GT 57Steel along with a 2021 unit of the Alloy (44m) and a new SP110 (33m), while the builder's 47m *Lars* and SL106A *Vissotta* were exhibited by brokers.

Benetti showed two hulls from its hugely popular B.Now 50M series: the third hull, *Fantasea*, and the sixth, *Alunya*, which features



Yacht Style returned as a media partner; CRN's 43m *Only Eighty* (far right) and the Amels 180 *Were Dreams* were among yachts shown by Camper & Nicholson's



The Adventure Area grew in scale, with this year's show including 30 cars and motorcycles, two helicopters and two submersibles

the Oasis Deck® option. Benetti builds shown by brokers comprised the 65m *Seanna* (2011), 56m *Galaxy* (2005), 50m *Seagull* (2020) and 42m *Soy Amor* (2014).

Over on Quai des États-Unis, sister shipyard Azimut displayed its 38m flagship *Grande Trideck*, *Grande 36M* and *Grande 32M*.

Ferretti Group's diverse lineup comprised a Pershing 140 (43m), the new Pershing GTX116 (35m), Custom Line 140' (43m), Custom Line Navetta 42 (42m), 40m Riva 130' *Bellissima* (see Review), and Wally's *wallywhy200* (27m) and *wallypower58* cruiser (17m).

CRN, Ferretti Group's megayacht specialist, didn't display a model this year but paid tribute to its 60 years of heritage with its own Heritage Gallery on Appontement Jules Soccia or 'SYBAss Avenue'.

Tankoa hosted the world premiere of the new 50m *Grey*, the fifth hull of its Francesco Paszkowski-designed S501 series, while the Genoa shipyard also presented the Alberto Mancini design for the T560 Apache due to launch in 2026.

Gulf Craft staged the European debut of the UAE shipyard's

*Majesty 111* on Quai des États-Unis and a *Majesty 120* on Quai Chicane, while Sunseeker showed an 88 Yacht, 95 Yacht and 100 Yacht in the British builder's usual spot in front of Yacht Club de Monaco.

Meanwhile, high-speed yachts were also on display, as Victory Design staged the global debut of the full-carbon *Bolide 80*, which reaches an astounding 73 knots with three 2,000hp MAN V12s.

The world premieres of the Swan 108 *Fancy* (35m) by Finland's Nautor Swan, 30m Y9 *Bella* by Germany's Y Yachts and 43m *White Island* by Turkey's Aegean Yacht were among highlights of this year's sailing yachts.

Others included the 24m Seaway *Ivanka*, 43m Baltic *Canova*, 53m Alloy *Drumbeat* and 39m *State of Grace* by Perini Navi, whose new *ArtExplorer* was just one example of the growing number of 'supercats' on the water and in the world's leading superyacht show. ✨

[www.monacoyachtshow.com](http://www.monacoyachtshow.com)

A Sunreef 80 Eco catamaran and the Swan 108 and Y Yachts Y9 world premieres were among sailing yachts on Quai L'Hirondelle's west side







Host Mariasole Bianco with Zoran Selakovic

## TRIO HONOURED IN MONACO

*Held ahead of the Monaco Yacht Show, the inaugural edition of The Honours highlighted three deserving Bowsprit winners at a lively gala evening.*



Wendy Schmidt



Jenny Matthews

Wendy Schmidt, Jenny Matthews and Zoran Selakovic became the first recipients of the Bowsprit award as each took the stage during The Honours gala dinner, which was held in the Hauser & Wirth art gallery on the eve of this year's Monaco Yacht Show.

Schmidt, a superyacht owner, ocean conservation advocate and philanthropist; Matthews, a superyacht First Officer and industry DEI (diversity, equity and inclusion) proponent; and Selakovic, a business strategist turned Director at YachtAid Global, were feted during an evening highlighting their remarkable stories.

Organised by The Superyacht Life Foundation and Monaco Yacht Show, The Honours was conceived for the superyacht industry to recognise people making a difference behind the scenes, taking the focus away from the yachts and placing the spotlight on positive actions in day-to-day superyachting life. The honourees were selected by a panel of judges from over 360 nominations received from the industry.

The gala evening was attended by superyacht owners and VIP guests who enjoyed an experiential dinner that included ballet and opera performances and a locally sourced, sea-inspired menu. A short documentary film of each of the honourees was played before the laureates were called to the stage to receive their Bowsprit award.

Host Mariasole Bianco, an environmental and ocean conservation advocate, invited all three winners to discuss their backgrounds in more detail, including their passion for the superyacht industry and efforts to make a difference through philanthropic, charitable, environmental and community-based initiatives.

Gaëlle Tallarida, Managing Director of the Monaco Yacht Show, said: "The highlight of this spectacular night was hearing the inspiring stories of Wendy, Jenny and Zoran. We realised just how deeply caring the superyacht world can be and how we can all be a part of instigating change in how we work as an industry, how we can bring a positive impact all over the world, and how we can play a central role in understanding and restoring the health of the oceans which are vital to life on earth."

Schmidt is an American philanthropist, superyacht owner and competitive sailor who is passionate about understanding and restoring the ocean. Through the Schmidt Family Foundation, Schmidt Ocean Institute and other non-profit organisations, she has helped advance ocean science and research by providing a state-of-the-art research vessel *Falkor (too)* to scientists worldwide at no cost in exchange for making their research and discoveries publicly available.

Schmidt co-founded 11th Hour Racing to raise awareness of ocean health and solutions for sustainability in the sailing and maritime industry. Last year, she became the first woman and the first American to win the Barcolana, the world's largest sailing yacht race.

Schmidt is also helping shape the next generation of yachts, driving innovation in materials and lifecycle assessment tools, and educating the public about the critical importance of the ocean.

Matthews is a professional yacht crew who decided at the age of 18 that she was going to sideline university and become a superyacht captain. Facing the challenges of an industry where not many females were working on deck, she worked her way up to gain an Officer of the Watch certificate and was told very few women had ever achieved that qualification.

This led her to reach out on social media and form She of the Sea, a new community for women working in the deck and engineering departments to serve as a networking and knowledge-sharing platform, and a launchpad to inspire the next generation of female candidates.

This initiative was followed by the launch of Legasea, which shifted the conversation from gender and placed the focus on mentoring the next generation of yacht crew, providing support, knowledge and a community throughout their careers including when the time comes to move shoreside.

Selakovic was born and raised in what is now Croatia, falling in love with the sea from an early age, which led him to complete his skippering qualifications and cruise extensively. It was his first-hand experience of watching friends in the Caribbean lose everything they had in Hurricanes Irma and Maria that encouraged him to find out how he could help, at which point he met Mark Drewelow, the founder of YachtAid Global.

Selakovic stepped in to help coordinate aid through YachtAid Global, which received offers from more than 100 superyachts to assist in relief efforts within two weeks. Since then, as YachtAid Global's Director, he has been involved in projects as diverse as disaster relief, building the first public library in the Galapagos and helping provide clean drinking water in Mexico.

He has also coordinated Operation Swimway, which aims to add the migratory routes of pelagics to ocean conservation areas with the help of over 300 yachts including thousands of yacht crew and owners.

Dilan Saraç, Executive Director of The Superyacht Life Foundation, said: "The evening was a wonderful expression of the good that exists in the superyachting good life, highlighting that there's so much more to this industry, its owners and crew, than meets the eye. Our three inaugural Honourees are all well deserving of the award, and they've set a high bar for future nominations."

Nominations for The Honours 2024 open on December 1, with the event set to again honour the work of three people at an experiential gala on the eve of next year's Monaco Yacht Show. ✨

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# BOLD & BEAUTIFUL

*Riva's Flybridge range has soared to new heights with the 130' Bellissima, an elegant 40m, 300GT tri-deck that offers expansive rosewood interiors but is just as notable for its appealing array of outdoor social areas.*

WORDS OLIVIA MICHEL PHOTOS FERRETTI GROUP





Like all Riva models for almost three decades, the 130' Bellissima was designed by *Officina Italiana Design*, headed by Chief Designer Mauro Micheli and CEO Sergio Beretta

Riva's 130' Bellissima is best described as a modern superyacht with a classic soul. When hull one launched from the Ferretti Group's La Spezia shipyard last year, the 40m superyacht became the new flagship of the Italian builder's Flybridge series, which also includes the 82' Diva, 90' Argo, 102' Corsaro Super and 110' Dolcevit.

A star at the last two editions of the Monaco Yacht Show, Bellissima is Riva's first planing Flybridge model to feature a tri-deck design, with Ferretti Group working closely with *Officina Italiana Design* – which has designed for Riva for almost three decades – to keep the model's interior volume below 300GT.

Alberto Galassi, Ferretti Group's CEO, uses romantic language to talk about the boatbuilder's new pride and joy. "When you see this yacht cruising on the water, everything stops. It's an aesthetic experience that words can't describe," he philosophises.

The closest word the designers and shipyard found to fully define the newest Riva was ultimately *bellissima*, Italian for 'very beautiful'.

When *Yacht Style* stepped aboard, the 130' Bellissima was docked in Port Hercules next to the 110' Dolcevit, formerly the largest yacht

in the Flybridge series. The side-by-side comparison accentuated the uniqueness of the 300GT Bellissima, which is 6m longer than the 219GT Dolcevit and has an extra deck.

Sergio Beretta, co-founder and CEO of *Officina Italiana Design*, said: "In practice, Bellissima is like an older sister to Dolcevit, but with a style all of her own that makes her different from any other big yacht of the Riva family."

Mauro Micheli, co-founder and Chief Designer of the studio, has used the epithets of "sporty", "sleek" and "slender" to describe the overall look of the yacht's profile. The exterior is contemporary, fashioned from a symphony of glass, steel and carbon-fibre, and featuring a counter-curvature windshield that sets her silhouette apart from the rest of the fleet.

Micheli has penned every Riva launched since 1994 and a hint of this long-standing collaboration is seen in the two simple lines running along the Bellissima profile. Micheli notes that this is a classic feature seen on all Riva models and "very much reflects *Officina Italiana Design's* clean, rigorous styling philosophy".

By combining the sloping windshield with vast glazed surfaces



Forward view from the sun deck to the foredeck (left); bird's eye view of the aft end of the sun, upper, main and lower decks (right)

and a severely raked bow, the boat has an almost arrowhead-shaped outline. The design is not only eye-catching but enhances aerodynamics, allowing a decent top speed of 22.5 knots with twin 2,638mhp MTU engines, as well as a range of 360nm at 20 knots or 1,000nm at 11 knots.

A 20sqm garage – with room for a tender, jet-ski and Seabobs – is located on the port side of the vessel to make way for a new open-air beach club at the stern. Lower and closer to the water than on any previous Riva superyacht, the beach club includes a swim platform and room for an alfresco lounge to dry off after a dip in the sea.

An outdoor jacuzzi, meanwhile, is located at the bow of the upper deck to fully optimise onboard space and enhance privacy for guests enjoying a soak in the sun.

#### UP AND DOWN

Inside the Bellissima, however, is where the historic Riva heritage is most clearly realised in direct contrast with the futuristic exterior.

Glossy rosewood has been used throughout the interiors – even in the galley – to complete the classic style for which Riva has become

known. Yet the darker, more masculine shades of the panelling and leather chosen to adorn her stop Bellissima from looking "old-fashioned" and bring her up-to-date and in line with interior trends.

The main deck starts aft with a generous cockpit that leads into a saloon with symmetrical L-shaped sofas on both sides and a forward dining area. Indoor spaces are generous, with ceilings as high as 2.05m, but *Officina Italiana Design* has combined Bellissima's old-school rosewood finish with glass and mirror elements to make the interiors feel even more open and roomy.

The starboard hallway leads to the lower-deck staircase and day head, then onto the full-beam master suite, which benefits from the widebody design on the forward portion of the main deck. The owner's area starts with an office that leads into the bedroom, which has a walk-in wardrobe aft on the port side, while forward are separate his and hers bathrooms either side of a central shower.

The lower deck includes four 15sqm VIP en-suite cabins, two forward of the hallway and two aft, all with inward-facing beds and all accessed by a stunning staircase. Micheli notes that the "beautiful effect" of the staircase is meant to attract attention, "ennobling its

Aft view of the main-deck saloon, which also includes a formal dining area forward and leads to the master suite



Situated in the foredeck on the upper deck, the optional jacuzzi offers owners and guests a secluded area to relax







Forward view of the upper-deck skylounge or saloon, a room that can be used for a wide range of purposes including a cinema

function as a link between the decks” and reflecting the “maniacal attention to any detail” typical of Riva projects.

The upper deck has a skylounge with facing L-shaped sofas, although the area can be used or converted into a cinema, workout space or even a study. The room leads aft to a huge, covered deck that offers alfresco dining, while the uncovered end can be dressed with sun loungers or other loose furniture.

Forward on the upper deck is the bow lounge, which has two symmetrical L-shaped sofas facing a large quadruple sun pad, while forward is the jacuzzi. As it that wasn't enough, the stunning sky deck has an open aft end suitable for sun beds, while the covered area can fit four sides of sofas and chairs for a gorgeous, protected hangout with stunning views.

#### RIVA STYLE LIVES ON

Even with 10 guests and seven crew on board, the design choices that created the Bellissima have ensured that this 40m superyacht will never feel crowded. This is in part due to the intelligent layout of the vessel and in part to the flexibility of spaces.

And ultimately, the Gemini nature of a modern profile paired with Riva's trademark traditional wood features gives owners a sense of owning two types of yacht in one. As Beretta explains: “Bellissima has sporty lines but at the same time is elegant, perfect for any market including Asia. This is the result of the perfect balance we always strive for.”

At least five units of the Bellissima had been sold within a year of the model's world premiere. “So far, the boat is particularly popular



Starboard view of the master suite (left), with the bed arranged facing aft; stairs from the main deck to the lower-deck guest cabins (right)



The 130' Bellissima is the largest model built at Riva's La Spezia shipyard

in the North American market, while in Asia we have several open negotiations,” Galassi notes. “The expected waiting time is about two years, which is due to the great sales success of this model.”

With many shipyards still struggling to offer new build slots, this is still a decent turnaround time for new owners keen to hit the water in grand style.

Beretta does note, however, that delivery time is dependent on the level of personalisation owners may want to implement. Having the option to infuse customisations into a serial model is key to ensuring the Bellissima is not just a luxury asset but also an expression of an owner's personality.

“If owners choose a Riva, they don't only select a boat,” he says. “They select a particular lifestyle, for true connoisseurs.”

[www.riva-yacht.com](http://www.riva-yacht.com)  
[www.ferrettigroupasiapacific.com](http://www.ferrettigroupasiapacific.com)



## DECKS & SPECS

<b>LOA</b> 40m (131ft 3in)	<b>Cabins</b> 5 + 4 crew cabins
<b>LWL</b> 32.1m (105ft 4in)	<b>Engines</b> 2 x 2,638mhp MTU
<b>Beam</b> 7.86m (25ft 9in)	16V 2000 M96L
<b>Displacement</b> 18 tonnes (unladen); 21 tonnes (laden)	<b>Top speed</b> 22.5 knots
<b>Fuel</b> 17,000 litres	<b>Cruising speed</b> 20 knots
<b>Water</b> 3,500 litres	<b>Range</b> 360nm @ 20 knots;
<b>Capacity</b> 20 people	1,000nm at 11 knots



Aft view of the stunning sun deck, which has a large covered area with space for plenty of sofas and chairs, along with room for sunbeds aft



# MODERN CLASSIC

*If you're looking for charter ideas for summer 2024, Greece should be among your top candidates. And with the new Camper & Nicholson's office in Athens, the Aegean Sea is more accessible than ever.*

WORDS **NICK HUNG** PHOTOS **CAMPER & NICHOLSON'S**





Built in Greece by Golden Yachts and delivered in 2022, the 88m Project X is among the most luxurious ways of exploring the islands

With over 6,000 islands to choose from, Greece has been called ‘the Caribbean of Europe’. And it’s currently one of the world’s hottest spots to charter, with about a quarter of global superyacht charters starting, ending or cruising in Greece, according to Camper & Nicholsons.

Julien Solari, Camper & Nicholsons’ Chief Commercial Officer Asia, says: “Greece is one of the very best destination for charterers from all over the world. From the iconic islands of Mykonos and Santorini in the amazing Cyclades to the marvellous and historical city of Athens, this country offers incredible scenery and experiences for charterers.

“We’ve witnessed lots of interest from our clients in Asia for this destination. Many booked charters last summer and we’re already booking yachts for summer 2024.”

To cater to a growing global demand for charters and local appetite for yachts, Camper & Nicholsons has opened a new office in Athens headed by Christos Chatzigiakoumis, the company’s Managing

Director for Greece, who says the country’s coastline has a mix of ancient and modern.

“You might spend your day on a remote beach with transparent waters, have a barbecue on shore, then a few hours later be at an extravagant beach bar surrounded by celebrities,” he explains.

Interestingly, the new Athens bureau is located on the old international airport site. Thirty thousand square metres of tarmac, together with the concrete terminal hall, are currently being upcycled into Europe’s largest urban park – surpassing London’s Hyde Park – with 31,000 native trees and three million indigenous plants.

Hellenikon Metropolitan Park will reopen with 400 marina berths in 2025. “It proves Athens is a key entertainment hub for luxury travellers and international yachtsmen,” Chatzigiakoumis says. “The Hellenikon project’s 10,000 new residences will give a new dimension to Greek yachting by generating a new clientele.”



Meamima is a child-friendly 59m Benetti with six cabins including two tenders, two jet-skis, Seabobs and a waterslide from the sun deck



Santorini (pictured) and Mykonos are the most famous of the Cyclades islands, between Athens and Crete to the south

The main charter season is from May until the end of October, when “it’s still beautiful in southern destinations like Santorini,” according to Sylvia Katsamaki, Charter Manager and Charter Broker at Camper & Nicholsons.

“Greece offers a unique charter experience from geographical and cultural perspectives,” she says. “One aim of our new office is to make Athens a principal Mediterranean charter hub. The Athens bureau can organise helicopter tours over the Acropolis, down to Cape Sounion and the Temple of Poseidon, and across to the Greek islands. There are many touch-and-go helipads around Greece.”

#### CIRCLING THE CYCLADES

Highlights are a vivid mix of ancient and modern. Take Mykonos, which swells with a summer population of 50,000. The beach club Scorpios looks like a Mayan temple dedicated to hedonistic pleasure. On summer evenings, beach fires usher shamanic rituals, bouzouki beats and DJ sets.

At midnight, alfresco club Astra throbs with hands-in-the-air tunes under swaying palms. At dawn, yoga starts with a sun salutation above the island’s sugar cube houses. Mykonos has barely slept since Herodotus wrote about it in 430 BCE.

Too intense? Sail on to Delos, 10 minutes away. One of the ancient world’s most sacred islands has a population of just 14. The island birthplace of Apollo and Artemis features a Doric temple, a Dionysian

theatre and a pre-Christian synagogue. In Greece, there’s something for every age and interest. And all within a few nautical miles.

Particularly popular for charters are the 220 islands of the Cyclades, which translates as ‘circle’, enabling guests to experience destinations like Mykonos, Amorgos and Santorini in one sun-kissed loop.

Greece’s first cookbook author was born on Sifnos. On the island, guests can eat mastelo, an only-munch-here stew featuring goat, red wine, dill and vine twigs. Lunches can be walked off on the Sifnos Trails. “In the Cyclades, we’ve seen a trend for live-like-a-local activities,” Katsamaki says.

#### DIVING IN THE SPORADES

One classic Aegean sight has only just opened – after 2,500 years. The Peristera shipwreck was discovered by fisherman Dimitris Mavrikis in 19m of gin-clear ocean in the Sporades islands, north of Athens.

The site rewrites history by proving that vessels could carry 150 tonnes of luxurious cargo – in this case black-glazed bowls, lavish tableware and 4,200 amphoras of wine – before the Roman (or indeed superyacht) age.

Guests can now dive what has been dubbed “the Parthenon of shipwrecks”. Camper & Nicholsons charter brokers can liaise with a local dive team to arrange the descent.

As this scuba site is governed by Greece’s Department of Maritime Antiquities, a maximum of eight divers can scour the artefacts



The stunning Kolona Beach on Kythnos in the western Cyclades about 50nm southeast of Athens





Off the southern tip of the Peloponnese peninsula, Elafonisos is about 100nm southwest of Athens and 120nm west of Santorini

peppered on the Poseidon grass during strict time slots. They may not be alone. The Peristera shipwreck sits within the Alonissos Marine Park, a watery thoroughfare for sperm whales, striped dolphins and rare Mediterranean monk seals.

The shipwreck is not the only treasure in the 24 islands of the Sporades, which translates as ‘sporadic’, as they are strewn haphazardly like emerald mountains on an indigo carpet.

Only four of the islands – Skiathos, Skopelos, Alonissos and Skyros – are inhabited. On Skiathos beaches like Agia Paraskevi, you’re more likely to see a loggerhead turtle than another superyacht.

“It’s little wonder that more yachts are being chartered and purchased for Aegean cruising than ever before,” says Chatzigiakoumis, who believes several variables led to the recent surge. He points out the growing professionalism of Greek crews, the reinvention of Greece as a high-net-worth tourism hub, and rising wealth across the Aegean.

“All of this culminates in a superyacht metamorphosis. It makes me believe Greece can lure an increasing number of new buyers, charterers and customers.”

#### YACHTS FOR CHARTER

Camper & Nicholson’s has a diverse range of yachts for charter in the Mediterranean and we highlight five recommended for exploring Greece. Ranging from €58,000 per week to €1,200,000 per week, all are managed by the Athens office and include three based in the country.

The new 88m *Project X* is a lavish option and although it only charters in Greece on request, it holds a special local connection as it

was built in the country by Golden Yachts and only launched last year when it was a star at the Monaco Yacht Show. Looked after by 28 crew, the yacht offers nine cabins for up to 12 guests including a master suite facing a private forward deck with jacuzzi.

Outdoor attractions include a beach club with fold-down balconies and a 7.5m-long swimming pool on the aft main deck, where an outdoor cinema can be set up. The sun deck has a well-equipped gym and a jacuzzi, while guests can also relax in a wellness suite with spa, Hammam, Finnish sauna and beauty salon.

The vast saloon includes a self-playing piano and a taste of the Greek artwork seen throughout the yacht. The formal dining room includes a long, 16-seat table and vast wine ‘fridge’, while other indoor attractions include a triple-height glass atrium and a large cylinder lift linking all the decks.

The yacht is served by four tenders – a 10m limousine, 9m classic chase boat and two 6.25m sport RIBs – while toys include four Sea-Doo jet-skis, three Seabobs, a Fliteboard, four kayaks, two paddleboards, wakeboards, water-skis, waterslide, net pool, towable inflatables, plus diving and fishing equipment. There are even eight bikes for trips on land.

*Meamina*, meanwhile, is a 59m Benetti tri-deck with 15 crew and offers accommodation for up to 12 guests in six cabins led by a split-level, full-beam master suite with a study. The VIP is on the bridge deck. The main saloon includes a piano, while meals can be enjoyed in the formal indoor dining area, alfresco on the aft upper deck or even on the sun deck.

The yacht has a child-friendly set-up, while toys include a 9m RIB,



Based in Greece, the 30m, five-cabin *Seven S* offers a huge array of toys, alfresco dining and delicious local cuisine

7.4m Pascoe tender, two Sea-Doo jet-skis, Seabobs and paddleboards. However, the crowd favourite may be the waterslide that starts from the sun deck, where other attractions include an inviting Jacuzzi and a gym.

The 50m Couach *La Pellegrina 1* was recently purchased by a Greek owner and will be based in Greece. Managed by a crew of 10, the sleek tri-deck has six guest cabins with marble en-suite bathrooms. The master suite on the bridge deck even has a private deck and gym equipment, while the VIP is forward on the main deck.

Outdoor areas include a stunning sun deck with a central jacuzzi, sunpads and sofas, as well as a covered dining area. Guests can also dine indoors or outdoors on the main deck.

*Seven S*, also based in Greece, is a 30m Custom Line motor yacht maintained by a full-time, professional crew of five. Fresh from a 2021 refit, the yacht offers accommodation for up to 12 guests in five en-suite cabins comprising a main-deck master suite, two doubles and two twins with an extra Pullman berth.

The light, elegant saloon includes an eight-seat dining table, while the aft cockpit offers alfresco dining. The flybridge also offers covered dining as well as sunpads and a crane that helps deploy some of the water toys, which include a Williams SportJet 435 tender, jet-ski, Seabobs, kayaks, paddleboards, water-skis, kneeboard, wakeboard and snorkelling equipment. There’s also a floating platform and towable inflatables.

If you’re looking for a sailing yacht, the 34m *Eratosthenes* is a Greece-based Swan 112 that has benefited from a 2021 refit at the Nautor Swan shipyard in Finland. The clean aft deck can be dressed in sunpads and outdoor furniture, while the protected cockpit has four sides of seating and two foldable tables. Water toys include paddleboards, a kayak, water-skis and fishing tackle.

The bright interior features the stunning woodwork the Finnish shipyard is known for and has a saloon and dining area on separate levels. There’s a full-beam master suite and two twin cabins with a Pullman, plus accommodation for six crew.

Katsamaki says: “If you love sailing and charter a yacht like *Eratosthenes*, you get an unforgettable sailing experience around the Aegean Sea to the east or Ionian Islands to the west. You can benefit from the Greek winds yet enjoy sheltered bays everywhere. If you charter a motor yacht, you can easily do island hopping and wake up in a different place every morning.

“For me, Greece is the definition of summer and there’s no better way to experience it than cruising around the islands on a yacht. There are hundreds of islands to visit, many different route options and mainland attractions people shouldn’t miss. And if you charter once, you’ll want to come back again and again.” ☺

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The 50m, six-cabin *La Pellegrina 1* is among several Greece-based charter yachts managed by Camper & Nicholson’s



The 34m *Eratosthenes*, a three-cabin Swan 112, is also based in Greece and offers a stunning way of sailing the islands





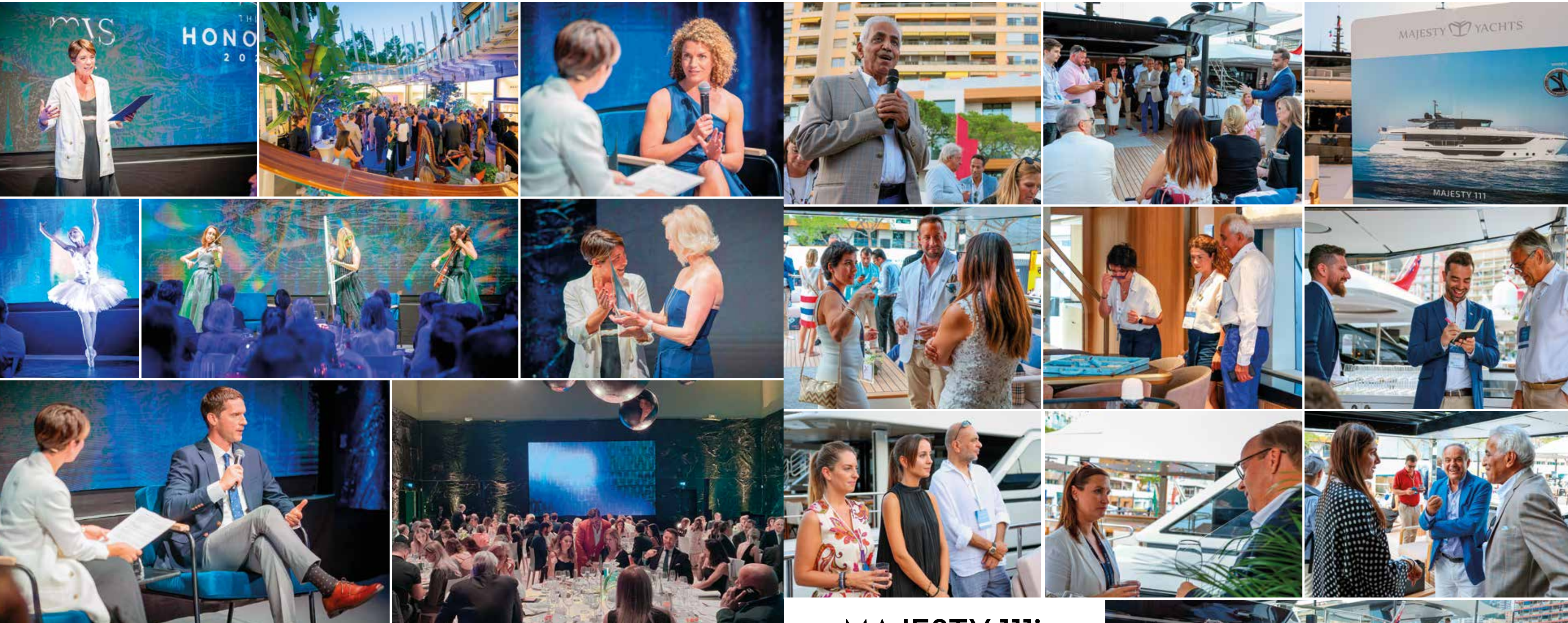
## APSA NIGHT'S ISLAND VIBES

Asia-Pacific Superyacht Association (APSA) welcomed 200 members and guests to the Asia Superyacht Night, an invitation-only event held on the Novotel Monaco rooftop on the eve of the Monaco Yacht Show. *Yacht Style* was among APSA members and guests welcomed and entertained by the Cook Islands dancers, while The Shockin' Papas performed live. APSA Chairman Nigel Beatty (facing page) introduced and thanked the event sponsors, which included Maritime Cook Islands, Yachtzoo, Hill Dickinson, Superyacht Australia and Dörries Yachts. ✎

[www.apsuperyacht.org](http://www.apsuperyacht.org)







## THE HONOURS' WINNING START

Organised by The Superyacht Life Foundation and Monaco Yacht Show, the first edition of The Honours was held in Hauser & Wirth's gallery, with conservationist Mariasole Bianco hosting the evening. Wendy Schmidt, a superyacht owner, ocean conservation advocate and philanthropist; Jenny Matthews, a First Officer and industry DEI proponent; and Zoran Selakovic, a business strategist turned Director at YachtAid Global, were recipients of the Bowsprit award. Sponsors included Agusta, Begüm Yachting, BWA Yachting, Feadship, Preciosa, Richard Mille and RINA. ✂

[www.thesuperyachtlife.com](http://www.thesuperyachtlife.com)  
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## MAJESTY 111's EUROPE DEBUT

Gulf Craft staged the European debut of the Majesty 111 at the 32nd Monaco Yacht Show, where Mohammed Alshaali, co-founder and Chairman of the UAE shipyard, welcomed media and VIP guests. Visitors were invited for a walkthrough tour of the 34m, 240GT superyacht, Gulf Craft's first model to feature both exterior and interior design by the Netherlands-based Phathom Studio. Special features include six ensuite guest cabins including a main-deck master suite with a jacuzzi skylight. ✂

[www.gulfcraftinc.com](http://www.gulfcraftinc.com)







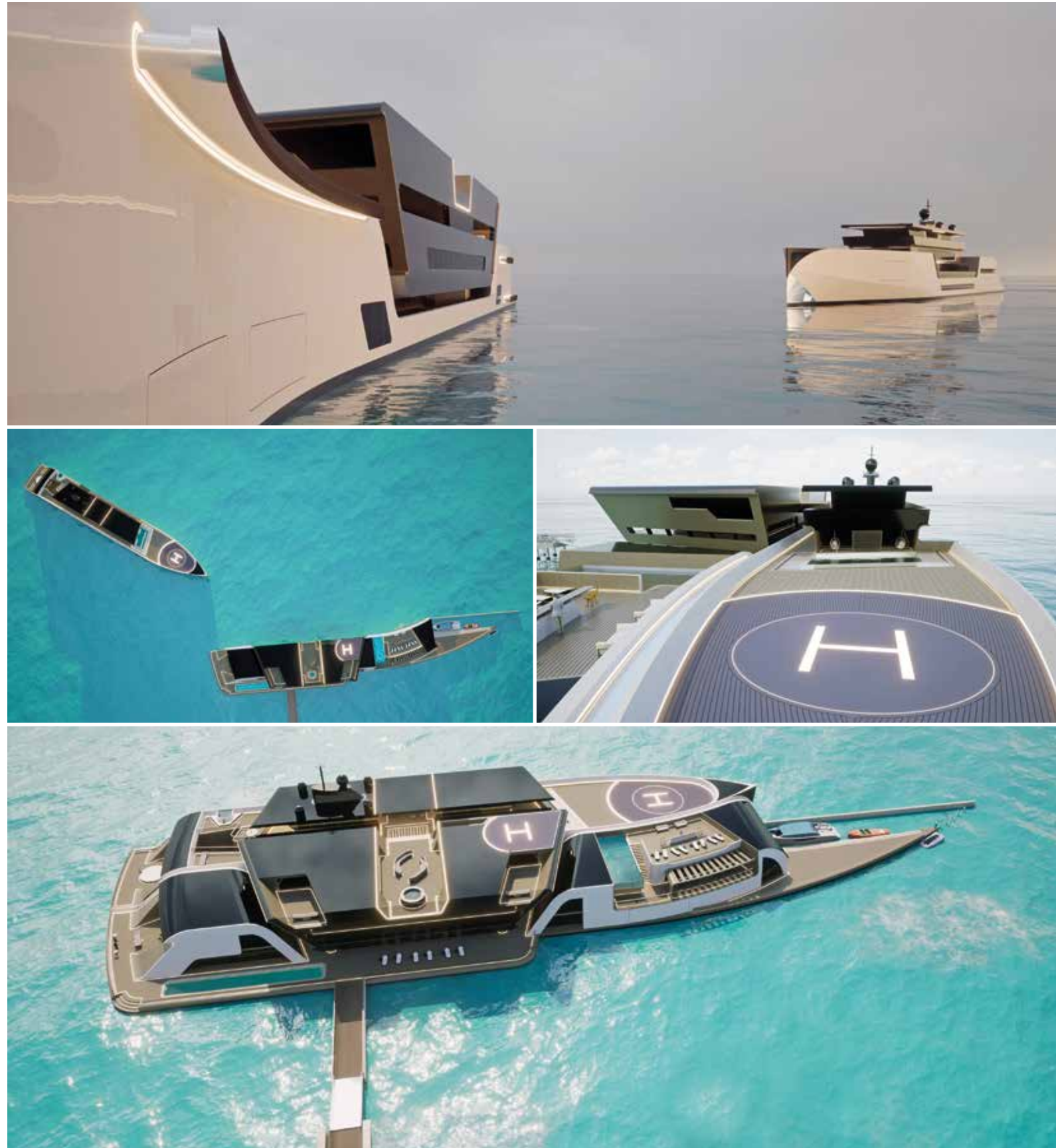
## SEAKEEPERS ASIA 25<sup>TH</sup> BIRTHDAY

With The International SeaKeepers Society commemorating its 25th anniversary, the Asia chapter celebrated the landmark at its annual gala dinner in Singapore, attracting 160 guests sponsored by *Yacht Style*. Julian Chang, President of SeaKeepers Asia, and his wife Sandra Chang hosted the event, which featured swim music, entertainment and a lively auction for items including swimwear by Haus of Mclees, a four-night stay at the Varu resort in the Maldives, a *Star of the Sea* yacht charter, and a studio recording experience with Hitmakers. The evening also included presentations to the young winners of the SeaKeepers Robotic Competition, themed 'Robots for Ocean Conservation'. 🌊

[www.seakeepers.org/seakeepers-asia](http://www.seakeepers.org/seakeepers-asia)







## IS IT A SUPERYACHT? IS IT A FLOATING VILLA?

Meyer Yachts has teamed up with Meyer Floating Solutions to present Three05, which combines a 125m superyacht and a 180m floating villa, each featuring a helipad. The 7,500GT yacht can accommodate up to 30 guests and is powered by hybrid technology consisting of fuel cells and batteries. The floating villa offers 2,100sqm (22,600sqft) of living space and incorporates solar cells and wind turbines to generate energy. "The idea behind this concept is multifaceted," explains Thomas Weigend, Managing Director of Meyer Werft. "Villa and yacht form a functional unit at anchor or the Three05 can be a private retreat with its own superyacht shuttle. With this 305m-long combination, we're setting a new standard for luxury living on the water." ✎

[www.meyeryachts.com](http://www.meyeryachts.com) / [www.meyerfloatingsolutions.com](http://www.meyerfloatingsolutions.com)



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