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Jonathan Beckett, Burgess



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AB Yachts staged the world premiere of the AB 95 at the 2025 **Cannes Yachting** Festival.

NEXT YACHT GROUP





# POWERING INTO THE NEW SEASON

elcome to the sixth and final issue of 2025, which includes Top 100 Superyachts of Indo-Asia-Pacific 2026, the latest epic instalment in *Yacht Style*'s annual superyacht feature. The current version starts with an overview of superyacht updates from around the world, while the listing has a refreshed format compared to previous years, including more sub-50m entries.

Among this edition's supervacht-focused features, Jonathan Beckett of Burgess looks back at company and personal highlights as the brokerage house concludes its 50th anniversary with special events around the globe, while both

Ferretti Yachts 940

Camper & Nicholsons and Fraser outline how they work with clients to manage new builds.

In *Leaders*, Erwin Bamps speaks about his return as CEO of Gulf Craft Group, where he's overseeing not only Majesty Yachts – whose portfolio stretches to the Majesty 175 – but also the Nomad, Oryx and SilverCat brands, as they also seek wider representation in suitable markets around the world.

This issue's cover star is AB Yachts' slender but powerful AB 95, which is among Reviews of vachts that had world premieres at the 2025 Cannes Yachting Festival. The AB 95 is among a steady output of new models from AB Yachts, part of Italy's Next Yacht Group, which includes the equally active Maiora Yachts brand, as reflected in a busy Yachts section.

Van der Valk debuted the 35m trideck Lalabe (pronounced la-la-bee) at Cannes, with designer Guido de Groot explaining how the yacht evolved from previous builds from the Dutch shipyard. As an aside, the boutique builder has now begun work on its biggest build to date. Again, see Yachts.

Back to Reviews and Azimut's Grande 30M also comes under the microscope ahead of its arrival in Asia, where the Marine Italia Asia dealership sold hull one into Hong Kong. The Grande 30M has a lot of firsts going for it, most notably as the shipyard's first all-new yacht to feature an interior by m2atelier, the Milan studio that also contributed to other aspects of the design.

The Ferretti Yachts 940, boasting a stunning full-beam master suite, was among Ferretti Group's two world premieres at this year's Venice Boat Show before the brand's second-biggest Flybridge model was displayed at Cannes.

Reviews are rounded out by Absolute's Navetta 62, which was among the Inland Italian builder's two world premieres and 11 models at Cannes. The brand has also announced that it plans three world premieres for next year's edition.

In Shows, the review of the 48th Cannes Yachting Festival section reveals how global debuts leapt up this year, after which Sylvie

> Ernoult bowed out as the show's Director, a mantle now taken up by Constance

The Genoa International Boat Show also had a strong edition, with huge crowds, while the Monaco Yacht Show's notable additions for 2025 included its Blue Wake programme and awards, as the organisers seek to incentivise and acknowledge companies' efforts towards eco-friendly solutions.

This issue also has an action-packed Racing section, while Destination looks at the steadily evolving, family-owned Port Takola Yacht Marina & Boatvard in Krabi, Thailand. Up front are *Columns* from Phoenix Yacht Management, International Council of Marine Industry Associations (ICOMIA) and the Asia-Pacific Superyacht Association (APSA).

After a busy autumn in Europe, key events in Asia include the 37th Phuket

King's Cup Regatta in Thailand from November 29-December 6, the 24th Hong Kong International Boat Show at Club Marina Cove from December 4-7 and the 80th Rolex Sydney Hobart Yacht Race starting on December 26, so there's plenty to look forward to before the new year. §







# ASIA-PACIFIC SHINES IN MONACO

The Asia-Pacific Superyacht Association and its members had a busy autumn season in Europe, including at a busy Monaco Yacht Show.

ne Monaco Yacht Show (MYS) is far and away the most important show event on the superyacht calendar, and the 2025 edition was no exception, with around 30,000 visitors and 120 superyachts. There was also plenty of Asia-Pacific supervacht action.

Several announcements from members of the Asia-Pacific Superyacht Association (APSA) included new superyacht events in Australia, new partnerships, new charter opportunities, and new marinas in Indonesia, Hong Kong and Japan, which gives the region plenty to promote and celebrate.

In the lead-up to the MYS, Yacht Club de Monaco hosted the 5th Monaco Smart & Sustainable Marina Rendezvous. Benjamin Wong from Invest Hong Kong presented the new marina projects that are being built in Hong Kong, highlighting their strategic role in diversifying the economy, attracting international investors and integrating yachting into financial dynamics that includes family offices, crypto and art investment.

The Asia Supervacht Night (ASYN) hosted by APSA is traditionally held on the eve of the MYS, and this 'must-do' curtain raiser is now a firm favourite amongst the Asia-Pacific superyacht community.

This year APSA welcomed over 280 members, guests and industry professionals for sunset cocktails on the rooftop of the Novotel Monte Carlo. The event is a great networking opportunity for regional neighbours to meet up and share the latest industry updates, while enjoying the great views over Port Hercule, and this year guests were treated to great music from Australian DJ Ashleigh Wisniewski.

Nigel Beatty, Chairman of APSA, said: "I am extremely pleased with the way that the event has grown over the years, and continues to be such a crowd pleaser. It is a great way to start the Monaco Yacht Show, and this year we were able to provide a fantastic party for our members thanks to the support of our 11 sponsors."

Patron Sponsor Nazmi Topcuoglu, CEO of Fema Marine, said: "Fema Marine is thrilled to be able to support APSA and the work they are doing to grow the supervacht industry in the Asia-Pacific region. This year we had two supervachts for viewing in Monaco, the iconic Alfa Nero (82m) and Axioma (72m), and we very much look forward to bringing these superyachts to the Asia-Pacific region in the near future."

David Good, CEO of Superyacht Australia, and this year's Destination Sponsor, announced two new superyacht events in Sydney in 2026:

the Sydney Charter Show at Jones Bay Marina from February 22-23, followed by the Australian Superyacht Conference on February 24.

"Australia leads the region as a supervacht hub, with over 120 resident and visiting supervachts," Good said. "We look forward to welcoming you all to these inaugural events."

Antony Cowie and Alex Teji announced the



Nigel Beatty, Chairman, APSA





Fema Marine (left), Patron Sponsor of the Asia Superyacht Night at the Novotel Monte Carlo; David Good (right), CEO of Superyacht Australia

formation of their new practice, Teji | Cowie Supervacht Lawyers. The law firm specialises in legal matters relating to the superyacht sector and combines decades of maritime law expertise with a client-centric approach to deliver discreet, high-touch legal services across Europe, the Middle East, the Asian market, Australia, New Zealand and the US.

The unveiling of the Bali Gapura Marina in Monaco marked a milestone for the superyacht industry in Indonesia. The marina, which is currently under construction, is a collaboration between PT Marina Development Indonesia (MDI) and PT Pelabuhan (Pelindo). Joseph Prabantara, a co-founder of MDI, was in Monaco to promote the launch of this first full-service yacht marina in Bali, built to international standards and capable of accommodating 180 yachts, including superyachts.

Hiroshi Sakamoto, COO of the Setouchi Tourism Authority, was also in Monaco, promoting the beautiful cruising ground of Japan's Seto Inland Sea. Superyacht Base Kobe will be Japan's first international superyacht marina.

Japan is home to more than 21,000 ultra-high-net-worth individuals (UHNWIs), highlighting its long-term potential as a superyacht destination, and SuperYacht Times

will be hosting the next Asia-Pacific Superyacht Summit in Kobe on May 7-8, 2026. Darrell Hall, founder and CEO of Yachtzoo,

believes Japan is the next big supervacht charter destination. A loyal supporter of APSA for several years, Hall is very excited that the Asia-Pacific Supervacht Summit will be held in Kobe.

"The summit will bring attention to the superyacht opportunities in Japan," Hall said. "With Supervacht Base Kobe opening in 2027, I see great things happening there."

Charter in the Asia-Pacific region is undergoing substantial growth, according to Boris de Bel, CEO and founder of Charter

"Our B2B software is designed exclusively for luxury charter professionals," De Bel said. "We are looking forward to expanding our charter operations to include the Asia-Pacific region, as more and more travellers are looking for adventurous and off-the-beaten-track experiences."

Glenn Armstrong, CEO of Maritime Cook Islands, commented on the exceptional quality of engagement at MYS.

"This was our most successful Monaco show yet, with the focus squarely on the unique benefits of the Maritime Cook Islands flag," Armstrong said.

"Top-tier clients are looking for more than just a flag; they want a partner known for excellence, efficiency and a modern approach. We had concrete discussions about new registrations right at the stand, which proves our reputation for quality and service is resonating strongly within the supervacht community."

According to SuperYacht Times, the Asia-Pacific superyacht sector is experiencing significant growth. In the 2022-2024 period, an estimated 529 superyachts over 30m were active in the region, with 57 per cent measuring between 30-40m and over 12 per cent exceeding 60m.

In particular, Thailand has seen rapid growth, almost doubling its superyacht presence from 24 in 2022 to 43 in the first four months of 2024, partly due to the introduction of a new supervacht charter licence.

The supervacht sector will only continue to benefit from the recent developments in the marine tourism sectors in both Hong Kong and Southeast Asia, especially with the development of new marinas in the region.

Offering first-class professional services, and some of the best cruising grounds anywhere on the globe, the world's 'third' cruising destination is very much open for business and ready to welcome the global superyacht community. Y



Hiroshi Sakamoto (far right), COO of Setouchi Tourism Authority, Japan, with Risa Toyoda (far left) and Mizuki Honda (centre)



#### **SUZY RAYMENT**

Rayment is the Executive Director of the Asia-Pacific Superyacht Association. With extensive experience in media and publishing, she was the Editor of the Royal Hong Kong Yacht Club magazine Ahoy! before establishing and owning Yacht Style magazine. Rayment is one of the founders of the Hong Kong Boating Industry Association and was on the Council until she joined APSA. With a passion for sailing, she works regionally and internationally to grow and develop the yachting industry in the Asia-Pacific region.

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# **MARKET INSIGHT:**

**ANDERS KURTÉN** 

Anders Kurtén, CEO, Fraser

Across the industry, we have been experiencing a busy fall season, with a healthy overall brokerage growth of 5% in both transaction numbers and value, year-onyear. September saw intense activity in the brokerage market, with successful boat shows in Monaco and Cannes including a record number of premieres.

The kick-off to Europe's autumn show season precipitated a surge of new yachts on the market, with 90-plus new yachts listed for sale in September valued at a total of €1.5 billion - more than double the value of new listings added in September 2024.

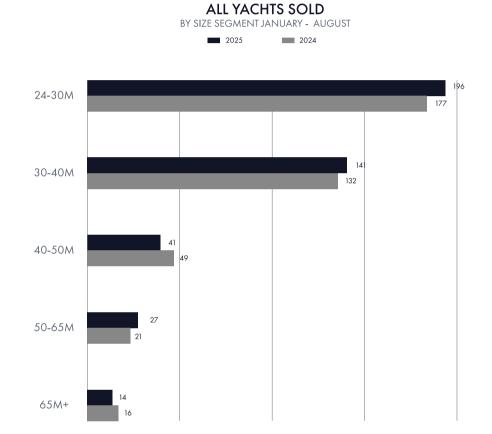
And as our graphs show, sales in 2025 are outpacina 2024 (YTD) across most size sectors. We are seeing a cautious growth in buyer confidence and it's certainly true to say that demand for yachts remains resilient.

This is even more evident in terms of charter, where we have just finished our best-ever season in recorded history. Worldwide, it's clear that there remains a healthy appetite for superyachting and the unique experiences it offers. Y

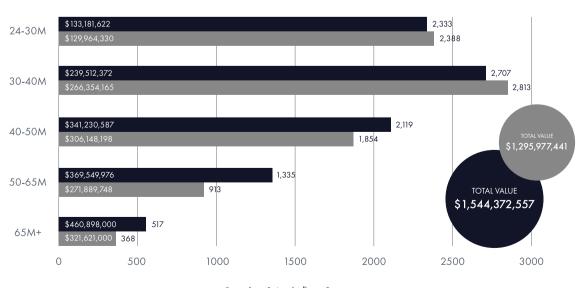
fraseryachts.com

# RECORD PREMIERES **BOLSTER MARKET**

The superyacht industry benefited from a busy autumn in Europe, including a record number of global debuts, while Fraser itself has enjoyed a bumper charter season.







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IDEA TO DELIVERY FROM WWW.OPTIMADESIGN.IT



Michael Breman, son of Dutch diplomats, has with owner Peter Lürssen been a central figure in the German yard's sales and development, as well as being President of SYBAss

ne new 2025-26 SYBAss Board is Michael Breman (Lürssen), Jan-Bart Verkuyl (Feadship), who is the next President, Massimo Perotti (Sanlorenzo), Michelle Jones (Delta), Giovanna Vitelli (Azimut Benetti) and Giovanni Pomati (Nautor's Swan).

Breman, the son of Dutch diplomats, has been training his successor, Luca Raumland, since April, but will remain at Lürssen, so it can be assumed that he will still continue an active role at Germany's leading superyacht shipyard in the years ahead.

Lürssen has built six of the Top 10 superyachts in the world based on Length Overall or LOA, 17 of the Top 30, and 35 of the Top 100, so those figures rather speak for themselves. If the vardstick used is volume, or gross tonnage, the percentage is somewhat higher. Lürssen vards dominate every such measure.

A further consolidation began a decade ago. In 2016 Lürssen acquired Blohm+Voss, which gave it massive capacity in Hamburg primarily to refit and repair the enormous private vessels it was launching, and for yachts built by other brands.

A facility at Rendsburg, north of Hamburg near the Danish border, came into its fold then. Across the Eider River, Nobiskrug found itself in financial difficulties this year, so Lürssen purchased its facilities, rather than the company *per se*.

In a related restructure, Lürssen sold off its naval division. Competition in this sector is considerable, and apart from the expanding self-built Chinese, Russian and American navies, analysts are wondering what sort of naval battles may lie ahead for lesser powers in an era seemingly reliant on waves of sophisticated subsea and air-carried long-range drones and missiles.

"The world is not in a good place at present", opined Breman, "and although our order book is strong, it is never 'okay'. Our largest market today is 65-70m and up, and we have the capacity at our traditional Bremen-based vards and other locations for more custom builds.

"North America is by far the largest active source of new build

contracts at present. Russian buyers have disappeared as the Russia-Ukraine war drags on. Europe, the Middle East and Asia produce some orders, but not as many as one would hope. The uncertain times we live in today are not a healthy backdrop to make investments in leisure, it seems.

"It can be so wonderful out there. I was recently privileged to cruise on a yacht in the Pacific, and it was both incredible and unforgettable. It really is the best experience that money can buy, and I do not understand why more wealthy individuals do not engage in this reinvigorating pastime. It is simply the best way to relax with family and friends".

Breman thought Monaco this year was "a lot guieter than in previous years", and despite entry ticket prices rising steeply, he felt that in some respects the show wasn't attracting the right sort of people.

This year Lürssen is not exhibiting at Fort Lauderdale International Boat Show any more, because "unless you are exhibiting a particular yacht, it isn't effective for us", but the yard participates in the nearby Palm Beach International Boat Show, "and we have just moved our US representative office to the new building at Pier 66 in Fort Lauderdale, to better serve our North American clients".

Asia remains a slowly enlarging market. "We have good brand recognition in China, but as you well know, many factors are involved is such sales, and India is lately developing as another Asian supervacht sales centre". Indo-Asia-Pacific businessmen based in America and Europe are among prominent Lürssen owners too.

On eco-fuel concepts, Lürssen's latest vessel, using hydrogen fuel cells from re-formed methanol, is best described as a research project. It may lead to a breakthrough for the world's vachting fleet, or at least to a significant reduction in emissions if the process proves economically viable in this sector. See Yacht Style available online, and YS#85. The thus-fuelled 114m Cosmos, by Europe-based Australian designer Marc Newson, is due for delivery in 2026.

He acknowledged leading designer Espen Øino's dissertation on the possibilities of "nuclear" fuel at Monaco Yacht Show, but thought the word "nuclear" has too many negative associations for a wider audience.

"You should run a competition for an acronym or a word or a phrase that has a more positive ring to it, to make the whole process more acceptable. The future will clearly take us that way, and developments in the supervacht industry will have a positive effect on all shipping sectors".

Okay, the competition is officially open. We will pencil in the prizes next issue.

Australia and New Zealand superyacht buyers have built up formidable fleets and facilities over the years, and Asia-Pacific Supervachts, set up to service them and other visitors, is a regular exhibitor at Monaco.

Likewise, Chris Blackwell who is Sales and Marketing Manager of Australia's custom superyacht builder Echo Yachts in Western Australia, is also a frequent visitor to the European Principality at show time

He is Chairman of Supervachts Australia, and a former Design and Project Manager at Austal, parent company of the now-closed superyacht yard Oceanfast, and of SilverYachts, which has built 73m, 77m and 85m narrow-beam aluminum vessels at the Australian Marine Complex (AMC) and 35m SilverCats in China.

Apart from strong interest by European owners in refits and repairs when cruising in Asia-Pacific waters, however, Blackwell has also helped forge some unique deals with Asian clients.

One particular Singapore family built the 84m White Rabbit at Echo Yachts and two 50m+ support vessels, one in composites and the other in aluminum, for two superyachts it owns.

The vard currently has another aluminum 58m sailing cat under construction, codenamed ASC58, featuring a twin Dynarig mast and sail system by Southern Spars, and zero-emissions when cruising under sail, through the use of shaft generators and a battery bank. When delivered it will be the world's largest such vessel.

Flight time between Singapore and Perth, slightly south of which at Henderson lies the AMC, is only five hours, so owners can physically inspect and liaise on the build of custom vessels or refits, and Echo Yachts also customises its innovative contracts with owners to reflect their needs

Early Asian superyachts such as Evergreen, Van Triumph and Asean Lady were all built locally in Asia-Pacific, two of them in Japan, thus continued regional construction by Indo-Asia-Pacific owners is expected, in tandem with European yards, plus some smaller LOA American outfits.

The AMC is regarded as the world's leading aluminum shipbuilding facility, producing fast ferries and increasingly complex naval vessels, as well as private superyachts for the international market. Recent defence contracts seem set to increase the importance of this already lively hub.

Blackwell's next European appearance is at METS Amsterdam 18-20 November, in the Supervacht Refit Pavilion. Echo's large docking and shed facilities, expertise and low labour rates mean owners paying in Euros or USD can make substantial savings when cruising Down Under.

Readers perusing *Top 100* in 2026 will note a substantial number of Lürssens, Feadships and Benettis, which befits their roles as pioneers of large private vachts in the Indo-Asia-Pacific region.

But the largest numbers of vessels that we class as supervachts over 30m, and most of them over 50m, sailing in these waters, are built by Damen Yachting and its subsidiary Amels.

This has been the case for several years now. Amels was also a pioneer with custom vachts for Australians like Boadicea and Ilona, but its presence has increased dramatically since the success of the Amels Limited Editions concept, followed by parent company Damen Shipvards Group introducing popular Yacht Support Vessels and then the hardy but very sophisticated Xplorer range now built by Damen Yachting.

The Yacht Supports take nowhere near as long to build as say a big custom Lürssen, and nor do the smaller Amels Limited Editions, so if



Sarah Flavell, Marketing Manager of Damen Yachting, says a shift is coming in the Indo-Asia-Pacific market. "It's a work in progress, and brings challenges to companies looking to tap into the opportunities?

one adds in Amels and Damen Yachting vessels owned by Indo-Asia-Pacific people but cruising in the old world Med or Caribbean, the numerical predominance is becoming quite noticeable.

And yet, the market is only just opening up, as we highlighted in the prior 2025 edition.

Sarah Flavell, Marketing Manager of Damen Yachting, says that "despite the exceptional cruising, diverse landscapes, cultures and countries and a long-standing affinity with yachting, the Indo-Asia-Pacific region remains largely untapped as a superyacht destination in comparison with Europe and America.

"While there has been growth in vacht ownership in the region, in the number of supervachts venturing to these waters, and in the investment the region is making in unleashing its potential, there is still a long way to go if it is to become a genuine hotspot.

"There is however a sense that a shift is coming. It's a work in progress, and brings challenges to companies looking to tap into the opportunities.



The first Amels 80 designed by Espen Øino has been delivered. This newly-launched vessel won a trophy at the Yacht Style Awards at Singapore Yachting Festival last April



Bali Gapura Marina is the latest superyacht-capable facility in Asia's exotic seas and straits

"Navigating the intricacies of cultural differences, regulations difficulties and sustainable infrastructure that works to what our industry needs and expects is a long-term project", Sarah said.

"Not inconceivable, but not a fast fix. We certainly believe the region has a future worth investing in, and we have made a start with Damen Yachting opting to be main sponsors of the Singapore Yachting Festival, the Asia-Pacific Summit in Hong Kong and in 2026 in Japan, and we are speaking on panels at the Summit and the Southeast Asia Yachting Conference.

"In my opinion, to undervalue the importance of this region over the next decades would be a mistake.

"The yachts we build and deliver are well-suited, and we have always done well with owners from this region.

"Recognising where the market is heading is simply a natural part of the progression our company has always placed at the centre of our decision-making.

"That said, we have a duty to share knowledge when and where we can and be actively a part of the change that is coming.

"It's integral to what we want to achieve as a company, and to the future we believe this region could have. When it comes to drive and belief, Indo-Asia-Pacific is abundant with it.

"Among those involved in the yachting world there is a genuine push to shift the existing and strong marine leisure foundation towards one that supports large yacht requirements.

"Boat shows, summits and conferences. Investments in new marinas, infrastructure and facilities. Even discussions with local governments to amend legislation to make it easier for superyachts to put the region on the itinerary.

"All the right topics are on the agenda to ensure the region is relevant and ready. And a common theme runs through it all. A focus on collaborating today to guarantee success tomorrow.

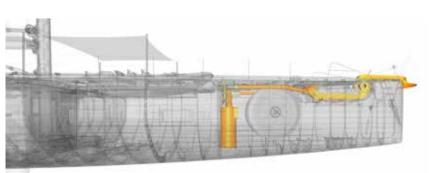
"There is a unique charm to the approach of superyachting, especially in Southeast Asia, that many in our industry will instantly recognise. It relies on support, cohesion, and partnerships. The pillars that were once the key foundations of the work we do in other regions are a reminder of why we all once started".

Space precludes more updates, but in the marine accessories field, we have been following with interest the evolution of a New Zealand company called Maxwell Marine over many decades.

It came under the wing of substantial Dutch marine supplier Vetus some years ago, and now both are part of the even larger Yanmar Group back in Asia.

In the interim, Maxwell Marine expanded from winches into windlasses, capstans and other deck gear for superyachts, and has developed specialist systems worth US\$500,000 to US\$1 million on larger motor yachts.

Top 100 this edition includes an entry for Royal Huisman's Nilaya, on the last page, for which Maxwell Marine has supplied lightweight titanium custom arms that contribute to achieving this project's requested parameters. ©Bruce Maxwell, 2025



Custom lightweight titanium anchor arms were supplied by Maxwell Marine for this Nilaya project at Royal Huisman. See also last page of Top 100





# **CHARTERS FOCUS Streamlined Listings**

Some changes in format this year. We no longer list supervachts 1-100 based on Length Overall. Instead, they still rank roughly from largest to smallest, but some of the bigger vessels, beyond the budgets of most readers, are excluded, and more 45m to 50m motor vachts and super sailboats, squeezed out in recent annual issues of this feature, are reincluded. This means that more supervachts available for charter are listed, and an old adage is that if you plan to buy a previously-owned superyacht, maybe charter the vessel first. Any yachts belonging to Indo-Asia-Pacific owners qualify, even if cruising elsewhere, as do those currently enjoying these waters, plus a few new build projects on the slips. 2025 was relatively quiet, as uncertainties prevailed, but 2026 will hopefully see an upturn. Cameo stories that follow tell brief tales of what the circa 5,000-strong superyacht fleet has been up to.



## **MOTOR YACHTA** •

#### 118m Blohm & Voss

Bought by Lürssen a decade ago, Blohm & Voss in Hamburg is mostly used for refit and repair of the world's big boats, ones that probably won't fit anywhere else. When they built under their own brand, the unusual *Motor* Yacht A, to distinguish it from the even larger Sailing Yacht A, caused a stir after she was unveiled, looking like an upturned hull. Designers always seek something different, in this case, Philippe Starck. Readers will have had plenty of opportunity to observe the vessel as she has cruised in the North and South Pacific, Asia's exotic seas and straits, and more recently divided her time between the Middle East and Indian Ocean resort islands.

#### **MULTIVERSE EX-ULYSSES** 116m Kleven

Apart from a Florida car and boat dealer who fancied Feadships, New Zealand billionaire Graeme Hart must be the world's most prolific supervacht owner. He started with Feadship and has returned to the Dutch maestros once more, if you turn two pages, but in between there have been all sorts of vessels bearing the name *Ulysses*. This one and a slightly smaller 107m sister ship, now called Andromeda, are from his Norwegian period, when he worked with the little-known commercial ship builder Kleven, albeit fitouts were completed elsewhere in Europe. The vessel has been in the South Pacific, and was on the Pacific Coast of Mexico late 2025, hopefully missing unseasonal hurricanes in those waters.



## NORD

#### 142m Lürssen

This leading German yard's huge contribution to the superyacht industry is updated in the Overview, while *Nord* also epitomises a big problem that has afflicted upper echelon growth worldwide. Russian owners in recent years have bought the largest custom vessels, and been most active in sailing them to far-flung parts of the world. Now there are no orders. Putin's war against Ukraine, which has a superyacht fleet too, led to some owners being sanctioned, but not others judged less enabling. Nord was delivered as the war began, and initially made a remarkable 6,700 nm non-stop voyage from the Seychelles to Vladivostok in Russia's Far East. But particularly Middle East, Indian Ocean and African countries didn't enforce sanctions, so she is back in the Maldives, and other officially sanctioned vessels seem safer. A sigh of relief will be breathed if and when this European war ends. The income that such vessels bestow on economies dependent on marine tourism is quite significant.



©TOM VANOOSSANEN







#### OCTOPUS • •

#### 124m Lürssen

Located in Cairns, a gateway to Australia's Great Barrier Reef, in late 2025, and available for charter via Big Blue Expeditions, Octopus delivered in 2003 for the late Microsoft co-founder Paul Allen is regarded as one of the first exploration-style vessels, and her debut led to construction of whole fleets of explorers. She is no stranger to the South Pacific, and cruised extensively in the Philippines and Micronesia, also making voyages to the Antarctic. Regularly refitted, she presently offers to accommodate 12 guests in six staterooms, including an owner's suite with private observation deck. Charterers of this yacht become a latter-day part of her already remarkable maritime history.



#### IJE • • • • • • • 108m Benetti

I was writing for the Sydney Morning Herald when James Packer's grandfather, Sir Frank Packer, was running the rival Daily Telegraph in the early-mid 1960s, and later dined with his mum, Ros Packer, aboard the supervacht-cum-cruise liner *The World*, aboard which both she and Australia's richest woman, mining magnate Gina Rinehart, had suites. So, I was close enough to know that *IJE*, when he named his latest Benetti, stood for the first names of his children, yet was still far removed from a life that has changed from high-profile media and gaming interests to a more relaxed one that may just be bringing him some peace. IJE has been cruising in Fiji, and at our deadline was heading for New Zealand or Australia, presumably for Christmas and New Year. The ladies, mum and sister Gretel, now run the family vessel *Arctic P*, which they allowed to charter in French Caledonia recently. Rupert Murdoch's second wife Anna, Lachlan's mum, also has an Amels Limited Edition called Dancing Hare.

#### **INFINITY**

#### 117m Oceanco

Cruising New Zealand and the South Seas after her 2022 launch at Dutch vard Oceanco, *Infinity* replaces an earlier 89m Oceanco that was sold to Australian businessman Brett Blundy and renamed in his trademark Cloud 9 series. The latest Infinity belongs to American Eric Smidt, who operates retail hardware stores across the States. The vessel travels with a Damen Yachting 69m SeaAxe support ship called *Intrepid*. Designed by Espen Øino, as are many other entries, and with Sinot interiors, she accommodates 16 guests.



### **PELORUS** •

#### 115m Lürssen

Although far from the China Coast, *Pelorus* once owned by Roman Abramovitch is lately in Cyprus, part of a small fleet belonging to successful Hong Kong property developer Samuel Tak Lee. He also reportedly runs a 72m superyacht called Kogo, recently in the Greek Islands. Pelorus was designed by Tim Heywood, an architect of the Amels Limited Editions concept, and she is set up to carry 18 guests.

# **AMADEA**

#### 106m Lürssen

A closely-watched auction in San Diego in September was the latest episode in the sad saga of Amadea, which was arrested in Fiji in 2022 in an action against sanctioned Russian owners. She was taken to America by a US-supplied crew, and until now attempts to sell her have been unsuccessful. Allegedly-owned by Suleiman Kerimov, it was claimed another non-sanctioned oligarch, Eduard Khudainatov, was the actual owner. Now a US District Court has allowed a "sale" to go ahead, but there is so far no news on the buyer, the price, and the vessel remained in San Diego weeks afterwards. Presumably the US taxpayer is no longer footing the US\$15m+ annual maintenance bill, and legal costs over the past three years, but it would be surprising if we have heard the end of this story.

#### Charter Private

# Amels 60

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#### **ULYSSES**

#### 103m Feadship

Latest Ulysses, delivered in 2024 for Kiwi Graeme Hart, was built at Feadship's Makkum facility and comes nearly 30 years after his first *Ulysses* Feadship. In between – see also *Multiverse* two pages prior – he has built assorted other vessels, some larger, some smaller, mostly called *Ulysses*. Fortunately, he started his remarkable career as a superyacht owner while relatively young, thus has been able to fit them all in. Sinot shaped the distinctive exterior of the current *Ulysses*, which the yard says involved use of over 1,000 square metres of glass. The owner is said to have been highly involved in the build process.



## **CARINTHIA V11**

97m Lürssen

We featured this lovely yacht two years ago, after an extensive refit at Lürssen and re-debut at Monaco Yacht Show. Now, handled by Fraser, she is embarking on a lengthy voyage chartering in the Caribbean and next in Asia-Pacific waters. Says Fraser: "Her enduring appeal rests in the masterful design and layout envisioned by Tim Heywood, complemented by the exceptional quality of Lürssen's pedigree. She takes 12 guests plus 5 supernumeraries in 8 staterooms, including the owner and VIP staterooms on the owner's deck".





#### **EOS**

#### 94m Lürssen

Heading toward the Panama Canal and Pacific again late 2025, this classic yacht is only two decades old, although her command of the oceans is such that she feels as though she has been around for much longer. Designed by the late lamented Bill Langan, and beautifully outfitted, she has an infinite range under sail and about 4.500 nm at 12 knots when using her MTU diesels. Plans for 2026 are unclear but the South Seas are likely cruising waters.

#### ATTESSA V EX-AV 94m Blohm & Voss

Canadian billionaire Dennis Washington bought Evergreen, one of Asia's first superyachts, from Taiwan interests, and renamed her Attessa some years ago. Now he is up to *Attessa V*, which is the former *AV* and before that *Palladium*. The vessel like his earlier steeds tends to cruise up and down the West Coast of the Americas, presently located in San Francisco.



#### CLOUD 9 89m Oceanco

Berthed at Ao Po Grand Marina in Phuket, Cloud 9 is the latest and largest yacht of that name purchased by Australian businessman Brett Blundy. Once buying his vessels in tandem with fellow yachtie Jack Cowin, Blundy now charts his own course and his yachts are getting progressively bigger, whereas Cowin seems content to stay with his 60m CMN Slipstream. Cloud 9 is styled by Espen Øino with interiors by Sinot. Builders Oceanco, located on the Dutch-Belgian border, have recently been purchased by developer Gabe Newell, after three prolific decades in which majority equity was held by an Omani family.





# **WAVES OF** POSSIBILITIES.

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#### ETERNAL TSINGSHAN

• 89m Pride Mega Yachts

Currently cruising in the Indonesian archipelago, *Eternal Tsingshan* is the former *Illusion* and *Illusion Plus* built by Pride Mega Yachts using facilities at Yantai. The vessel made her debut at Monaco, but later returned to Asia, and is now thought to belong to the global stainless steel and nickel mining company of the same name, Eternal Tsingshan, originally headquartered in Wenzhou, China.

#### HERE COMES THE SUN 89m Amels

Made an extensive Asia-Pacific passage as an Amels 272 Limited Edition, before her extension, and thus came to the attention of owners in the region. Some bids were reported. For a while she was Amels flagship, but now an enormous 120m full custom vessel, called Project Tanzanite, is due for delivery in 2026.



#### **ASEAN LADY**

88m Yantai Raffles

An unusual proa design, *Asean Lady* was built by Brian Chang at Yantai on the Bohai Gulf near Beijing to follow his earlier monohull *Asean Lady* from Stirling Yachts in Japan.

He was a pioneer of superyacht cruising in Southeast

Asia. The idea was to reduce pitching and rolling in a seaway, and to provide more stability at anchor. It worked,

perhaps providing an alternative to stabilisers. Dato Tan Sri Vincent Tan more recently cruises her in Indonesia's Riau

Archipelago and Malaysia's South China Sea.

ZEN.

#### 88m Feadship

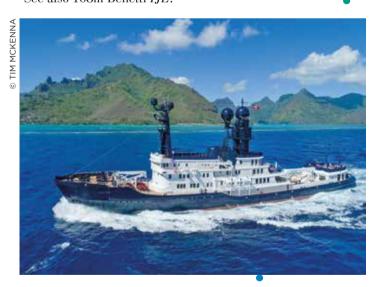
The figure 8 means wealth in Chinese lore, and hence Zen, also a form of Buddhism, suggested Asian ownership. A leading Chinese IT developer was sighted aboard in the Balearics, and the website superyachtfan.com now reports the owner as Wu Guangming, a medical equipment specialist.



#### ARCTIC P • • • • • •

#### 88m Schichau Unterwesser

The Australian Packer family's favourite vessel now run mostly by James' sister Gretel; she is often anchored off Antibes in the Med summers and was recently available for charter in French Polynesia. See also 108m Benetti *IJE*.



#### OCEANXPLORER • • • •

87m Damen Refit

This large ocean survey and research vessel, in Singapore late 2025, is continuing philanthropic assignments and National Geographic projects with the object of keep seas and oceans clean and learning more about their inhabitants.



CRN Yachts
Italian, 1963-prese

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

Courtesy of the CRN Yachts collection



#### M5 85m Vosper Thornycroft

The M initially stood for *Mirabella*, and the first four were built in the Gulf of Thailand by Nautor's Swan founder Pekka Koskankyla, one of them launched with the help of an elephant, another captained by a young British yachtsman who later became a superyacht broker in Antibes. Previously owned by Avis CEO Jo Vittoria and now by a Texan, this Ron Holland design has one of the world's tallest masts. "She has to go around the great capes because she can't fit under bridges in or near the canals", Ron told us proudly.



#### 85m SilverYachts

Two luxury exploration-style yachts built at SilverYachts in the Australian Marine Complex near Perth, *Bold* and *Wanderlust* 

- followed two 73m and two 77m all-aluminium vessels that
- founder Guido Krass and designer Espen Øino created to be
- fast, long-range and relatively slim. *Bold* last seen at Toulon has been a prominent spectator at the last America's Cup
- nas been a prominent spectator at the last America's Cup
- and other events in the Med, and although used by Krass
  personally, is understood to be available for charter too.

BOLD

#### PACIFIC X 85m Lürssen

Ensconced in Abu Dhabi late 2025, *Pacific X* has been roaming the Pacific and Indian Oceans for some years since her 2010 delivery at Lemwerder, Lürssen's facility near Bremen. She has occasionally chartered in the past, but not presently. The vessel was designed by Argentinian German Frers, with interiors by Bannenberg & Rowell, so she represents a trifecta of yachting royalty, doubtless one reason why she has quietly managed such extensive voyaging.

#### **WANDERLUST**

#### 85m SilverYachts

- Guido Krass began diversifying after his first four high-profile builds, and a large Chinese aluminum company, which had interests in aluminum aircraft and train ventures, came
- aboard as majority shareholder. Equity was also purchased
- by a Cambodian company, providing a heady mix, and this
- second luxury explorer was indeed acquired by a well-known Cambodian businessman. Meanwhile activity wound down in
- Cambodian businessman. Meanwhile activity wound down in Western Australia, and the focus is now on Espen Øino's 36m
- SpaceCats building at a yard in China near Hong Kong.







#### WHITE RABBIT G 84m Echo Yachts

Singapore-owned and built at Echo Yachts in the Australian Marine Complex south of Perth, White Rabbit G regularly returns to Australia. On a recent voyage, long-time Captain François Voison had to pick up some guests at Hervey Bay on the East Coast. He paused at the tip of K'Gari, formerly Fraser Island, as Captain James Cook had done 255 years earlier, to avoid needing a pilot, and a week before had asked supervacht agent Carrie Carter and myself to find a suitable boat for the transfer from shore. One would think that with all the whale watching, offshore fishing, sunset cruise and charter boats around, this would be a simple task, but it took two days before Carrie located one free. This is Echo Yachts' biggest build to date, and other Asian owners are showing interest in building at the facility.

















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ECHO Y A C H I S

#### **ILONA** 82m Custom Amels

This is actually the fifth and largest *Ilona*, lengthened a decade back to take a helipad. Owned by former Westfield shopping centres CEO Australian Frank Lowy, the vessel is named after his mother. The family keep other yachts in Asia-Pacific waters, but *llona* is usually to be found in the Balearics, from which Lowy can keep an eye on European soccer matches. Amels largest custom yacht to date, a 120m, is scheduled for delivery in 2026. Limited Editions 60m and 80m vessels designed by Espen Øino are also now on stream.

#### SEA EAGLE • • • • • • •

#### 81m Royal Huisman

Ordered by Taiwan's Dr Samuel Yin to follow his much smaller Sea Eagle 1, which he used to sail between Taipei and Shanghai, Sea Eagle 11 has now dropped the 11, leaving the core name unencumbered. Photographed in French Polynesia recently, the vessel has logged 50,000+ nautical miles and shows no signs of slowing down. The flybridge schooner has a Panamax rig, and can hoist all three mainsails at the same time, as quickly as it takes to get a sloop half this size under way. Such an efficient sail management system resulted from the combined efforts of Dykstra, Rondal, Carbo-Link and Doyle Sails.



#### 818 77m Feadship

A private yacht cruising the Pacific Coast of Mexico, 818 was delivered in 2019 and won a slew of awards on debut. She was built at Royal Van Lent's Kaag Island, to a Dutch Sinot design. Layout involves a master and three VIPs, in keeping with her custom status. We are told that she is likely to voyage west toward French Polynesia.

#### LA DATCHA

## 77m Damen Yachting

Plying the Turkish Riviera as the 2025 Med season waned, La Datcha hasn't quite completed the ambitious charter program announced when she was delivered and headed straight for the rarely visited Sakhalin Island and Kamchatka Peninsula in Russia's Far East. She sailed for French Polynesia and the West Coast of the Americas after that, and is basically available anywhere at the right price, which is about US\$630,000 a week plus expenses and custom relocation costs. Although Russian-owned, the vessel is not sanctioned. Eyos Expeditions helped with the planning of these Damen Shipping Xplorers, and suggested some of the adventure toys, including helicopters and a submarine.

#### **FELIX**

#### 74m Amels

This is the former *Lady E* by Italian designer Walter Franchini, recently berthed in Auckland. She is now owned by American Charles Berwind, heir to Berwind Corporation, and according to superyachtfan.com, he previously owned the yacht now called Redemption, built for Bernard Arnault as Amadeus, a remarkable refit that began at Jade Yachts in Taiwan. Not to be confused with the later Royal Van Lent Feadship of the same name.



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# CORAL OCEAN

#### 73m Lürssen

Back in the Balearies, Coral Ocean is the lead offering of Australia's Ahoy Yacht Charters run by Ian Malouf and daughter Ellie. Another Ahoy vessel also listed here is the 54m Baglietto Mischief, currently in Sydney. Coral Ocean was styled by the late Australian Jon Bannenberg, and delivered in the 90s, but she underwent a "transformative refit" to target the charter market in 2022, including a complete rebuild of the sun deck and sun lounge. She takes 13 guests in seven suites, and costs around €650,000 a week. Lürssens are custom-built for private cruising, so it is unusual to find one available for charter, although the 136m Flying Fox has also been doing so lately in the Indian Ocean.

#### LUNASEA • •

#### 73m Feadship

Presently in Palau, whose floating garden islands, coral reefs and sea creatures ranging from manta rays to crocodiles to reef sharks are a magnet for divers and snorkelers alike, Lunasea is the former Hasna belonging to "Aussie John" Symond, who like me is an old boy of Homebush High in Sydney. Since her sale she has continued roaming Australia, Asia and the South Seas, and is available for charter. Palau is a relatively remote part of Micronesia, lying not far north of Papua New Guinea, and is well worth a visit. In a Feadship, such a voyage would be something else.



#### **ALFA**

#### 70m Benetti

Ocean Independence featured Alfa in its latest Pursuit magazine, handled its sale in 2024 and continues with charter and management "in a seamless client experience". Remarkably, after just one season, they say, the owner commissioned a major refit, proof that even the perfect yacht invites personalisation. Transformed at Lusben, designer Mark Berryman reimagined her interiors and added features like a teppanyaki bar and four additional bars for drinks. See the website for charter details.

#### SALUZI

#### 69m Austal

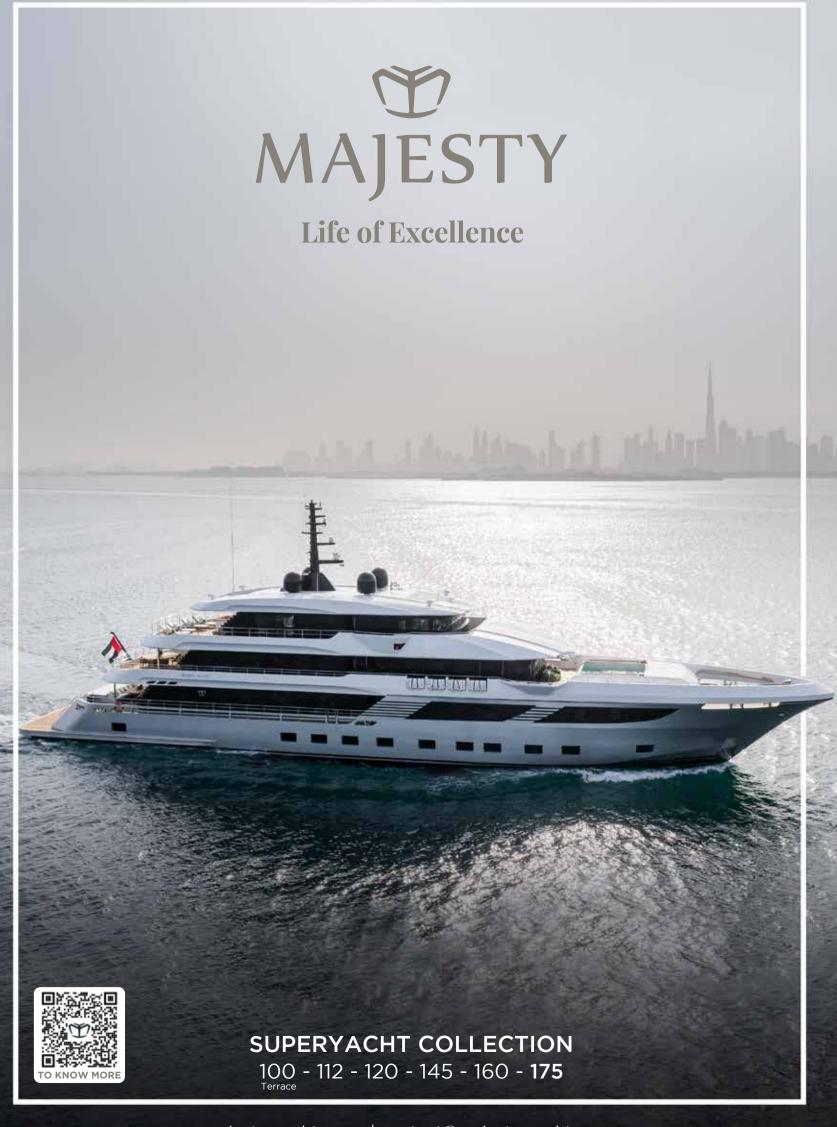
Renown for her distinctive horse motif on the hull, Saluzi's interior design by Florida-based Luiz de Basto and a unique layout providing for 32 guests in 16 suites, allows all sorts of charter options not open to other vessels. One could, for example, take out two large families and their entourages, or themed groups of friends, for specific itineraries. The vessel, a former boutique cruise ship from French Polynesia built by Austal in Australia, focused on Asia-Pacific and Indian Ocean destinations in years past, but also now ventures further abroad. De Basto has ensured a high-quality fitout, with the latest accoutrements afloat.

#### SAMAYA

#### 69m Feadship

- Originally sold in Thailand by Josh Lee's Lee Marine,
- Samaya has been cruising the region privately in the years since her delivery, and recently returned to Singapore
- after a wide swing through the South Pacific, Australia and
- Southeast Asia. The owner has a particular interest in marine
- ecology, and a Feadship this size provides an excellent home-away-from-home to explore our oceans both above and
- below the surface.





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#### **LADY CHRISTINE** 68m Feadship

This is perhaps a final chapter of one of the great Asia-Pacific and Indian Ocean cruising supervachts, Lady Christine, owned by Lord Irvine Laidlaw of Rothiemay, unless of course a new buyer is from the region or decides to visit too. The vessel is presently in London and for sale. Lord Laidlaw, an old friend and sometime mentor in the superyacht industry, was an eminent Hong Kong and Singapore based racing yachtie before moving to Europe where, among other things, he started Monaco Yacht Show, which he used to observe from a penthouse overlooking Port Hercule, apart from participating. He had three progressively larger Lady Christines by Heesen, Oceanco and finally Feadship, which he regularly cruised back to Asia-Pacific waters, often providing updates on his progress. He was voted



Monaco Yacht Club's Yachtsman of the Year recently.



#### **STARLUST**

#### 68m Abeking & Rasmussen

ago, but since its "discovery" as a lovely diving and cruising destination, not only private yachts but also cruise liners are including it in their itineraries. Among the yachts recently is Starlust, which superyachtfan. com says belongs to Yim Leak, the same Cambodian businessman who has the explorer Wanderlust, listed here as presently in Malta.

Raja Ampat in Eastern Indonesia was virtually unheard of two decades

Burgess called her "one of the most distinctive yachts in the market" in a posting last year. Features include a private owner's

deck, and a full beam VIP suite.





#### HAIDA G 66m-71m Krupp

This classic 1929 build by Krupp Germaniawerft has undergone a complete refit by Turquoise and was in Auckland at our deadline. Some readers may remember her better as Rosenkavalier. Whatever, Ocean Independence says that earlier she also undertook an 18-month restoration at Pendennis in Cornwall "carefully preserving her monumental twin diesels and original Art Deco details". A bowsprit explains the two LOAs.

#### SEA RHAPSODY 66m Amels

Malaysian-flagged Sea Rhapsody was at Bodrum on the Turkish Riviera late in the 2025 season, but doubtless heads back through the Suez Canal to Indian Ocean waters explored in recent years. Houthi rebels have sporadically attacked some Israel-related merchant ships in the Canal in the past year, but there have been no reports of private vessels coming under fire, as happened during the Somali pirate period.

#### **PROMISE.D** 65m Feadship

In Singapore, *Promise.D* was built at Feadship's De Vries vard and delivered in early 2024. She was at Lantau Yacht Club in Hong Kong for a while, but lately moved to Southeast Asia. According to one report, the vessel is expected to return to Hong Kong.

#### Charter Private

#### GLOBAL

#### 65m Shadow Marine Refit

Camper & Nicholsons has the Central Agency for Global, represented exclusively for sale by very experienced Senior Advisor Carmen Lau, Now asking US\$12.5 million, *Global* began her life in 1982 as a commercial workboat, before being transformed by Shadow Marine in 2007 "into one of the world's first true support vessels", says C&N. Features include a certified helipad, climate-controlled hangar, and heavy-duty deck equipment such as a 35-tonne telescopic crane. Global is being sold with two U-Boat Worx submersibles, a Cruise Sub 7 and a Super Sub 3. Lying in Hong Kong, the vessel is currently based at Lantau Yacht Club.

# LAMIMA 65m Sailing Yacht

Described as "the world's largest wooden sailing vacht", albeit with competition in Turkey for that title, Lamima takes her place among the phinisis of Indonesia in offering relaxed cruising to the islands east of Bali, from Komodo to Raja Ampat. These vessels are covered in separate stories in Yacht Style each year, as they cannot really be classed as supervachts or super sailboats. Most are built in Sulawesi or Borneo across the Makassar Strait, although Lamima had an Italian designer. The vessel sleeps 14 in 7 cabins, and rates for somewhat al fresco voyages are significantly lower than for a super sailboat, but we include her here as an example of this distinct Southeast Asian charter fleet.

111-10-1012 - 11-12



#### ANAWA

#### 62m Damen Yachting

After spending 80 days based in Bali, a sojourn discussed last year, *Anawa* went next to the Maldives for another month or two

exploring the superb atolls and resorts of that strung-out island nation SW of Sri Lanka and India. This is exactly what these

Xplorer designs by Damen Yachting are meant to do, growing out of their original Yacht Support Vessel concept to become stand-

alone Xplorers or in some cases nautical research vessels.



#### **STARDUST** 63m Amels

Much-photographed in the Norwegian fjords after her delivery, Stardust thereafter embarked on a lengthy cruise that took in East Asia, Southeast Asia and Australia, during which we featured her in an interview with Captain Fraser Gow. The owner is said to have a residence in the region but has spent a lot of time aboard enjoying a varied voyage that saw lively parties on Sydney Harbour and in Thailand. The vessel is presently back in the Med. Not to be confused with Cambodian-owned Starlust also appearing in this list.

#### WHITE RABBIT E

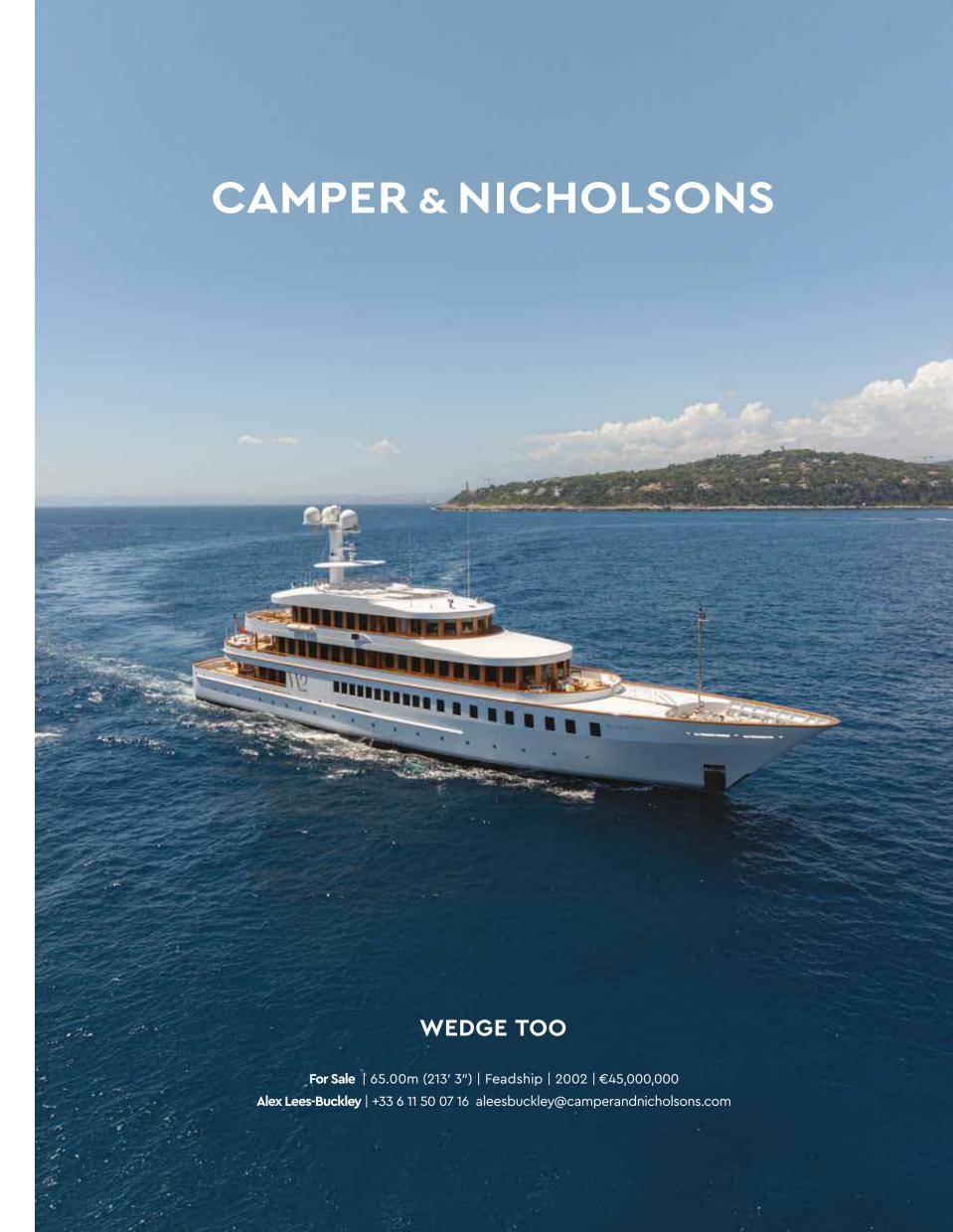
#### 61m North West Bay Ships

Part of a Singapore-based superyacht fleet, White Rabbit E has been cruising in Palau waters recently. One of her two available support vessels, Charley 2, was conversely on her way to Raja Ampat independently, so the options are many and varied for this family. Sadly, their patriarch passed this year, well into his 90s, but his mature children have been running their assorted yachts for some time. White Rabbit E made an around-the-world voyage not long ago. She was built near Hobart, and has artefacts aboard purchased at that city's famous Salamanca Markets in their heyday. Both White Rabbits E and G are based on a Japanese trimaran design, meant to provide more stability in a seaway.











#### DIAMONDS ARE FOREVER 61m Benetti

try The Man With The Golden Gun.

Many yachts have been called after the titles of James Bond movies, and some became as famous as their namesakes for assorted reasons, but only a handful retain such monickers now. Diamonds Are Forever, shortened locally to simply Diamonds, is one. Berthed in Hong Kong for many years, she voyages mostly to Singapore and Phuket, and to other parts of Southeast Asia, which include the world's two largest archipelagos in the Philippines and Indonesia. For a James Bond movie with Hong Kong and Thailand twists in the plot.



#### **EVENT**

#### 60m Amels

A popular Limited Editions 199 by Tim Heywood, Event was sold to a Hong Kong buyer in a deal arranged by

Burgess, and she has since made many adventurous voyages especially in Southeast Asia, whose cruising waters are second to none. She was in the Sulu Sea last year, going on

to Borneo, a place of Joseph Conrad novels, and currently AIS Marine Traffic puts her at Bitung in Indonesia.

#### DREAM 60m Abeking & Rasmussen

A sojourn in Southeast Asia led to other explorations, including Madang in Papua New Guinea, where the Germans laid out streets in precise squares when they established a colony on the north coast. It looks normal enough anywhere else, except in Melanesia, which is usually a bit more laid back. The vessel was chartering at US\$430,000 a week in recent years. Burgess, which looked after her, said "the interior is a mixture of precious woods, European custom furniture and Asian artwork which creates a Zen sense of comfortable elegance".

#### **AFTER YOU**

#### 60m Damen Yachting Xplorer

Arguably, because After You is the Xplorer and her accomplice *Emotional* is the Damen Yacht Support vessel, the owner should have named them the other way around, with the Yacht Support deferring to the Xplorer, but such semantics are perhaps superfluous. After You was built at Damen's specialist facility in Antalya in Turkey, and her interior is by British-based H2 Yacht Design. The 1160 GT supervacht is designed to host 12 guests and 16 crew plus the captain. This Xplorer 60 paves the way for larger models at 80m and 105m. She has a hybrid power and propulsion system with battery banks, and is Ice Class with IMO Polar Code compliant engineering. Shown at Monaco this year.





#### SARISSA

#### 60m Royal Huisman

We suggested to Lachlan Murdoch that he look at building a streamlined Royal Huisman, assuming he would not follow dad Rupert's fondness for Perini Navis. It was too late, as a Vitters was already pencilled in, but a few years down the track he has indeed built at Royal Huisman, using our old mate Malcolm McKeon, who grew up in Hong Kong, as designer. McKeon was understudy to the late Ed Dubois. The Royal Huisman yard on the Ijsselmeer an hour's drive from Amsterdam is a picture postcard place, providing an excuse to visit more regularly when a build is in progress. Sarissa is named after wife Sarah and the children, and Lachlan himself is no sailing slouch, having competed in a tough Volvo Around-the-World Race, and the 98 Sydney-Hobart.



#### SLIPSTREAM 60m CMN

Jack Cowin, owner of fast-food outlets such as Dominos pizzas and Hungry Jack's hamburgers, started building his *Slipstreams* at Warren Yachts near Gosford in outer Sydney, before Warren was purchased by the US-owned Shipworks Brisbane. Sporty Slipstreams became bigger. Then one turned up at Monaco Yacht Show, resplendent in the same navy-blue hull and silver topsides, and the game had changed. Cowin bought his largest vessel with another successful Australian, Brett Blundy, from French vard CMN, presumably creating economies of scale. Blundy has moved on to the 89m Oceanco Cloud 9, but Slipstream, replete with an Australian-themed décor, is available for charter. She is usually to be found somewhere around the Med

#### **AQUA BLU** •

#### 60m Brooke Refit

She may be a trifle long in the tooth, having been built in 1968, but this former British Navy ship HMS Beagle has her own intriguing history, was refitted by Brooke and then others, and was in Banda Neira when we last checked, principal town of the Spice Islands, whose discovery sparked the last 500 years or so of Western naval conquest in Asia. One of the Banda Islands, Run Island, was swapped by the Dutch with Britain for an island called Manhattan in the new American colonies. It seemed like a good idea at the time. Aqua Blu has 15 individually designed suites for up to 30 guests, and was chartering for US\$329,000 a week in the high season.



#### O'EVA 60m CMN

We understand this is the original *Cloud 9* referred to under Slipstream on this page, and earlier in stories about the 89m Oceanco Cloud 9. Available for charter, agents call her a "tried and tested world cruiser", with a deeper than usual hull and zero speed stabilisers while at anchor. She sleeps 12 in a master, VIP, three doubles and one twin, and also boasts a movie theatre.



#### **JUST B**

#### 59m Amels

Recently refitted at Echo Yachts in Western Australia, Just B was in San Francisco at our deadline, on the Pacific Coast of the Americas. She has cruised the Pacific from Alaska to Hawaii to Australia's East Coast, and then explored Borneo and other islands in the Indonesian archipelago. Although captains and owners are far more confident about making such voyages than they were a decade ago, and certainly two decades back, there are still many fascinating places along the

route where another soul will not be encountered, or if they are, they will have something of value to offer.

#### 21.12

#### 60m Amels

This is the sixth yacht in Amels recently launched 60m series, while the first Amels 80 has just been delivered. See Overview. Both are designed by Espen Øino and follow the highly successful Limited Editions by Tim Heywood. Interiors by RWD. The yacht has operated across the Pacific, North American and Caribbean regions in the past year, with relatively short stays in each location. She carries 12 guests and 13 crew. The "figurative" name reflects that of her holding company in Guernsey in the Channel Islands. There is also a Feadship called 818 in this year's selection.



#### SEAHAWK

#### 59m Perini Navi

One of the more regular Perini Navi super sailboats that criss-cross the region, Seahawk was in Ensenada in Mexico at our deadline and will doubtless be back in the South Seas before long, a favourite cruising experience for many.

50 YACHT*style* 

YACHT*style* 51



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#### STEP ABOARD ANOTHER WORLD

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FRASER

#### **PERSEUS<sup>\*3</sup>**

#### 59m Perini Navi

This British-flagged sailing yacht was in the Balearics late 2025, but she has recently chartered in French Polynesia, and in the Sevchelles last season, so a return to Indo-Asia-Pacific waters is expected. She takes 12 guests in a master, VIP and two twin cabins. Perini Navis, which form a substantial part of the super sailboat fleet available for charter, came under a cloud last year when the also-British Bayesian sank in a violent storm while at anchor off Sicily. Inquiries into that incident, in which seven people drowned, are ongoing. Perini Navi issued a statement reaffirming the safety, seaworthiness and pedigree of their yachts.



#### **VOLPINI 2** 58m Amels

This owner ordered an Amels hybrid power system, which is a possible *mea culpa* from Melbourne-based trucking supremo Lindsay Fox. Volpini means Foxes in Italian, a bit of a give-away. Fellow Australian billionaires have bought custom Amels called *Ilona* and *Boadicea*, but *Volpini* is actually an Amels 190 Limited Edition. She has spent most

of her time recently cruising in the Med.



#### **ODYSSEY** 58m CRN

Another supervacht which, like Here Comes The Sun, New Zealand billionaire Graeme Hart has been associated with, Odyssev was originally called J'Ade, but changed her name with ownership, and has spent some years between New Zealand and Fiji, although she is presently cruising from the Turkish to Adriatic Rivieras. That course brings her back close to her build yard at CRN in Ancona. CRN is part of the Ferretti Group, but stands alone in its custom supervacht creations, which have spanned several decades. The initials stand for Costruzioni e Riparazioni Navali.

# PANGAEA

#### 58m Halter Marine

Online, Pangaea is called a Trinity Yachts build, but Trinity was owned by Halter Marine in the States, and her exploration-style profile is vastly different from the supervachts that Trinity produced in its peak period. She engaged in research work in the Indian Ocean initially, often arriving in Phuket for R&R and to refuel, but now she belongs to Western Australian mining magnate Andrew Forrest of Fortescue Metals. Forrest has a strong interest in ocean ecology and clean energy, and Pangaea has recently voyaged to East Indonesia via Dampier. The name is that of our first super continent during the Jurassic era. Another Pangea, with a slightly different spelling, the first Amels 80, has been delivered this year.



#### **KOKOMO**

#### 58m Alloy Yachts

The late Australian property developer Lang Walker named a whole fleet of yachts, from stripped out race boats to substantial motor yachts and super sailboats, after the Beach Boys song about a place called *Kokomo*, starting *Aruba*, Jamaica, oh I wanna take ya, etc. Even a luxury island resort in Fiji acquired the title. His big sailboat, the product of Alloy Yachts of New Zealand before that yard sadly closed, was kept in the Med and was available for charter when not otherwise in use. Following his passing, we are unclear as to

the future use of these vessels, but many warmly toasted this

lively, no-nonsense entrepreneur at his wake.



# ALIMITETY WET HER

#### SALILA 58m Kanasashi

An unusual charter option for exotic destinations in East Indonesia, Salila was built in Japan in 1991 and converted in Jakarta for cruising in 2012. She has accommodation for 20 guests including two master suites, and has been favoured in the past by keen scuba divers and snorkellers. She plies popular charter waters such as Raja Ampat, but also tends to venture off the beaten track in North Borneo and the Makassar Strait. Take a few books along about the fierce battles fought in these waters in centuries past.

#### **TWIZZLE**

#### 57m Royal Huisman

This superb Royal Huisman yacht was much feted and awarded on her debut in 2010, whereupon she made her first Asia-Pacific passage, and under a different owner she has returned in the last decade, presently lying at the southern hemisphere's largest marina at Westhaven in Auckland, but available for charters as the South Seas season gets under way. Cyclones can crop up until about March-April, but in reality there are relatively safe harbours and ways of avoidance that these days make them less formidable for superyachts. Twizzle can carry 10 guests, and would provide a fabulous escape and escapade anywhere in the region.





#### **CHARLEY 2** 56m Echo Yachts

Built in aluminum as a luxury adventure support vessel to 84m White Rabbit G and 61m White Rabbit E, Charley 2 conversely seems to have taken off on her own volition, spending some time cruising independently in Indonesia waters from her Singapore base. There is also 52m *Charley 1* in composites. *WRG* and the Charlies confirm Echo Yachts as the largest current superyacht builder in Australia. Another under construction sailing cat is discussed next page. Echo offers builds in composites, aluminum and steel, and has a busy refit division.

#### **GALILEO**

#### 56m Picchiotti

One vessel taking advantage of Echo Yachts' attractive rates for refits Down Under is Galileo, which staved on and is available for occasional charters handled by the International Yacht Collection agency. She is in Singapore when we last looked. Originally called Galileo Galileo or Galileo G after the 15th century Italian polymath, she was built in Turkey by Picchiotti

- before that yard became part of Perini Navi, effectively its motor vacht branch. Lavout is a master suite, two doubles and two
- twins. This vessel has already completed two circumnavigations, and should be a reliable and experienced choice for charters
- anywhere in Indo-Asia-Pacific waters.







#### **ETHEREAL**

#### 58m Royal Huisman

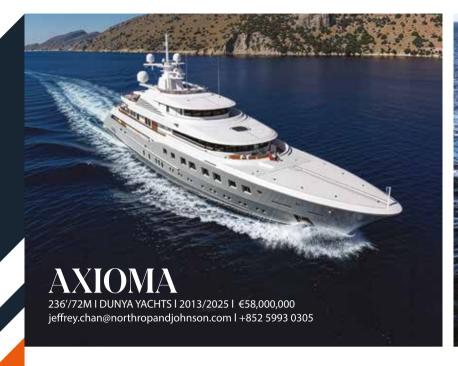
Ethereal opted to return to Huisfit, the refit division of Royal Huisman, in 2021-22 and 2023-25m, so she has been extensively refurbished. Delivered in 2009, and designed by Ron Holland

and Peter Beeldsnijder, she was acclaimed as the world's first hybrid yacht. Recently kept in Auckland, New Zealand, we are

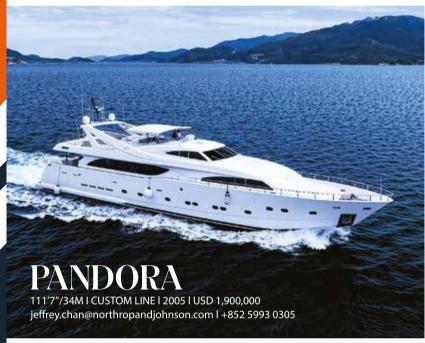
unclear at our deadline whether or not she now accepts charters.



54 YACHT*style* 



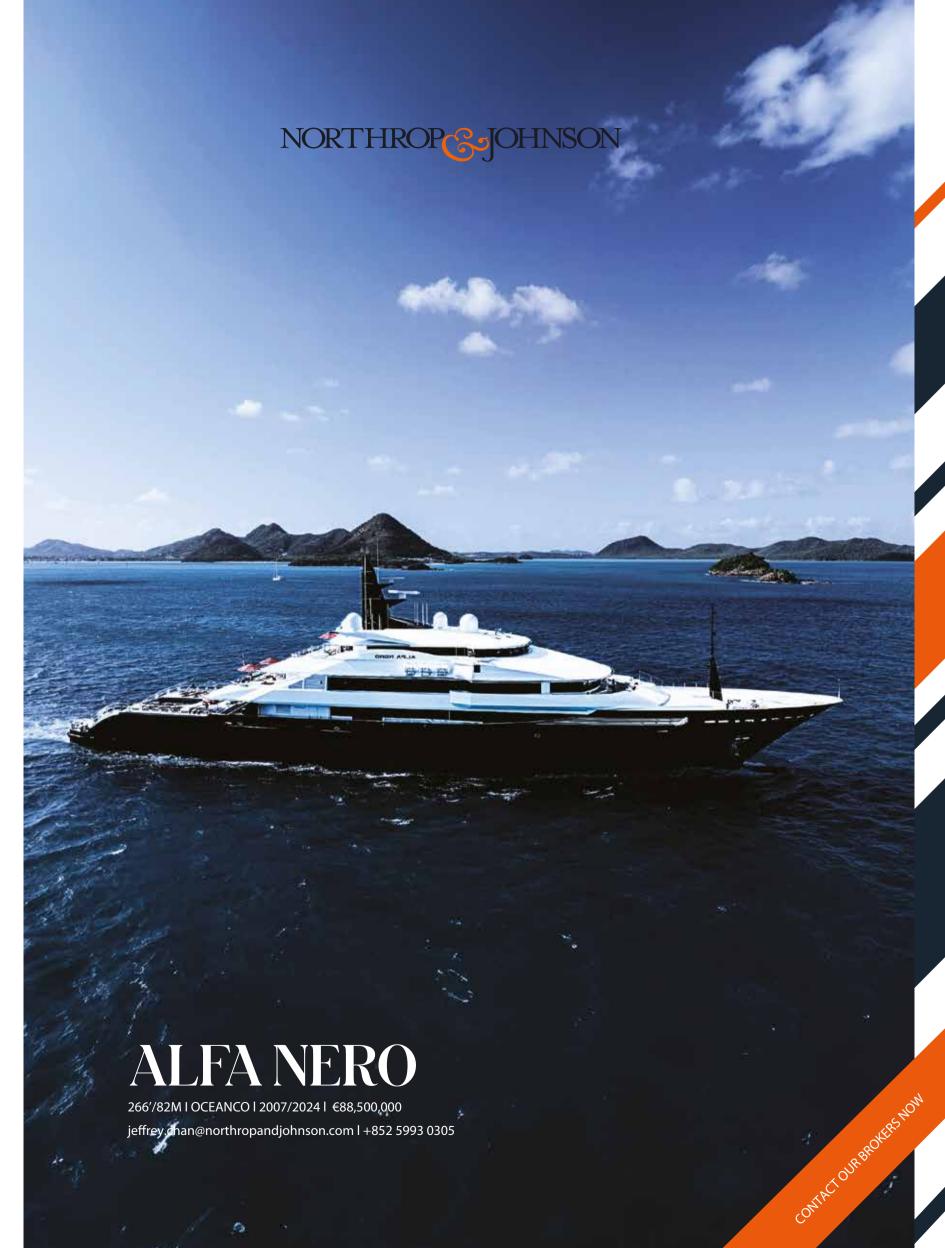














#### **AUSTRALIA** 56m Benetti

Mining billionaire and sometime politician Clive Palmer keeps this vessel primarily on the Queensland Coast, alternating between the Gold Coast, the Whitsunday Islands and Cairns. He has spent prodigious amounts campaigning for lesser-known parties in Federal and State politics, with only modest success, and the nationalisticallynamed *Australia* has become part of that process. He also has a plan to rebuild the *Titanic* at a Chinese shipyard, although progress so far appears a little sporadic.



#### **PURPOSE**

55m Trinity

Presently based in Phuket, and available for charter through Fraser, *Purpose* is equally a favourite length and volume for the Indo-Asia-Pacific market. She was built by the American yard Trinity, at a time when they specialised in superyachts about this size, and there are other examples in these waters. Her interior is classically-themed by Dee Robinson, and she is said to have a family-friendly set-up. The yacht carries 12 guests in a master, VIP, three doubles and one twin. Usual water toys and amenities are provided.



58m Echo Yachts

The Australian Marine Complex at Henderson, south of Perth, is a centre of worldwide excellence in aluminum vessel construction, which is why so many private supervachts, fast ferries and naval craft have been built there. Echo Yachts is now the incumbent superyacht builder, and the yard's current Adventure Sailing Catamaran project with Dykstra Naval Architects of the Netherlands, One2Three Naval Architects, Dynarig and Southern Spars of New Zealand is something to behold. Dykstra, a classic specialist which has many famous builds to its credit, including vessels like Black Pearl and Hetairos, is undertaking its first venture of this calibre in Australia, and as discussed in the Overview to this feature, exciting new systems are aplenty.



#### PAPA

55m Amels

Asian-owned, *Papa* symbolised the success of the Amels Limited Editions concept when she first arrived in Asia. Parent Damen Yachting supplied tried, tested and outfitted hulls, with time-consuming plumbing and electrics all in place – so that owners only had to customise their vessels over two remaining years rather than four. Owners here liked the idea, and 55m seemed about right. Not too big and not too small. Suddenly

Amels and Damen Yachting became the flavour of recent years in Asia-Pacific and extended Indian

Ocean waters, and their four types of Custom, Limited Editions, Xplorer and Yacht Support vessels took over

as the largest fleet from any one yard.

#### **DRIFTWOOD**

55m Amels

This yacht changed hands late 2024 in a sale handled by Northrop & Johnson, and she is now listed for charter by Y.CO in the Caribbean, where she arrived early November. She is another of the Amels Limited Editions designed by Tim Haywood, whose attractions are described under the entry for *Papa* above. This one, said by agents to be "arguably the finest Amels 180 ever built", features a beach-house-on-water stern set-up by Remi Tessier.



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#### **ASTRA**

- 55m Trinity
- Although on the Turkish Riviera late season, Astra has
- established a Med-to-Maldives pattern, which she is expected to resume. Another of the Amels 55m Limited Editions
- which have proved so popular, her exterior is styled by Tim
- Heywood and interiors by Laura Sessa Romboli, the duo
- that have been responsible for many of the Limited Editions
- vessels, although they often manage to give each yacht
- distinctively different touches and character, so much so that Heywood says some 55ms are not alike at all. This one has a
- master, two VIPs, two twins and one convertible, neatly fitting
- a family profile, and all the usual amenities.

#### AXIS

#### 55m Damen Yacht Support

Ensconced briefly in Singapore, Axis spent 35 days exploring Southwest Papua, a region that roughly includes popular Raja Ampat but offers many other attractive getaways in these eastern isles of the world's largest archipelago, Indonesia. The latter has about 14,000 islands, including the world's largest in Sumatra, Borneo, Java and Papua, which is part of Papua New Guinea. The adjacent Philippines has 7,000 islands. Axis was also in Bali for a while, and cruised the West and East Nusa Tenggara from there.

#### **EMOTIONAL**

# 53m Damen Yacht Support

- Shown at Monaco Yacht Show in 2025 with the Damen Yachting Xplorer 60 After You, Emotional was delivered last August. She
- is designed to accommodate up to 8 guests and a dedicated crew of 10 plus the captain. This versatile Yacht Support Vessel reflects
- Damen Yachting's signature approach to both form and function,
- whether the vessel is intended as a shadow ship or operating
- independently. Her expansive and open main deck, equipped with a 15-tonne crane, enables the handling of submersibles, large
- tenders and heavy duty equipment. Both Emotional and After You
- are expected to charter in Indo-Asia-Pacific waters shortly.



#### **ARK ANGEL** 55m HYS Explorer

Kept at Subic Bay in the Philippines, Ark Angel is among several vessels that undergo regular maintenance, refits and repairs there. Western Isles is another that appears on broker charter lists. Subic was home to the US 7th Fleet for many years, and private ship builders and refit outfits made good use of skilled labour in the area after the Americans pulled out. There is an upmarket vacht club on shore, and this is where the Rolex China Sea Race now ends, rather than in next door Manila Bay. HYS in this case stands for Harbour Yacht Services. The father of the present President had a Presidential Yacht called Ang Pangulo.

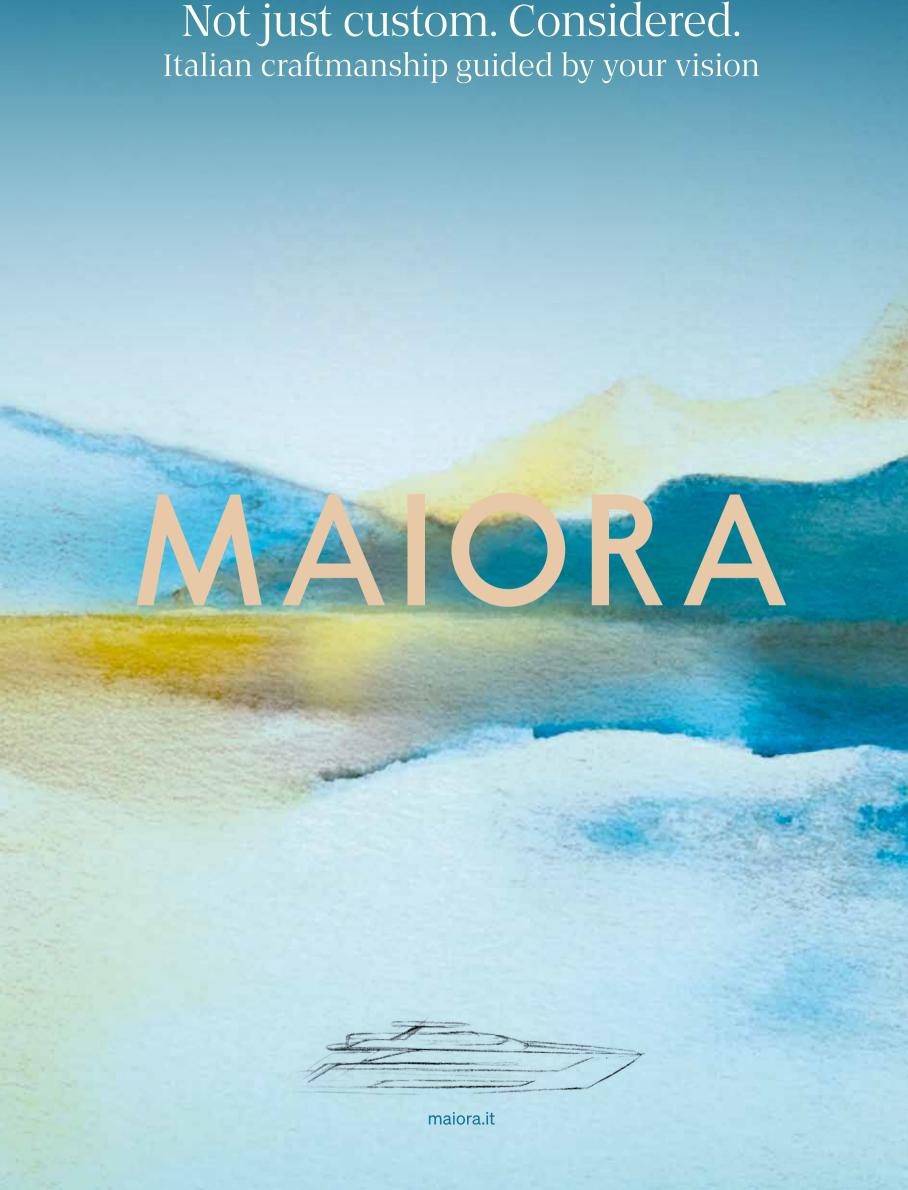




#### **OCEANA**

#### 55m Oceanfast

- Based at the Sydney Superyacht Marina at Rozelle near the Anzac Bridge, Oceana is the former Bolkiah belonging
- to the Sultan of Brunei. His brother Prince Jefri had a
- similarly 55m Feadship initially called *Tits*, which we
- were told tongue-in-cheek stood got Travels In Tranquil Seas. Both vessels have changed hands, and *Tits* is lately
- known as Samax. Oceana was built by Australia's then
- leading superyacht yard, Oceanfast, which was closed
- in the early 2000s after cost overruns on golfer Greg
- Norman's 70m Aussie Rules. It has since been replaced by
- Echo Yachts see other entries this issue working from
- the same premises.



#### **MAJESTY ELENOLIYA EX-NONNI 11** 54m Mariotti

Bart Kimman, a long-time Asian-based supervacht agent, describes this vessel's interior as featuring "vibrant colours, sophisticated LED lighting, and top-range audio-visual systems. She draws guests into an entirely new world of entertainment". The yacht was delivered as Sea Force One in 2008, and recently as Nonni 11 underwent a substantial refurbishment at a yard on the Chao Phraya River near Bangkok. There is also a large cinema, Disco Club with Bar, and a DJ booth. The newly-named Majesty Elenoliya carries ten guests in five suites, and has been alternating between the Gulf of Thailand and Phuket on the Andaman Sea Coast. She is not for charter.





#### **UMBRA**

#### 54m Damen Yachting

Another of Damen Yachting's Yacht Support Vessels that is used independently, Umbra has been in Asia-Pacific waters for years, and AIS Marine Traffic presently places her in Darwin. She is associated with Multiplex heir Tim Roberts' Warburton Group. Roberts previously owned the attractive Nobiskrug 68m Triple Seven, which likewise cruised in Asia and the South Seas, including an appearance at Singapore Yacht Show some years back. Umbra has a full complement of nautical toys and heavy-duty gear, and with suitable quality accommodation, is self-sufficient.

#### MARIDOME 54m Brooke Marine

We recall chatting with Melbourne retail guru Solomon Lew aboard *Maridome* when he had her off Ao Chalong in Phuket many years ago, and we were aboard Royal Huisman's 44m Juliet, the yacht that led to Jim Clark building all those magnificent sailboats at the same yard, starting with Hyperion. Lew however has remained faithful to his familiar fleet. Maridome is nowadays kept in Europe, where she was refitted by Nobiskrug in 2006, and in Australia Lew depended on the 45m Texas instead.



#### **KERI LEE 111**

- 54m Trinity
- Grant Torrens International was the agent when this preowned Trinity 54m was sold at Fort Lauderdale Boat Show
- years ago to Australian beef baron Trevor Lee and his fashion designer wife Keri-Craig Lee. It proved a perfect match, and
- the vessel was given an elegant French classic décor replete
- with some discreet Australian features. Keri Lee 111 is for
- charter when the owners are not using her, and she generally
- commutes between the Med and Asia-Pacific waters.

#### **MISCHIEF** • • 54m Baglietto

Mischief and the 73m Lürssen Coral Ocean are the largest vessels in Australian Ian Malouf's Ahoy Club, and they charter in prime-time cruising waters Down Under as well as in the Med and Caribbean. *Mischief* was in fact at Jones Bay Wharf in Sydney Harbour when we last looked, but she began "getting into mischief" at the Rugby World Cup in England some years back, and has continued in that mode since. Malouf has refined his charter model in the meantime, and a range of smaller superyachts are now offered. Even Mischief has an hourly rate, but that is presumably for a longer minimum booking.





#### NIRVANA FORMENTERA 53m Vitters

Formentera is a small island in the Balearics, which provides a lovely crystal-clear water anchorage away from hustle of other Balearic tourist hotspots, so when this Spanish billionaire, of Mango fame, bought the boat called *Nirvana* that Vitters had delivered in 2007 and wanted to differentiate her, Formentera came to mind. Not to be confused with the *Nirvana* globe-trotting racing yacht built by Palmer and Johnson in Wisconsin a decade or two earlier. The Ed Dubois design has recently forsaken Formentera for New Zealand's North Island, however, and can be found at Westhaven in Auckland, from which she cruises the South Seas.



#### 52m Amels

- This yacht used to appear as *Amevi* in prior annual editions of this feature, and she has chartered in Indo-Asia-Pacific
- waters before. A sale in 2021 and substantial upgrades in
- 2022 have left her in immaculate condition, with stunning
- interiors, say sources. This is an extremely spacious yacht which has flexible accommodation and an extensive range of
- toys. After a European season that has covered both ends of
- the Med, we are told she is likely to return.





#### **ELYSIUM**

#### 52m Benetti

Quietly cruising around Southeast Asia, David Eng seems content with *Elysium* after a high-profile period when he bought *La Baroness* and *La Baronesa* from Palmer Johnson. The latter was the largest aluminium superyacht built in America when she was launched, and I did sea trials in the Great Lakes aboard her. She had a captain who was the son of a Norwegian seafarer and a Borneo Princess, and he went barefoot on the bridge. We played golf, wearing shoes, as David was also learning the game at that time. I was invited to continue to Halifax on the Atlantic Coast, but sadly delays made that ongoing voyage impossible. Note the same name is today used by a 35m Sunseeker and others.



## SEASHAW

#### 52m CHEOY LEE

This was the steed of the late, irreplaceable Shaw Vee King, who with Run Run Shaw developed the Asian film industry. It was the second superyacht he built, at Cheoy Lee, an historic yard now moved back to Doumen in China near Macau,

- although the hull was first completed at Yantai in Northern
   China. Dee Robinson did the interiors, and Frank Mulder the exterior and naval architecture. Vee King used to take groups
- of friends for 2-4 day cruises every second weekend, from his base at Republic of Singapore Yacht Club. Invitees often
- included a few lovely Shaw Bros leading actresses, although a
   penchant for only Cantonese or Putonghua conversation made
- wining and dining a challenge for some guests.







#### **JADE 959**

#### 52m Jade Yachts

A severe typhoon coincided with our first intended cruise to the Penghu Archipelago, also known as the Pescadores, in this new build.

- Jade Yachts in Kaohsiung, Taiwan, was at a crossroads. Ambrous Young, then owner of the big Benetti *Ambrosia*, convinced Chairman
- Han to start a proper superyacht yard in Taiwan, rather than build
  OEMs for the German agency Drettman, which in any case had
- become insolvent. Chairman Han's son Memphis Han pushed the concept as best he could, and became a regular at Monaco Yacht
- Show, but despite some successful sales, opening up this market was
- tough, and they made more money from commercial, naval and fishing craft at their five yards in Kaohsiung Harbour. Jade 959 is back in
- Taiwan's second largest city after chartering for several years. She is for sale. Maintenance and refits continue. A new build order would be
- considered, but present cross-Strait tensions are a problem. Many of Europe's present OEM yachts are built in China or Taiwan.





#### CHARLEY 1 52m Echo Yachts

The largest composite luxury support vessel built in Australia, as opposed to 56m Charley 2 which has an aluminum hull and topsides, both vessels are theoretically the accomplices of 61m White Rabbit E and 84m White Rabbit G, all headquartered at Marina at Keppel Bay in Singapore. But the *Charlies* have a habit of taking off on their own. *Charley 2* was in Indonesia late 2025, and White Rabbit E has been exploring Palau. When offshore trolling, it is not easy to back down a superyacht after hook-up, although 84m White Rabbit G does have a fighting chair that screws into the aft beach club deck. The support concept is much the same as Damen Yachting forged with its Yacht Support Vessels, except those are monohulls, whereas Echo Yachts produces mostly multihulls.



#### **JEMASA**

#### 52m Royal Australian Navy

Built by the RAN in the 1970s, JeMaSa was converted for private use as *Plan B*, and after a recent refit is now officially 52m LOA. We note she has been voyaging from Papeete in French Polynesia to Nadi in Fiji lately. She is available for charter, and sleeps 12 guests in seven cabins, including a master and two doubles, plus no less than four Pullmans. A substantial range of 7,000 nm at 9 knots gives her an edge for those who wish to voyage between the Pacific's far-flung islands.



Hovering between a sale and continued cruising in recent years, Double Haven was at Fort Lauderdale for FLIBS, but owner Merle Hinrichs of Asian Sources and Forbes magazine fame will only part with her if the offer is right. Hinrichs and I were listed in next door streets in the 1972 Foreign Correspondents Club of Hong Kong members handbook. He got into trade publishing, me into retail publishing, and 25 years later I was running photos of his superyacht - the same one – on the cover of my yachting magazine. I tell people I had more fun in the interim. Merle kept *Double Haven*, a revolutionary superyacht in its time, mostly in the Philippines and in Micronesia, and used her successfully as an office.

#### COMO

#### 50m Heesen

New Zealander Neville "Croaky" Crichton must be feeling wistful if he "wintered" in the Med in 2025, as apart from the comforts of his Heesen Como, his former steed Alfa Romeo, a super racing sailboat, has been sweeping line honours in the major events as Black Jack 100, pipping Lee Seng Huang's Scallywag in the Rolex Fastnet in the process. Crichton had a slightly smaller one-off Feadship before the Heesen Como, last seen berthed at Palma in the Balearics.

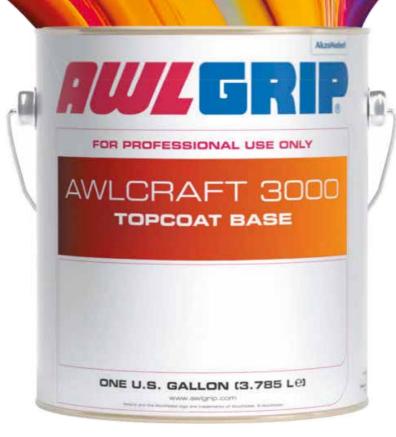
#### **MASQUENADA**

#### 51m Penglai

Lately cruising between Indonesia and Madagascar, Masquenada has voyaged extensively in the Pacific, Asia and now the Indian Ocean since her delivery from a shipyard in Shandong, Northern China. Various private yacht building ventures have been tried in this vicinity, including one private yacht for actor Jackie Chan, but none seem to have survived too long. Eastern and Southern China, conversely, turn out many of the OEMs for America and Europe, as well as establishing their own Chinese brands. The explorer-style vessel is styled by Nauta, and has interiors by Loro Piana, after a recent refit at Lusben in Italy.

She has a range of 3,000 nm, and is powered by twin Cats.





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#### KALIZMA

## 50m Ramage & Ferguson

Indian owner entrepreneur Shirish Saraf had been keeping a low profile, but he suddenly surfaced at Monaco Classic Week after Cannes in 2025 and said that although he preferred the Med. a • return trip to Indonesia and chartering were both on the cards. • Kalzima often based in Phuket in the past decade or two, and the classic vessel has an intriguing history, taking part in both world wars and later owned by actors Richard Burton and Elizabeth Taylor – the current name stems from Burton's daughters Kate, • Liza and Maria. Vijay Mallya, India's most prolific superyacht owner, also included her in his fleet at one time. An incident involving Somali or Yemeni pirates marked her last voyage to the Med, but that seems to have blown over. Saraf told superyachttimes.com that Goa and Kerala were about the only viable cruising destinations in India, and Indians themselves preferred staying in resorts when visiting the nearby Maldives.





#### **PURSUIT**

#### 49m Damen Yacht Support

Berthed at Rivergate Marina in Brisbane, AIS lists Pursuit as 49m, although this figure varies online. Rivergate, a short drive from the city's CBD, has become a popular place for refits and repairs and indeed for casual visits to Australia's third largest city, which is closer to the tropics than others except Darwin. The roles of Damen's Yacht Support Vessels are covered in earlier entries.

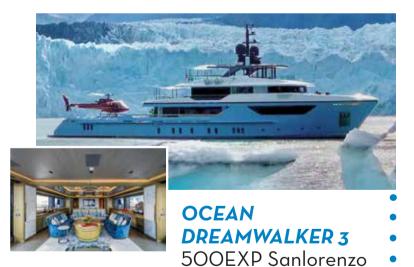


#### **NORTHERN SUN** 50m HYS

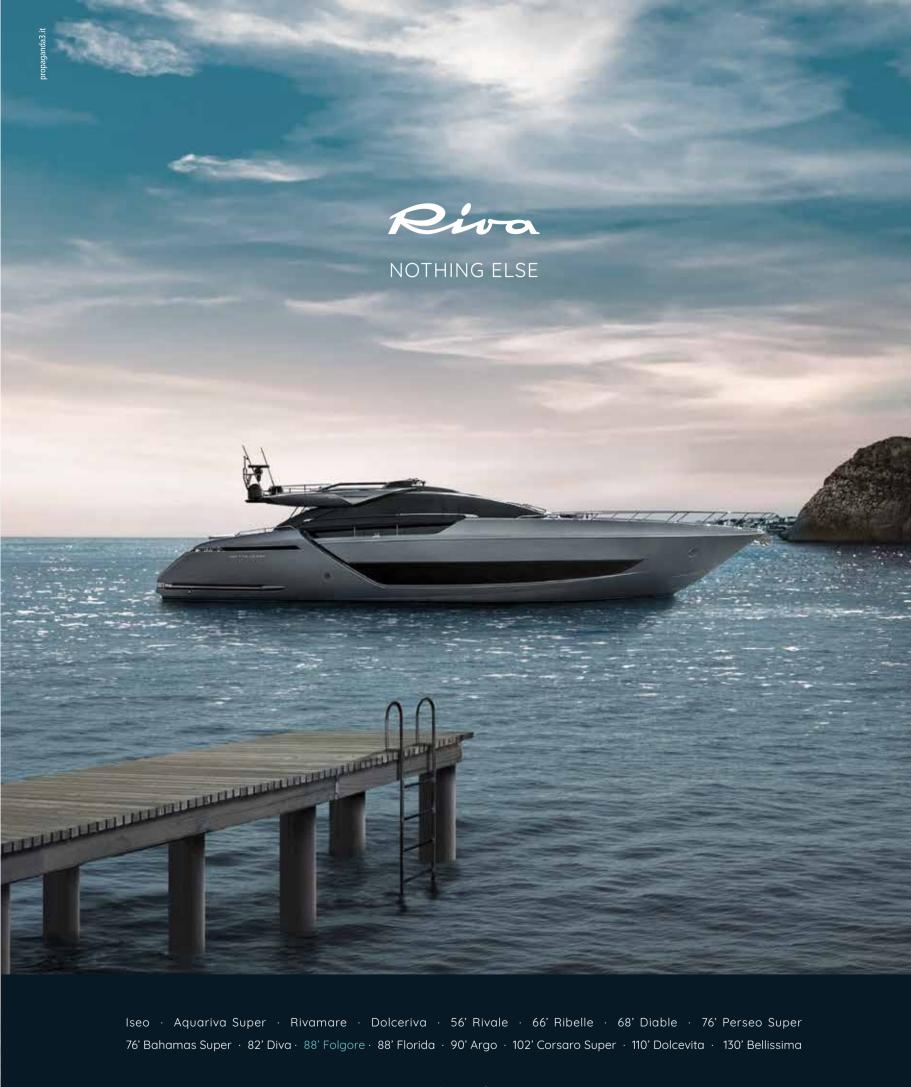
- Available for charter through Ocean Independence and other agents, Northern Sun's recent calls at Ternate and Ambon
- give an idea of the interesting programs this vessel and
- her experienced captain and crew undertake. Ternate and
- Tidore are like the Bandas former Spice Islands, but these
- tiny enclaves off Halmahera in Maluku, or the Moluccas,
- are homes of important Sultans who still control precious artefacts and have an imposing history. The vessel was
- refitted in Subic Bay, and a recent skipper we spoke to,
- Captain John Maas, has also helmed New Zealand-built 45m
- *Big Fish* in the same seas.

#### GLAZE 50m Trinity

Exploring Asia-Pacific waters for many years, this is another of the US-built Trinity Yachts in their most prolific period. *Glaze* belonged to a family exploring the world, and when under the command of long-time Captain Carl Brandes, Yacht Style followed their progress, covering various cruises, among them to the dramatic Kimberley region of Western Australia. The vessel has remained in Southeast Asia and the South Pacific, and at our deadline was in Fiji.



Sanlorenzo's larger vachts from the 50-74Steel to the big SL-SD-SX-SP motor yacht ranges are mostly kept in Europe after new builds, while in Asia-Pacific sales started with the Alloy and the 500EXP, which is the explorer line. The latter, at 47m LOA, is regarded as a perfect niche fit in the current craze for explorers, and has a range of 4,000+ nm using twin Cats. Interior design is by Francesco Paszkowski, and Massimo Perotti's ever expanding Sanlorenzo yards are represented in Asia-Pacific by long-time specialist Simpson Marine, which has many branches in the region, and is now also owned by Sanlorenzo.



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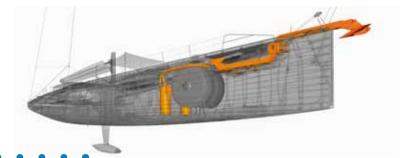
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#### **NILAYA** 47m Royal Huisman

We include Nilaya, delivered in 2023, due to the role played by New Zealand's Maxwell Marine, windlasses and general deck hardware, in becoming a principal superyacht supplier. Maxwell was acquired by Dutch marine accessories specialist Vetus some years ago, and both are now part of the Yanmar Group in Asia. See Overview this issue. In this case, Royal Huisman, which has a well-deserved reputation for innovation, and its invited cohorts, looked at ways to drastically reduce weight aboard Nilaya. The custom titanium anchor arms from Maxwell shown here formed part of the resultant configuration.

#### **LIMITED RISKS** 45m Cheoy Lee

Represented by Burgess and chartering in French Polynesia in 2026, Limited Risks is newly outfitted in 2025, won the "Voyager's Award" a few years before that, has a wide range of toys and tenders, and aboard, the sun deck with jacuzzi, gym, BBQ and outdoor cinema is always popular. Stabilisers smooth her motion both under way and at anchor. Eleven guests can fit into five cabins.



#### **BIG FISH** 45m McMullen & Wing

Currently in Colombo, Big Fish is one of our favourite vessels at this LOA. We went to her delivery party in Auckland, for an initial Hong Kong owner, and covered some of her remarkable Pacific passages after that. Designer Greg Marshall won a World Yachts Award in Europe and other accolades, and has kept drawing, in our opinion, some lovelylooking vessels. Worth considering. Much-indemand Espen Øino, also a friend, doesn't have time to design them all.

#### BACA 43m Royal Denship

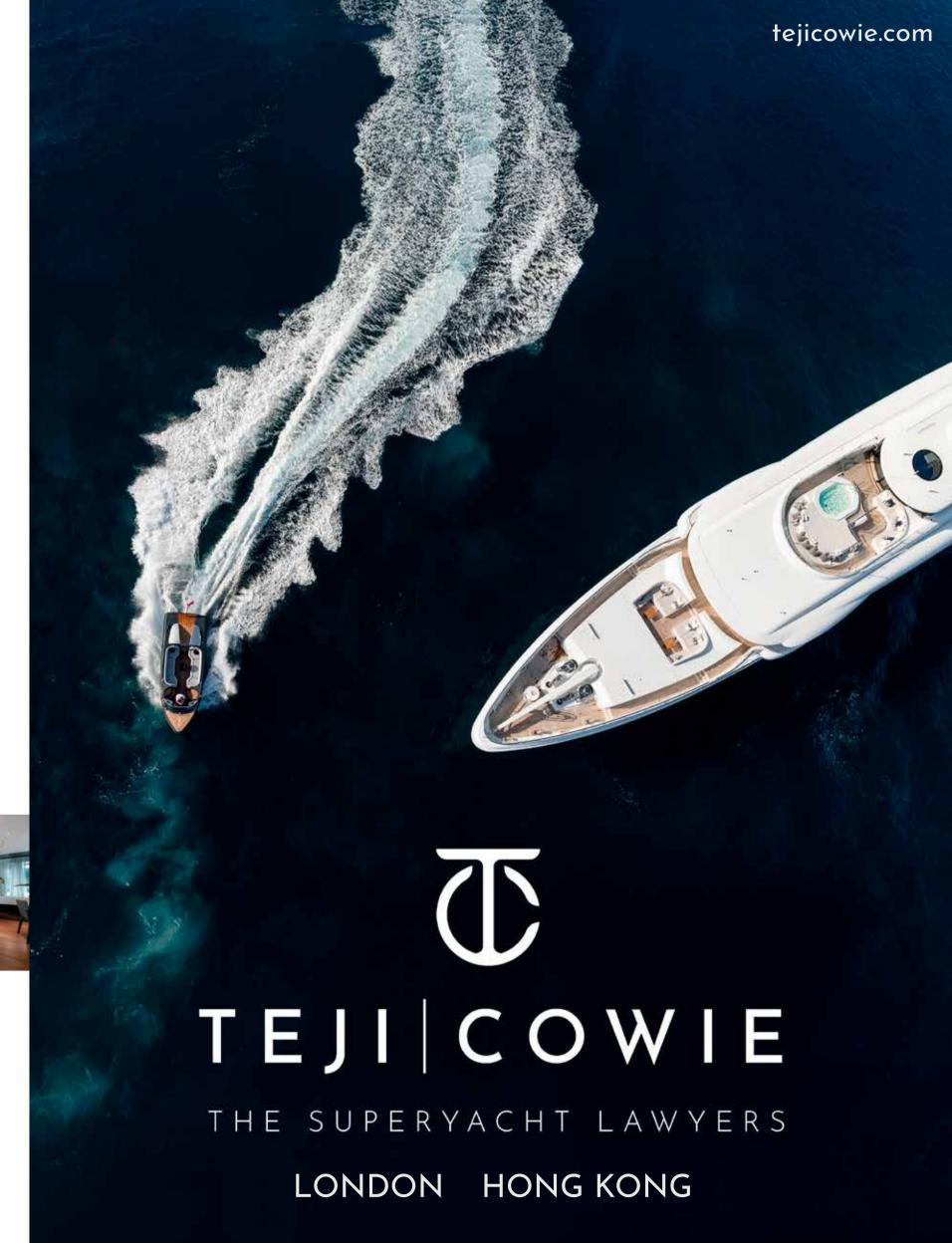
Finally to round out our Top 100 this year, another yacht in the extensive and reliable Burgess stable is the Royal Denship *Baca*, which is scheduled to cruise between Thailand, the Maldives and Seychelles in the Indian Ocean. The owner is a former US Ambassador and Napa Valley grape grower, which augers well for possible additional facilities aboard. § ©Bruce Maxwell, 2025

#### AIX 44m Sanlorenzo

After chartering extensively in Australia, the tried and tested Sanlorenzo Aix is available in French Polynesia in 2026. Contact Burgess. This yacht has five luxurious suites for up to ten guests.

Design features give the feeling of a much larger vessel. The Master, for example, spans three levels and 147 square metres, offering a complete apartment and a foredeck private pool. Another notable feature is the very large beach club.





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# **AMELS 120 SET FOR 2026 DELIVERY**

With over 1,000 workers involved in the completion of the 120m yacht, the Espen Øino-designed Project Tanzanite is on course for a 2026 handover.

he Amels 120 Full Custom, Project Tanzanite, remains on course for delivery in the coming year following a successful start to its sea trials from its project base at Damen Yachting's Vlissingen shipyard in southwest Netherlands.

Damen Yachting announced that more than 1,000 workers, from both the shipyard and its supply network, are involved in the final stage of outfitting of the 120m superyacht. The 394-footer is the biggest build to date by Amels and Damen Yachting, the yachting division of the Damen Shipyards Group conglomerate.

Featuring naval architecture by Damen Yachting, Project Tanzanite started construction in 2020 in Romania, where the hull was built at the company's facility in Galati and launched in May 2023, before being relocated to Vlissingen the following month.

In September 2025, the superyacht was floated at the Vlissingen shipyard ahead of the first sea trials in October. The yacht's owner is represented by Deeside Maritime, which has managed the build and construction of the project over the past two years and will continue in its role during the final phase.

Named after a violet-coloured gem, Project Tanzanite is a fully-custom, five-deck superyacht penned by Espen Øino, the Monaco-based, Norwegian designer who has also designed the Amels 60 and Amels 80 from the Dutch builder's popular Limited Edition series.

The yacht has a volume of 6,083GT and will be able to host up to 22 guests, with quarters for an impressive team of 48 crew members including the captain. To limit her environmental impact, Project Tanzanite will be powered by a hybrid diesel and electric propulsion package, which offers a top speed of 18 knots and a cruising range of 6,000nm.

Project Tanzanite easily surpasses the length of Amels' previous flagship, *Here Comes The Sun*, which was 83m upon delivery in 2017 and extended to 89m following a major refit in the Vlissingen shipyard that was completed in 2021. §

amelsyachting.com damenyachting.com





# SANLORENZO'S FIRST 74STEEL

The Italian shipyard has launched the first of multiple orders for its new flagship designed by Zuccon International Project, with hull one featuring a diesel-electric propulsion system.

anlorenzo splashed the first hull of its flagship 74Steel in October in a private ceremony in La Spezia, having previously announced three pre-launch sales of the 1,900GT superyacht. Built in steel and aluminum, the 74Steel is the flagship of the Italian shipyard's Superyacht range, which also includes the Alloy (44.5m), 50Steel, 52Steel, 57Steel and 64Steel.

Massimo Perotti, Chairman and CEO of the Sanlorenzo group, said: "From a brand perspective, this is a pivotal moment for Sanlorenzo. This is our most ambitious project and marks a new pinnacle in our steel range, but the 74Steel is more than just our largest yacht. It represents elegance, restraint and the purity of living life at sea – the core values of Sanlorenzo.

"With the 74Steel, we're challenging the idea that size equals excess. We're demonstrating that we can apply the same refinement and precision you'd expect from Sanlorenzo, even in this new, larger category. This is not just about size – it's about philosophy."

Zuccon International Project, Sanlorenzo's long-time collaborator, is responsible for the 74Steel's exterior lines. The platform is engineered to an overall length of 72m, but the first three orders are of slightly different length because each has a different bow shape, with hull one featuring a vertical bow.

The first two units have a diesel-electric propulsion system, while the third has conventional in line shaft-propulsion. Engineered with Siemens Energy, the diesel-electric propulsion system relies on six variable-speed Volvo Penta – Mase generators driving twin Schottel E-Pods of 1,000kW each. The hybrid setup includes water-cooled Lehmann Cobra battery systems employing lithium iron phosphate (LFP) cell technology, offering a combined 1.5 MWh capacity.

Hull one includes a 300sqm owner's deck and a day-lit beach club that expands to 290sqm at sea level. The interior design is by Francesco Paszkowski in collaboration with Margherita Casprini, while each subsequent order has different interiors and customised layouts.

Tommaso Vincenzi, CEO of Sanlorenzo, said: "We're offering our clients a yacht that feels fully customised without losing the reliability of a proven platform and the aesthetic that makes a Sanlorenzo recognisable everywhere.

"Each of the three hulls in this series to date is a true reflection of bespoke design. The owners have worked closely with us, almost co-authoring their yacht, allowing for an unprecedented level of customisation. These are not just yachts – they're expressions of individuality." §

apac.sanlorenzoyacht.com





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# **CHEOY LEE DEBUTS 130 EXPLORER**

The storied Asian shipyard staged the world premiere of the 130 Explorer and presented its Discovery Series at the Fort Lauderdale International Boat Show.

heov Lee Yachts staged the global debut of its custombuilt 130 Explorer superyacht at the 2025 Fort Lauderdale International Boat Show (FLIBS), which was held from October 29-November 2. Having been delivered to her owner, the 130 Explorer had only recently returned from extended cruising adventures ahead of the five-day show, where CL Yachts, Cheoy Lee's sister brand, showcased its CLB72 and CLB65 flybridge motorvachts.

During the show, Cheoy Lee Yachts and Nick Boksa of Boksa Marine Design presented information about Cheoy Lee's Discovery Series, a line of luxury, long-range, steel-hulled explorer yachts. Boksa and Cheov Lee collaborated to design the range, which includes the Discovery 115, Discovery 120 and Discovery 127 models.

Like Cheoy Lee, Boksa has drawn on an extensive background in both commercial and leisure marine projects to design the "compact, efficient, go-anywhere explorers" whose "high-volume layouts feature the same level of styling and luxury amenities found on larger explorer yachts".

Design highlights on the three models include the bridge-deck master suite on the Discovery 115, the spacious beach club on the Discovery 120, and the Discovery 127's generous sundeck with a bar, grill, spa tub and multiple seating areas.

Cheoy Lee stated that it approaches the engineering and construction of its superyachts in the same way it tackles commercial projects. The design of robust systems with commercial-level equipment ensures inherent reliability, self-sufficiency and issue-free operation, even when cruising far from the beaten track.

B.Y. Lo, Executive Director of Cheov Lee Shipvards, said: "We were proud to have the opportunity at FLIBS to introduce plans for the Discovery Series. This robust new explorer yacht line and the new Cheoy Lee 130 truly showcase the modern yacht-building capability of our family shipyard.

"Cheov Lee has been building large yachts capable of longrange voyaging for more than 70 years, combining fine artisanship and luxury amenities with cutting-edge technology and commercial maritime practicality.

"The Discovery series draws on everything we know about building seaworthy global cruisers and hardy, reliable commercial vessels and workboats, and combines it all into an elegant, contemporary oceangoing yacht that delivers luxurious world cruising without compromise on facilities or service." y

cheoyleeyachts.com clyachts.com





# MAIORA UNVEILS 36 EXUMA

The Next Yacht Group brand has debuted its 36 Exuma, which offers lots of interior volume and fun-filled outdoor areas, plus triple-engine power to reach well over 30 knots.

aiora, a sister brand of AB Yachts within Italy's Next Yacht Group, has debuted its new 36 Exuma, designed by Studio Quartostile with interiors by ACube Design. The four-level yacht has an overall length of 36.9m, a beam of 7.9m and a

Giorgio Mattei, Next Yacht Group's Deputy Chairman, described the Maiora 36 Exuma as "a perfect balance of design, technology, and Italian style" which combines "outstanding performance with exceptional onboard liveability".

"With the Maiora 36 Exuma, we confirm the ongoing growth and consolidation of the Maiora range, strengthening our vision of vachting as the perfect blend of luxury, comfort and innovation, supported by design and construction excellence recognised worldwide," Mattei added.

The streamlined profile has been designed with a sharp vertical bow to increase efficiency on the water, allowing the 36 Exuma to hit speeds of 33 knots under the power of triple MAN V12 engines. At a cruising speed of 10 knots, the 36 Exuma offers a range of 1,150nm.

Aft, a spacious beach club with a large, aft-facing sunpad offers direct access to the water. A teak design element above the sunpad offers continuity from the beach club to the cockpit and saloon, a signature element of Maiora designs.

The interiors, which can host up to 12 guests and five crew, have been styled with wood and marble finishes in a neutral palette. The full-beam master suite is on the main deck and has an en-suite bathroom, private study and panoramic views, while the lower deck is home to the four guest cabins including two VIPs.

The main entertaining spaces are in the main-deck saloon and on the upper deck, where the infinity door system and retractable windows allow the skylounge to be either fully opened for alfresco entertaining, or completely closed for a climate-controlled area.

Forward of the wheelhouse, a spa pool surrounded by sunpads and a suspended net at the bow offer relaxation spaces, while there's also an island sunpad on the roof of the skylounge.

Two water toy garages – able to carry a 6.25m tender, a jet-ski and a crane – are positioned aft of the guest cabins on the lower deck to reduce noise from the engine room.

Following the debut of the 36 Exuma at the 2025 Monaco Yacht Show, Maiora has confirmed that it will debut its next two new models, the M|30 and M|38, in 2026. The launch of the Italian brand's flagship, the 42 Exuma, is set for 2027. §

#### maiora.it





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# SWAN'S 44M FLAGSHIP IN BUILD

Featuring an aluminium hull built in the Netherlands, the Swan Alloy 44 designed by Malcolm McKeon will be completed at a new facility in Italy.

autor Swan announced that it expects to deliver the first Alloy 44 in 2028, with the yacht set to become the flagship of the Finnish-founded shipyard, acquired by Sanlorenzo in 2024. The Alloy 44 marks a build departure for Swan, with the aluminium hull produced in the Netherlands by the historic Gouwerok shipyard before the yacht is completed in Italy at Nautor Swan's new facility in Viareggio.

Malcolm McKeon Yacht Design designed the Alloy 44 in collaboration with Swan's New Product Development and Technical Office teams.

"Alloy gives us new freedom without losing the Swan silhouette, elegance in line, purpose in detail, and a sailing experience that feels effortless," said Malcolm McKeon, who founded his UK-based studio in 2012, having worked at Dubois Naval Architects for over three decades.

Nautor Swan earlier announced a partnership with Edmiston to promote the brand's new line of alloy sailing yachts, which will also include 50m-plus models.

US-based Bruce Brakenhoff, Edmiston's primary contact for the collaboration, reaffirmed the brokerage firm's strong support for the Swan Alloy 44 and highlighted the long-term alliance between the two companies, strengthened by the opening of a Nautor Swan sales office in Newport, at the heart of the East Coast sailing scene in the US.

"For Edmiston, this partnership is a natural step as Nautor Swan is one of the most legendary brands in sailing," Brakenhoff said. "We believe in the Swan Alloy 44 project and its potential to set a new standard in a superyacht sailing market that holds growing appeal."

At 44m (144ft), the Alloy 44 will be significantly longer than the Swan 131 launched in 2006 and the brand's current flagship, the Swan 128.

Both the Swan 131 and Swan 128 were designed by German Frers, who has been designing Swan models for over four decades. The first Swan 128, *Be Cool*, debuted at the 34th Monaco Yacht Show, while hull two, a diesel-electric hybrid, is due to launch in early 2026.

Massimo Perotti, Chairman and CEO of Sanlorenzo, said: "With the launch of the Swan 128 and the groundbreaking Swan Alloy 44, the brand continues to push the boundaries of innovation while remaining deeply rooted in its heritage. From the smallest ClubSwan 28 to the most ambitious Maxi projects, Swan's legacy endures. A Swan is a Swan."

Nautor Swan, which is represented by Simpson Marine in Asia-Pacific (excluding Japan), is also developing a Swan 73. Designed by Frers and due to launch in 2027, the Swan 73 marks the brand's return to the 70ft segment for the first time in more than two decades. §

nautorswan.com simpsonmarine.com





# VAN DER VALK BUILDING FLAGSHIP

The Dutch shipyard has begun construction on the 48m Project Zen, which is scheduled to launch in 2028.

onstruction has officially begun on Project Zen, Van der Valk's new 47.83m flagship. Penned by Guido de Groot Design, the all-aluminium motoryacht is scheduled for delivery in the second quarter of 2028.

Bram Kooltjes, Van der Valk's Technical Director, said: "Project Zen will be the largest yacht we've built to date and more importantly, will exemplify everything a Van der Valk stands for.

"Crafted to the highest Dutch standards, she will showcase our ability to deliver a true custom design, developed from the ground up in close collaboration with the owners. Throughout the process, we've adapted every detail to reflect their vision, resulting in a truly bespoke dream yacht."

With Van Oossanen Naval Architects working on the hull, the design and build process included lengthening the yacht from its original 36m concept to creating the biggest yacht ever built by the Dutch shipyard. "As Guido de Groot began shaping the general arrangement, it quickly became clear that we couldn't quite fit everything in," Kooltjes explained.

The 499GT flagship has been designed as a family-centric superyacht, with outdoor entertaining spaces including a large sea terrace with three fold-down bulwarks, a bow lounge with a spa pool, and a split-level sundeck with an alfresco saloon, wet bar and grill.

Two garages at either end of the vessel will carry the collection of water toys, jetskis and tenders.

Indoors, the main saloon leads to a dining area with a show galley, which designer Guido de Groot calls "the heart" of the yacht and where the owner's family "will regularly gather to enjoy meals".

Project Zen will also feature a full-beam wellness area with a gym and yoga room, which Van der Valk Project Manager Arno de Wit described as "a standout element of the yacht "and "one of the key reasons the yacht grew in length".

The full-metallic finish and exterior lines of Project Zen are inspired by the owner's love of sports cars, while Van Oossanen's fast displacement hull form contributes to a top speed of 17.5 knots and a transatlantic cruising range of 4,000nm at 10 knots.

"Project Zen is built on an entirely new platform, developed with efficiency as a top priority," Guido de Groot stated. "The owner wanted a hull shape that would support smaller engines and maximise range. As top speed wasn't a concern, we focused on a long, sleek form that also supports the yacht's elegant styling."

Project Zen is due to be the 27th yacht launched by Van der Valk, following the 40m Project Evo set to splash in 2026. §

#### vandervalkshipyard.com





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# BENETTI CREATING LARGER OASIS

The Italian shipyard is developing the stunning Oasis 42M, with RWD and Bonetti/Kozerski collaborating on the 415GT series flagship.

eveloping on the runaway success of the Oasis 40M, which has sold about 30 units, Benetti has revealed the design of its successor, the all-new Oasis 42M, with the first unit scheduled to debut in 2027.

Benefiting from feedback from owners, captains and crew, the new model features an enhanced, enlarged Oasis Deck® and the option of a new full-beam, multi-purpose wellness area forward on the main deck, with the master suite able to occupy the aft end of the upper deck.

Pierluigi Ausonio again handles naval architecture, with the upcoming model retaining an 8.5m beam but featuring an overall length of 42.5m, which is 1.7m longer or 4 per cent longer than the Oasis 40M (40.8m). The Oasis 42M integrates a data-driven engineering package that reduces fuel consumption and emissions, while a hybrid Siemens E-Mode package offers an even lower-impact option.

RWD, the UK-based studio that has worked on all Oasis and

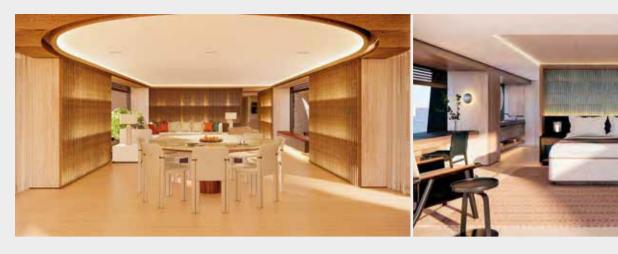
B.Now models, has notably evolved the Oasis 40M's exterior design for the Oasis 42M. Inspired by contemporary architecture and automotive design, the Oasis 42M has been designed to embody "timeless elegance", so "ensuring relevance well into the 2030s".

Mark Gardner, RWD's Director of Exterior Design, said: "The Oasis 42M is an evolution, not a revolution. Its softer, pebble-like lines create a yacht that feels sleek, natural and enduringly elegant."

The yacht's overall volume is 415GT, representing an almost 8 per cent increase compared to the Oasis 40M (385GT), while RWD stated that the window surfaces around the tri-deck superyacht have increased by 20 per cent.

The Oasis Deck® – which has since been offered on the entire B.Now series (50M, 60M, 67M, 72M) – has been enlarged from 80sqm to 100sqm, which is about the same size as the beach club space on the B.Now 50M with Oasis Deck®.





On the Oasis 42M, the Oasis Deck® is centred around a newly designed 8.3sqm pool, which Benetti states is "among the largest in this size category". Among notable new features, the pool can be covered by a sliding deck section beneath the large island sunpad.

The Oasis Deck® also features drop-down bulwarks either side, while a spacious garage accommodates a 6.25m tender, jet-ski and water toys. Another notable change is that the pool-deck level has been raised, so it's just one step – instead of three – up to the main deck, with most of the rise in height hidden within the huge aft-facing C-shaped sofa.

The outdoor areas also include a 17.3m-long sundeck, which Benetti describes as "the largest in the 40-45m yacht segment". Designed for sunbathing, dining and entertaining, it can be tailored to include features such as a spa pool, bar or lounge. Forward on the upper deck, a generous bow lounge adds yet another open-air retreat with a C-shaped sofa and a large sunbathing area.

Bonetti/Kozerski Architecture, the New York-based architectural firm co-founded by Enrico Bonetti and Dominic Kozerski, has developed upon the interior design created for the Oasis 40M – the studio's first project with Benetti – but stated that "the focus is still on an open and fluid plan".

Bonetti said: "In the Oasis 40M, we were excited to bring a fresh eye to the design of a boat that ended up being a groundbreaking step toward a more dynamic and relaxed yachting experience. With the Oasis 42M, we're very proud we have a chance to create a true evolution of that concept."

The interior starts with a saloon that can be configured with aft

dining, presenting the option of fresh air and aft sea views across the Oasis Deck®. Forward is a lounge with sofas and a 'feature wall' that disguises the port door to the galley and crew areas.

For the Oasis 42M, Bonetti/Kozerski Architecture is also introducing a new range of natural and alternative materials, such as tiles, metal or travertine inserts in the saloon finishes.

Among the biggest layout changes is the use of the forward room on the main deck. Most often used on the Oasis 40M as the master suite, the Oasis 42M offers the full-beam space as a well-being area configurable as a gym, spa or cinema.

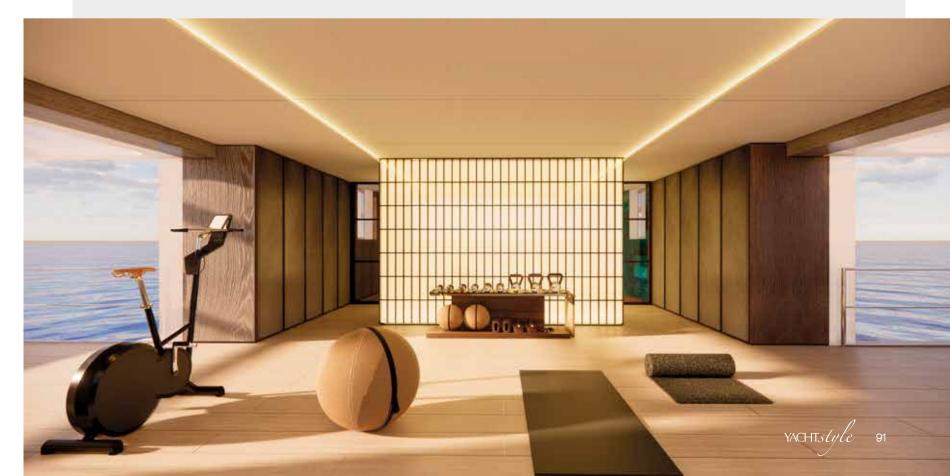
The 45sqm room is also able to be enhanced by slide-out balconies, with the bottom half of each side wall sliding out and the top half folding upwards and outwards.

In the standard layout, the owner's suite is offered on the aft end of the upper deck, which creates a 50sqm owner's panoramic apartment featuring vast windows and facing aft onto a private 40sqm terrace.

However, the Oasis 42M has been designed to allow owners flexibility and customisation, so a main-deck master suite and an upper-deck skylounge are among the many ways spaces can be used and configured.

Benetti stated: "The Oasis 42M was designed around conscious choices — expanded living spaces that reinforce wellness on the water, coupled with sustainable engineering that ensures a 3-star SEA Index rating. It is the ultimate private retreat for owners seeking a new dimension of yachting under 45m."  $\S$ 

benettiyachts.com





# FOUNTAINE PAJOT'S NEW YACHTS

The French catamaran builder has revealed designs for the sailing and power versions of the FPY 70 and FPY 110 in its new Yachts collection.

ountaine Pajot has created the Fountaine Pajot Yachts (FPY) brand to represent its large models, which include the FPY 70S sailing catamaran due to debut in 2026, the FPY 70 powercat, as well as the FPY 110S and FPY 110 superyachts. Other catamarans in the Fountaine Pajot Yachts series include current models with their existing names: the Samana 59 and Thira 80 sailing cats, and the Power 80, which uses a modified version of the Thira 80's hull.

The French builder also introduced a new naming style for its smaller catamarans, which include the FP41 and FP44 that debuted at this year's Cannes Yachting Festival, and the FP48 and FP55 due in 2026, while the Aura 51 remains in the current portfolio. Asia Yachting recently sold a unit of the FP41, along with two other Fountaine Pajot catamarans.

However, the biggest change for Fountaine Pajot is the concentrated push on larger yachts, which was recently highlighted by the world premiere of the Power 80 at the 48th Cannes Yachting Festival and the appearance of the Thira 80 at the 34th Monaco Yacht Show along with the Power 80 at anchor.

Romain Motteau, Deputy CEO of Fountaine Pajot, said: "With

Fountaine Pajot Yachts, we are taking another step forward. The high-end market is witnessing growing demand, driven by owners and future customers with increasingly demanding expectations.

"Our ambition is to respond to this with iconic yachts, featuring signature design, advanced customisation and a sustainable vision of sailing. This is a natural evolution that confirms our desire to structure our offering, strengthen our presence and prepare for the future."

The first new yacht in the Fountaine Pajot Yachts era will be the FPY 70S, which has an overall length of 22m, 226sqm of living space and a wide array of options for layouts and finishes. Self-sufficiency and silent cruising and operations are enhanced by 7,000W of solar panels and a range of on-board technologies.

Fountaine Pajot is also building the FPY 110S, a 35m sail cat that offers 600sqm of living area over three levels. Features and options include an enclosed flybridge, fold-out balconies by the beach club, a duplex owner's suite and accommodation for up to seven crew. The motor yacht version, FPY 110, includes a fourth level, with an open sun deck on the flybridge roof including a spa pool and sunpads. §

catamarans-fountaine-pajot.com





# SHE REPRESENTS SANLORENZO HERITAGE

The Italian shipyard conceived the 25.5m motoryacht as "a tribute to timeless elegance where heritage meets high-tech".

anlorenzo has unveiled SHE, an 84-footer inspired by iconic yachts of the 1960s. Short for 'Sanlorenzo Heritage', SHE has peen conceived as an "exclusive production offering" and features exterior design by Zuccon International Project and interiors by Lissoni & Partners.

Based on a lightweight hull using sandwich lamination and biobased resins, SHE is Sanlorenzo's first model to use Volvo Penta's hybrid IPS propulsion system, enabling silent electric cruising and intelligent energy management while reducing fuel consumption.

Two 1,000hp IPS30 units provide a cruising speed up to 20 knots in hybrid setting, while in full-electric mode, the vacht can navigate silently up to nine knots, suitable for entering and exiting marinas or anchoring. In addition, the yacht's 3.95m, carbon-fibre tender is equipped with an electric propulsion system.

Massimo Perotti, President and CEO of Sanlorenzo Group, said: "SHE is a celebration of Italian vachting artistry and everything we believe in: elegance that doesn't shout, innovation that respects, design that endures. Launching SHE during the 20th-anniversary of my custodianship of Sanlorenzo is deeply meaningful. SHE is a bridge between what we've inherited and what we choose to become."

Features include a reverse-angled transom, which opens to reveal a large sea-level terrace. The cockpit, accessed from the fold-out swim

platform by starboard stairs, features loose furniture and is covered by the coachroof overhang.

As well as the beach club and cockpit, outdoor areas include clean, open space on the two-level sundeck, the forward coachroof and the foredeck, which can all accommodate flexible sun loungers, sunpads and other loose furniture.

The yacht's unconventional, three-level interior is accessed from the cockpit and includes a main-deck saloon with full-height glazing, while forward are a bar to starboard and a semi-enclosed helm to port.

A sculptural circular staircase leads forward to a mezzanine level that houses the dining area and is directly linked to the crew quarters forward, which includes the galley and two cabins for three crew. Guest accommodation on the lower deck comprises a fullbeam owner's suite, a VIP cabin and a guest cabin, all with en-suite

Piero Lissoni, Sanlorenzo's Art Director and founder of Lissoni & Partners, said: "SHE is a gentle vacht. It reuses traditional elements and evokes the grace of the 1960s but leaps forward into 2030. It's a modern yacht with many innovations, simply expressed through a softened aesthetic language." y

apac.sanlorenzoyacht.com







## CANTIERI DI PISA PARTNERS T. MARIOTTI

The Pisa-based luxury yacht builder and Genoa-based luxury cruise ship builder are collaborating on the Super Polaris 70 concept.

antieri di Pisa and T. Mariotti have signed a strategic agreement with the aim of creating a new generation of 50m-plus superyachts, entirely designed and built in Italy. Based on the Canale dei Navicelli, Cantieri di Pisa has been enjoying a period of revival since the shipyard's acquisition by Enrico Gennasio in 2021, having been founded in 1945.

T. Mariotti, founded in 1928, is a world leader in luxury cruise ships and also builds megayachts and offshore vessels at its facilities in Genoa, two hours' drive northwest of Pisa. Cantieri di Pisa yachts over 50m will be built at the T. Mariotti facilities in Genoa and bear the label 'Cantieri di Pisa powered by T. Mariotti'.

The companies' first collaboration is the Super Polaris 70 powered by T. Mariotti, a 70m superyacht heralding the the rebirth of the legendary Polaris line and featuring interior design by Pulina Exclusive Interiors.

Marco Massabò, CEO of Cantieri di Pisa since 2021, said: "With this agreement, we want to give new impetus to an iconic brand like Cantieri di Pisa. The Super Polaris 70 is the first step on a journey that looks to the future with enthusiasm, in the name of Italian quality and excellence.

"This partnership is based on shared industrial principles and stems from genuine friendship and mutual respect, as well as common values: a similar ethical and family-oriented approach. It is a decisive step that brings together tradition and design with construction and engineering capabilities, allowing us to face future challenges together."

Marco Ghiglione, CEO of T. Mariotti, added: "This collaboration with Cantieri di Pisa is a natural fit for us: we are combining the

best of two worlds. Pisa brings the style, tradition and strength of Italian design; T. Mariotti contributes its large-scale industrial and engineering capabilities.

"Together, we are opening up a new opportunity for the market: Italian yachts over 50m that combine beauty, elegance, technology and construction reliability. We are convinced that this synergy will deliver extraordinary results."

Since the appointment of Chief Designer Antonio Luxardo in 2024, Cantieri di Pisa has been reviving and reinventing the brand's Polaris, Saturno and Akhir lines in collaboration with international studios such as Pulina, m2atelier, Parisotto + Formenton, and Francesca Cianficconi.

Cantieri di Pisa also has a custom division, with builds including a 40m superyacht for a French owner, and a thriving refit division, which in 2025 has been working on over 30 projects with a total length of over 1,500m. The shipyard is also working with partners including De Wave Group and its subsidiary Mobil Line, which designs and builds customised naval furnishings.

The shipyard has 24,000sqm of production space, with hardware including a 300-tonne travel lift and a 670-tonne water lift. Cantieri di Pisa plans another upgrade for the refit division, including the creation of a new yard and an area with apartments for crew, as well as the vertical extension and refurbishment of an existing 200m-long industrial shed. y

#### cantieridipisa.com





## SUNREEF EXPANDS EXPLORER LINE

The luxury catamaran builder has designed the 65M Sunreef Explorer, which features a retractable crane and zen-like interior.

unreef Yachts has revealed the first renderings of its 65M Sunreef Explorer concept, which follows on from 40m and 50m powercat designs proposed as part of the brand's Explorer series announced in 2022. The Polish shipyard – which also has a production facility in the UAE - has described the 65m powercat as "its most ambitious project to date".

"This flagship concept is the largest luxury catamaran ever designed, offering extraordinary comfort, long-range efficiency and explorer-level autonomy," Sunreef stated.

The yacht is engineered to have a cruising speed of 14 knots and a top speed of 18 knots, while the design includes an internal volume of 1,800GT. The reverse-bow hulls are two decks high until the aft third of the boat, which is dominated by an enormous open deck.

The aft deck has a longitudinal 20ft-long pool at its centre and space to store a range of toys, tenders, submersibles and a 45ft chase boat, which can all be deployed by a retractable crane with two supports stored by the stairways down to the swim platform.

The beach club area features fixed transoms on either side, which can be linked when the central platform is lowered. When set up as a full-beam platform, the area offers room to store a 23ft tender and jetskis, or the space can be transformed into a guest area with deck

furniture and a parasol. The beach club area also includes fold-down sides, a gym and internal storage for water toys.

Design | YACHTS

On the main deck, the proposed interior starts with a large dining area, while a forward hallway separates large lounges on both sides, each designed for guests to admire the views through full-height windows. A curved stairway leads to an enclosed upper deck with outdoor areas fore and aft, while the enclosed top deck includes an aft

The vacht includes seven guest cabins, comprising an owner's suite, two VIPs and four more doubles, plus there's accommodation for 22 crew.

A highlight is the owner's suite on the upper deck, where a full-beam bedroom offers 270-degree views through floor-to-ceiling windows and includes a centrally placed bed with room either side for a day bed, sofa, chairs and coffee tables.

Behind the bed is an office area with sea views, an enormous walkin dressing room with glass-fronted cupboards and a sofa, an open two-person bathtub, as well as two bathrooms with sea-view showers. Outdoor areas include a private foredeck lounge and an aft deck with a jacuzzi overlooking the main pool.

sunreef-yachts.com









# TEJI | COWIE SUPERYACHT LAW FIRM LAUNCHES IN UK AND HONG KONG

Presenting a "new era" in superyacht legal expertise, the company is a partnership between London-based Alex Teji and Hong Kong-based Antony Cowie.

n a move set to redefine legal services within the superyacht industry, Teji | Cowie Superyacht Lawyers officially launched in September 2025, establishing a presence in London and Hong Kong.

Founded by seasoned legal experts Alex Teji and Antony Cowie, the firm is dedicated exclusively to navigating the intricate legal waters of superyacht construction, ownership, sale and purchase. This announcement comes at a time when demand for specialised, discreet advisory services that cater to ultra-high-net-worth individuals and industry stakeholders is at its highest.

Teji | Cowie emerges from the combined expertise of its founders, who bring over 40 years of experience in maritime, corporate, and finance law.

Antony Cowie, with more than two decades in the field, has advised on high-value transactions including new builds, refits, sales, purchases and a host of other superyacht-related matters. Cowie previously founded Cowie & Co in October 2023, which now affiliates with the new venture.

Alex Teji, since entering the industry in 2009, has built a reputation as a trusted advisor to family offices, brokers, designers, technical managers and shipyards. Known for his discretion, commercial savvy and ability to handle the personal sensitivities of yacht transactions, Teji has become the go-to expert for strategic guidance in superyacht dealings.

The firm's client-centric philosophy is evident in its mission to provide end-to-end legal support for those involved in new build contracts, sales and purchases, yacht financing, charter agreements, ownership structures, and corporate dispute resolution.

By focusing solely on the superyacht sector, Teji | Cowie ensures that clients receive tailored, efficient advice without the distractions of broader legal practices.

"We are thrilled to introduce Teji | Cowie to the industry, and we look forward to supporting our clients through the life cycle of their experiences in yachting," said Cowie. "Partnering with Alex represents an exciting force multiplier in the evolution of superyacht legal services."

Echoing this sentiment, Teji highlighted the firm's origins in client feedback: "Over the last three decades, both the superyacht and legal industries have developed and matured significantly. Clients require an efficient, streamlined service from trusted advisors.

"Ultimately, they want to know who to pick up the phone to — a lawyer who will both challenge and advise with transparency; a right-hand who they know they can trust to have their best interests as their sole focus. Having listened to our clients, we launched Teji  $\mid$  Cowie for exactly that purpose."

With a strategic footprint in London and Hong Kong, Teji | Cowie is positioned to serve a truly global clientele. The firm extends its reach to Europe, the Middle East, Asia, Australia, New Zealand, and the US, leveraging local knowledge to address regulatory nuances and cultural considerations. This dual-base approach allows for seamless handling of cross-border transactions, where jurisdictional differences can often complicate matters.

As the superyacht market continues to expand – driven by rising wealth in emerging regions and innovations in design and sustainability – the need for specialised legal counsel has never been greater. Teji | Cowie aims to fill this niche by offering not just legal expertise but a partnership built on trust and integrity. §

tejicowie.com

# Insights from Antony Cowie on the legal landscape for superyachts in Asia

I've observed firsthand how the Asian superyacht market is evolving, presenting both opportunities and unique legal challenges.

Asia, particularly regions like Hong Kong, Singapore, and emerging hubs in China and Southeast Asia, is seeing a surge in superyacht ownership among high-net-worth individuals and family offices.

However, the legal framework here differs significantly from more established markets in Europe or the US, requiring advisors who understand the interplay of international maritime law with local regulations.

One key area is ownership structures. In Asia, many clients prefer complex setups involving offshore entities, such as British Virgin Islands or Cayman Islands companies, to optimise tax and privacy. However, navigating Asian jurisdictions adds layers – for instance, China's strict foreign investment rules and yacht registration requirements can complicate imports and operations.

We've seen cases where improper structuring leads to disputes over VAT or customs duties. Transparency is crucial; advisors must ensure compliance with anti-money laundering laws, which are increasingly stringent in places like Hong Kong under the FATF guidelines.

Charter agreements and operations also pose specific hurdles. Asia's diverse regulatory environment means that what works in the Mediterranean might not work in the South China Sea.

For example, Indonesia and Thailand have tightened rules on foreign-flagged yachts, mandating local agents and permits for charters, with penalties for non-compliance including vessel seizures. We've advised clients on negotiating these, emphasising the need for bilingual contracts that account for cultural nuances and dispute resolution clauses favouring arbitration in neutral venues like Singapore.

Financing superyachts in Asia is another evolving landscape. There's greater access to capital, but lenders demand robust due diligence on hull insurance and flag state compliance. The rise of sustainable yachting adds complexity - clients are increasingly seeking green financing, but Asia's patchwork of environmental regulations, from emission standards in Singapore to biodiversity protections in the Maldives, requires careful legal vetting.

Corporate disputes in this region often stem from joint ventures between Asian investors and Western yards. Cultural differences can exacerbate issues, so we stress early mediation. Looking ahead, as Asia's superyacht infrastructure grows, legal services must adapt to support this expansion while mitigating risks such as intellectual property theft in design collaborations.

Teji | Cowie provides on-the-ground insights, ensuring clients navigate smoothly through these waters. The key is proactive, client-focused advice that anticipates challenges and turns them into advantages.

enquiries@tejicowie.com

"Asia's diverse regulatory environment means that what works in the Mediterranean might not work in the South China Sea."





## FRASER REVEALS CARINTHIA VII WORLD TOUR

Available for charter with Fraser, the 97m Lürssen will travel through Central America in 2026 before exploring Asia-Pacific's iconic cruising grounds.

• cheduled to leave the south of France in April 2026 and head across the Atlantic, Carinthia VII is embarking on a world tour' that will include four legs - Latin America, South Pacific, Asia and Arctic – before the 97m Lürssen returns to Hamburg in northern Germany in October 2027.

Fraser is the official charter agent for the 17-month charter itinerary, which will be led by captains Michael J. Zerr and Luca Mosca, who share decades of global yachting experience.

"The tour is set to span 17 months and take in some of the planet's most remote and remarkable cruising grounds," Fraser stated. "The captains will bring in-depth expertise to every destination on the tour, working alongside local experts to ensure a superlative guest experience on board."

Carinthia VII's world tour begins with the Latin America leg, starting in May 2026 in the San Blas Islands on the Atlantic side of Panama, in the Caribbean Sea. In June, the yacht charters the Pacific Coast side of Panama and neighbouring Costa Rica. In July, it's set to head southwest to the iconic Galapagos Islands west of Ecuador before heading northwest to the Sea of Cortez west of Mexico.

After heading southwest across the Pacific Ocean, Carinthia VII starts her South Pacific journey in French Polynesia from August to September before visiting Fiji and the Solomon Islands from September

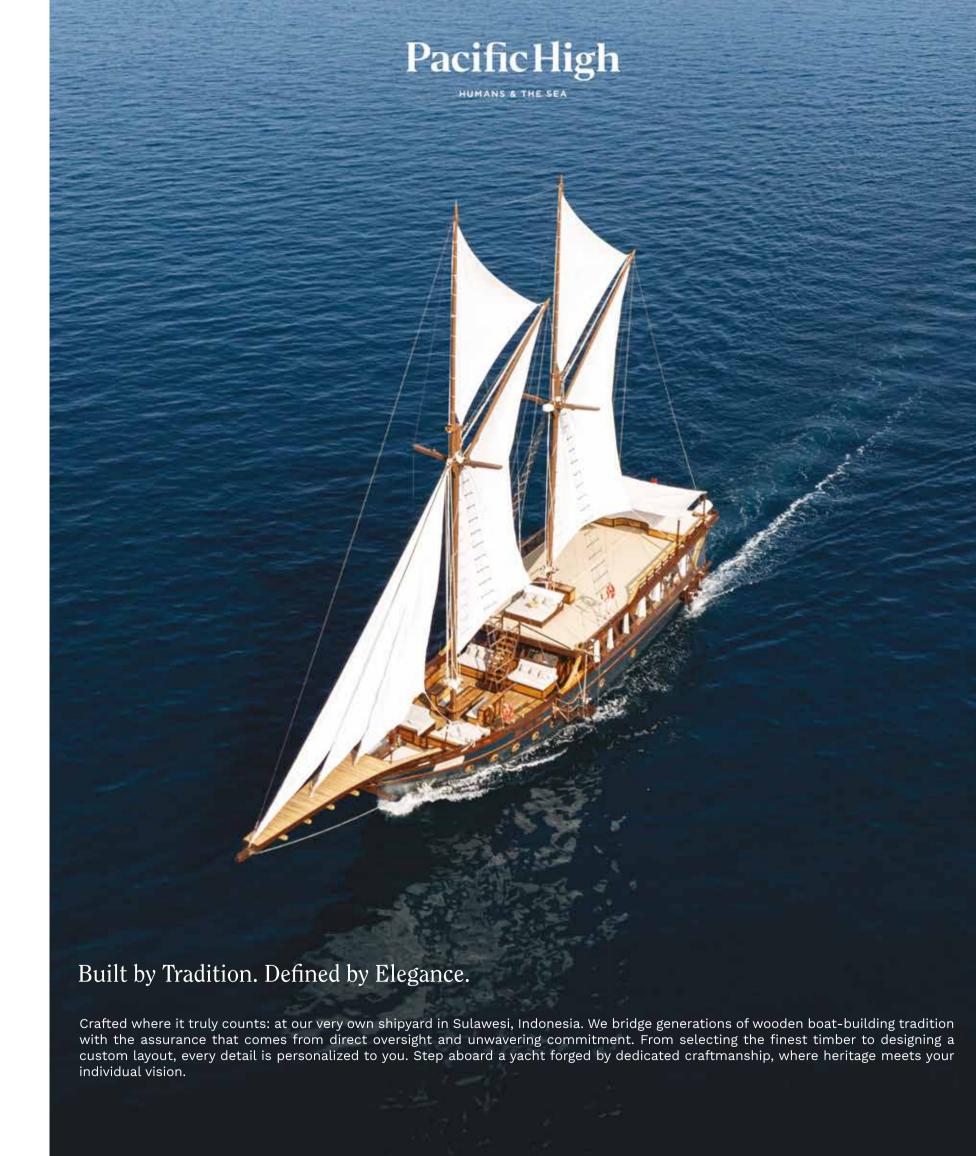
Carinthia VII's Asia leg starts with six months in Southeast Asia, with an extensive cruise through Indonesia and Thailand from November 2026 to February 2027 followed by travels through the Philippines from March to April. The yacht then heads north for three months in Japan, during the late spring and summer from May to July.

The charter tour then concludes with a spectacular Arctic voyage in September 2027, as Carinthia VII sails around Alaska and the north of Canada, travelling the Northwest Passage, before heading home across the North Atlantic. §

## fraseryachts.com















West view of Port Hercule, which again hosted a 120-strong cast of superyachts during the Monaco Yacht Shou

■ he 34th Monaco Yacht Show may not have had the 'wow' factor of the previous edition and its four 100m-plus yachts, but the world's leading superyacht show again lived up to expectations. Organisers announced a solid line-up of 120 supervachts, worth €4.3 billion according to SuperYacht Times, and most of which were built in the past two years.

The Port Hercule display included 50 models completed in 2025 and 20 launched in 2024, together making up almost 60 per cent of the fleet. Furthermore, the late confirmation of the 107m Benetti Mar (2020), exhibited by Edmiston and Behnemar, satisfied the thirst for at least one 100m-plus vessel, while the average length of the yachts on show was 47m.

Following the event, organisers announced 29,956 visitors over the four days, a solid attendance considering the Wednesday remained an exclusive opening day reserved for invited guests.

Gaëlle Tallarida, the show's Managing Director since 2010, said: "The Monaco Yacht Show has once again confirmed its unique role as the world's essential annual gathering for large yachting, accompanying every stage of the yacht ownership journey.

"Each private visitor enjoyed a complete and immersive

experience: discovering world premieres, meeting designers and shipyards, exploring technological and sustainable solutions, and refining the personalisation of their future yacht. Exhibitors particularly praised the exceptional quality of the private clientele, a testament to the show's attractiveness and relevance worldwide."

### **ENTERING THE BLUE WAKE**

For the 2025 show, organisers introduced the Blue Wake<sup>TM</sup> programme, developed in collaboration with Water Revolution Foundation, sponsored by Siemens Energy, and dedicated to innovation and sustainability in the vachting industry.

From July, organisers started announcing Blue Wake-certified exhibitors, which eventually numbered 59 by the time of the show in late September. Exhibitors were selected for their eco-responsible solutions, ranging from hydrogen propulsion systems and alternative fuels to recyclable materials and circular construction practices.

The highlight of the programme was the Blue Wake Awards, presented on the Tuesday evening during the show's Grand Opening Night at Le Méridien Beach Plaza. As well as Tallarida, the jury featured representatives of Siemens Energy, Water Revolution Foundation, Prince





Mar (left), a 107m Benetti, exhibited along Quai Rainier III, just forward of the 65m Feadship Wedge Too (right, in top-left corner)





Gaëlle Tallarida (left), Managing Director of the Monaco Yacht Show;

Albert II of Monaco Foundation, Blue Marine Foundation, and the SuperYacht Times and Boat International media titles.

Sanlorenzo was among five award winners as the Italian builder won the 'Refit / Builder Shipyard' category for the 50Steel's Reformer Fuel Cell system, while Tykun from Italy topped 'Tenders / Water Toys' for its H1 hydrogen propulsion system.

Switzerland's Deasyl won 'Nautical Supplier' for fuel that reduces CO<sub>2</sub> emissions by up to 93 per cent, Hong Kong's Tai Ping won 'Luxury Products & Services' for its rugs made from biodegradable materials, while the 36m aluminium powercat Reduce by Australia's SilverYachts was given the 'Special Jury Award' for its low-impact design.

Robert van Tol, Executive Director of the Water Revolution Foundation, said: "Our role at the Water Revolution Foundation has been to ensure that every solution is evaluated rigorously, fairly and with scientific grounding. The winners have not only met these standards but set a benchmark for what credible, high-impact innovation looks like in our industry."

On the Wednesday morning, the Monaco Yacht Summit brought together designers, technical experts, exhibitors and private clients to address the industry's key issues: technological innovation, environmental transition, and investment strategies around yacht ownership.

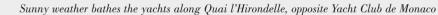
Launched by the show's opening conference, the programme featured eight round tables co-hosted with SuperYacht Times, the exclusive 'Becoming an Owner' session with Spear's magazine, and 20 expert talks led by designers and Blue Wake exhibitors. The day concluded with a screening of Ocean with David Attenborough, attended by director Toby Nowlan.

Tallarida said: "The MYS remains the point where dreams and expertise converge, with the exchanges at the Monaco Yacht Summit reinforcing its role as a strategic platform - placing the client experience and the industry's future at the heart of every journey."

On the Wednesday, the exclusive opening day reserved for invited guests, attendees were able to explore the exhibition areas, while the Dockside Area remained accessible only to private clients, before the show was 'fully open' from the Thursday through Saturday.

A highlight of the second day was the official visit of Prince Albert II of Monaco, who was aboard the 36m catamaran Reduce when he was presented with a cheque for €54,000 by the show's organisers to support the Prince Albert II of Monaco Foundation.

His tour also included a visit aboard the 59m sailing yacht Maximus built by Vitters, an engagement with exhibitors in the Upper Deck Lounge, and a stop at the 'Tribute to Yachting' exhibition of 143 photographs by Guillaume Plisson, which offered a visually stunning insight into the world of superyachts.







Appontement Jules Soccal (foreground) included a Sanlorenzo 57Steel, a Damen Yachting YS53 and Xplorer 60, and an Amels 60

In terms of size, the top end of the superyacht fleet in Port Hercule Lamborghini 63. was dominated by brokerage yachts, led by the 107m Benetti Mar.

The largest vachts included the 90m Oceanco *Luna* exhibited by Large Yacht Co, while the 90m Corsair Nero, 89m Amels Here Comes The Sun and 78m Amels Energy were among yachts exhibited or copresented by Burgess, celebrating its 50th anniversary in 2025.

Camper & Nicholsons also had a strong line-up, with six yachts ranging from 40m upwards including the 52m Benetti Solafide, represented by Singaporean broker Della Pearce and Asia Chief Commercial Officer Julian Solari, and the iconic 65m Feadship Wedge Too designed by Philippe Starck.

New builds included Feadship's debut of the 79.5m Valor, while The Italian Sea Group flexed its muscles with six distinctly different yachts in Port Hercule.

TISG's display included three Admiral superyachts – the 78m aqua-blue Amalya, the Armani-designed GA 72m and the 55m all-aluminium *Raja*<sup>2</sup> – along with Perini Navi's 61.5m sailing yacht Katana, Picchiotti's 24m Gentleman's Yacht and a new Tecnomar for

Benetti hosted the world premiere of the B.Now 67M with Oasis Deck (hull two, Lady Estey) and showed a new B.Now 50M, while the 60m O'Madeleine by Greece's Golden Yachts was also among new builds.

Damen Yachting co-exhibited three new supervachts with their respective brokerage houses. The Dutch-owned shipyard displayed Memories, a new Amels 60, with Moran Yacht & Ship, and collaborated with TWW Yachts to co-present the Xplorer 60 After You and the YS53 *Emotional*, which were delivered simultaneously to the same owner during the summer of 2025.

Rossinavi staged the world premiere of the 50m Bel<sup>1</sup> while other global debuts include Tankoa's T55 Sportiva (hull two, Loewe), Heesen's 55m Solemates, Bilgin's 50m Camila and Cantiere delle Marche's 47m flagship *RJ*.

Other recent builds included a Baglietto T52 and Mangusta Oceano 50, while Sanlorenzo showed the 57Steel Virtuosity and the 41m SD132 following its debut at the Cannes Yachting Festival earlier in the month.

Ferretti Group's display included the first Riva 112' Dolcevita





A Custom Line Navetta 38, Telli (left), was among a strong Ferretti Group display; picturesque northeast view over Port Hercule (right)





The Adventure Area included an impressive away of vehicles and water toys to complement the superyacht lifestyle

Super – also fresh from a Cannes premiere – along with a Custom Line Saetta 140' (42.6m), Custom Line Navetta 38, Pershing GTX116 and Wally wallywhy200.

Azimut showed its flagship Grande Trideck (38m), Grande 36M and a Magellano 30M. Among Italy's Next Yacht Group, Maiora staged the world premiere of the 36 Exuma, while AB Yachts displayed the first AB 95 following its debut at Cannes, along with the second AB 110.

UAE's Gulf Craft brought a Majesty 120 and Majesty 100 Terrace, Sunseeker showed a 90 Ocean, 95 Yacht and 100 Yacht, fellow British builder Princess displayed a new Y95, while Dutch yard Zeelander debuted its flagship Zeelander 8.

Among multihulls, SilverYachts displayed Reduce, a winner at the Blue Wake Awards and the second hull in the builder's 36m SpaceCat series produced in Guangdong, China. Other powercats included a new 100 Sunreef Power and a Bluegame BGM75, while Fountaine Pajot's Power 80 was at anchor.

Sailing catamarans included Lagoon's new flagship Eighty 2, fresh from its world premiere at Cannes, and Fountaine Pajot's Thira 80.

As well as Perini Navi's Katana and Vitters' Maximus, both around the 60m mark, a 10-strong line-up of sailing monohulls included the 56m Perini Navi Asahi. Recent builds included the 46m Turkey-built Seven exhibited by Royal Yacht International and Vitters' 44m Magic, one of two sailboats displayed by Burgess along with the 39m Claasen Atalante.

World premieres include Nautor Swan's first Swan 128 (40m), Be Cool, while other new sailboats included Wally's second wallywind110 (33.4m) and the fourth all-carbon Y9 (27.4m) by Germany's YYachts, while the 30m Nomad IV was among brokerage models for sale.

On-land exhibition areas included the Parvis Piscine and Upper Deck Lounge, which highlighted luxury decoration and interior design. Quai Albert 1er and Darse Sud featured refit shipyards, marinas and cutting-edge technology, ranging from onboard smart systems to the latest propulsion and navigation solutions.

The Yacht Design & Innovation Hub featured 16 design and naval architecture studios, while immersive 3D and interactive journeys ('Immersive Experience' and 'Innovation Deck') showcased futuristic

The Adventure Area, spanning Quai Jarlan and Quai Antoine 1er, presented 57 tenders, a curated selection of innovative water toys, and 23 luxury vehicles, showcasing leisure and lifestyle experiences associated with yachting.

Already, Tallarida and her organising team are looking ahead to the 35th Monaco Yacht Show and the second Blue Wake programme, with the aim of welcoming more certified exhibitors, and amplifying the momentum established this year.

"The launch of the Blue Wake programme was a major milestone for the Monaco Yacht Show and the entire yachting sector. Thanks to Water Revolution Foundation's expertise, 59 exhibitors were validated this year, with their solutions proving that the environmental transition in yachting is already under way, driven by concrete, operational technologies," Tallarida said.

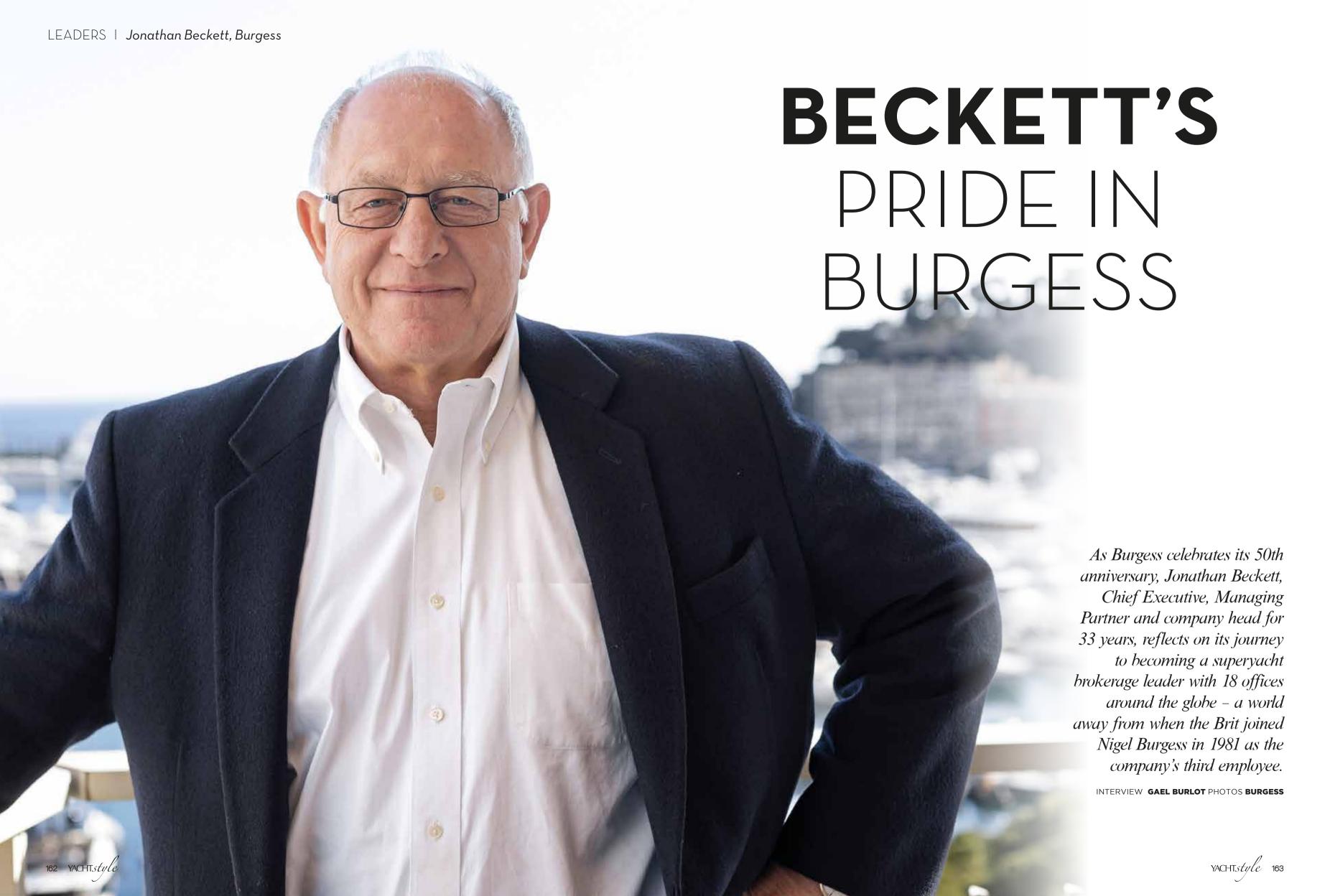
"This first edition showcased the industry's capacity for innovation and its growing commitment. In 2026, we expect to welcome even more players into the programme, to highlight the initiatives shaping an ever more sustainable yachting industry." y

Note: For photos of the Blue Wake Awards, see EVENTS

## monacoyachtshow.com monacoyachtshow.com/en/blue-wake

The lights are on in and around Port Hercule, with the 78m blue-hulled Amalya illuminating the water around her







Burgess is celebrating its 50th anniversary throughout 2025, ending the year with four celebrations around the world

## Firstly, congratulations on the 50th anniversary. How do you feel about this milestone?

I'm very proud. I think it's a really big thing. I remember when Burgess reached 10 years, and we thought that was an amazing achievement! I guess that's how I feel now. I'm quite a sentimental person. We celebrate all our staff's birthdays and the anniversaries of the date that they joined the business, so for the company to reach 50 years is special.

It's also nice to still have Nigel Burgess's name on the business. His family still owns a small stake, and I have a great relationship with them. Burgess only had seven people when Nigel died [in 1992], so I think the family are very proud of the name, the business and this milestone. But this is just the beginning – the first 50 years!

## How will you celebrate the milestone?

We're having four black-tie dinner parties in November and December – in London aboard the *Cutty Sark*, at the New York Yacht Club and Monaco Yacht Club, and in Sydney.

## What were some of the highlights of the Burgess display at the 2025 Monaco Yacht Show?

We had a big fleet of 11 yachts including three of the six biggest in Port Hercule: *Here Comes The Sun* (89m Amels), which is an amazing boat and was located right in front of our stand, *Nero* (90m Corsair), one of the show's most recognisable yachts, and *Energy* (78m Amels).

Others included *Scott Free* and *Dream*, both 60m builds by Abeking & Rasmussen, *Antalis* (49.7m Baglietto), *La Tania* (49m CMN), *My Secret* (46.7m Heesen) and *G3* (44m Heesen). We also had two sailing yachts, *Magic* (44m Vitters) and *Atalante* (39m Claasen).

## Why is the Monaco Yacht Show so important for both yacht builders and brokerage houses?

I think Monaco is the heart and soul of superyachting around the world, and it's a great place to showcase our business and the industry in general. It's a glamorous location, and it's also our company's home where we have a big office.

Monaco Yacht Show is important as it is the pinnacle of showcasing superyachts, although whether we sell yachts at the show is a whole other subject.

# What are the other most important annual shows for Burgess? Monaco and Palm Beach are important for us, while Fort Lauderdale is slightly less important. We are also present at the Dubai International Boat Show and do some activation in Sydney and Singapore but on a smaller scale.

How are you enjoying Miami, since moving there in 2024? I've been working harder than ever! I moved to Miami with my wife and children, and we're enjoying it, so we expect to be there for another few years. We moved to Florida because the Russian market used to be 25 per cent of our business and now it's zero (laughs).

America has been growing and growing. We have three offices there, in New York, Miami and Beverly Hills. The opportunity is now in America and that's where the appetite is, so we've decided that we're going to open two more offices there.

## Can you talk about your start at Burgess, meeting and working with Nigel Burgess in Monaco from 1981, then becoming a Director and shareholder in 1983, at the age of 26?

I was the third employee after Nigel and a secretary, cleaning the car and making the coffee! I used to hold the bag of coins and put the coins in the phone box as Nigel was making calls.





The 89m Here Comes The Sun (above) and 90m Nero (bottom) were part of the Burgess line-up at the 2025 Monaco Yacht Show

In 1983, Nigel said to me that he wanted to keep me. He told me that if I bought 10 per cent of the business for £10,000, he would give me another 10 per cent, so I got 20 per cent of the business for £10,000.

It was a pretty good deal if you think back on it, but I didn't have £10,000 so we had to remortgage the house. I asked if I could pay in two instalments and he said yes. When he died in 1992, I bought most of his share.

## How did the early days of Burgess influence today's business? The whole fabric of today's business was created by Nigel. When I joined, you had to dress a certain way – we always wore a shirt and tie. We couldn't

use a blue pen; we had to use black or red. You weren't allowed to use a pencil, and you weren't allowed to write on the back of a piece of paper.

The way you wrote a specification was very precise in terms of the

wording. If it wasn't written the right way, he'd tear it up and you'd have to write it again. If you bought a client a cup of coffee and you didn't have a receipt, you didn't get reimbursed. They were pedantic things but important for setting standards.

Whenever we did a yacht contract – we'd only do two or three a year – we'd go through it together, reading it line by line with a ruler, word for word. There was never the attitude that 'it'll be fine'. He was meticulous. We had two old Peugeot cars, but we kept them as clean as we could.

I learnt everything from him over those 11 years. He was also fun – very serious by day and very fun at night. I think I learnt the 'work hard, play hard' principles from him.

## How has the superyacht brokerage business evolved over the past decades?

It's a much more collaborative industry these days. When I first started, there were only six or seven brokers in the south of France. If you saw one, you'd hide because you didn't want them to know where you were. Now, we're all quite friendly and we collaborate a lot more. There's maybe too much collaboration these days (*laughs*).

## What have been the most memorable transactions you've personally been involved in?

I've been lucky enough to have been involved with a number of the world's great yachts in my career. When I sold a boat called *Sara Blue* in 1984, I sold it for US\$7.5 million. That was the largest brokerage sale ever at that time.

In 1987, I sold *Nabila* (86m Benetti) for US\$30 million when the previous largest brokerage deal was about US\$15 million. We earned a commission of US\$1.2 million. We managed the boat for the owner for four years and sold it again in 1991 to the current owner.





Beckett's career highlights include the sale and build of the 180m Azzam, the world's longest superyacht

I was also involved in the builds of the two *Dilbar* yachts (110m Lürssen and 156m Lürssen), Azzam (180m Lürssen) and Jubilee (110m Oceanco).

Then, there was the sale of the 88m Maltese Falcon, an iconic yacht. I've sold the former Haida G (now Haida 1929) four times in my career. Yes, we made money on the sales, but to be involved with these iconic vachts is amazing.

## Overall, how do you believe Burgess distinguishes itself from its competitors?

We're a very different company to all our competitors, but I think our industry colleagues would say the same thing about themselves.

We're different because every single person with Burgess is employed. Being an employee, they must toe the party line, start work at 9am and so on. They earn a salary, they get healthcare, they get all their travel and entertainment expenses covered. They also earn commission, and some of it also goes into a team pot that gets shared around the business as teamwork incentive.

Another key feature of Burgess' teamwork differentiation is the opportunity for high performing colleagues who are also collaborative leaders to be elected to the Burgess Partnership by the other Partners. We now have 11 Senior Partners and 26 Partners across all department and geographies, which is fostering teamwork at the most senior level, where it starts.

And there's tremendous teamwork. We have a morning newsletter with snippets of information and when people have joined us from other companies, they can't believe that we're sharing this much information.

Most people in the company have been here at least 10 years, and many have been here 20 or 30 years. Young people of 35 years old are in their 14th year at the company. It's like a family and we all know each other intimately. We don't just know each other but each other's families, so everyone looks out for each other.

A friend from one of the shipyards told me recently that he walked into a restaurant and saw 25 people from Burgess all having dinner together, having a good laugh and just enjoying each other's company. As he mentioned, it's completely different to some of our competitors, some of whom just want to get away from each other at the end of the day.

There's a lovely feeling in our company because people feel they belong. I'm very close to so many of our staff because of this culture. It's a lovely thing and I'm very proud of that.

## What are your thoughts on the growth of the company's Asia chapter led by Jean-Marc Poullet since 2015?

We were interested in the Asia market, but we weren't quite sure how to tackle it. Then we met Jean-Marc [Poullet] and there was great chemistry and understanding on how a partnership would work. We agreed a framework, and it has been terrific. We have a great relationship, very open, very transparent. Jean-Marc's team has been

#### How is the Asia market different to other regions?

I think every market is different, as is every client – they each need individual handling and a different style. I think clients in Asia need a special type of handling. We recently had a meeting with a client, and Jean-Marc's handling of the client was different to the way I would do it. But as I said, all clients are different - you may deal with a client in New York differently to a client in the Midwest, in Grand Rapids. And in Asia, it's completely different again.

I think it would be fair to say that slowly clients in Asia are becoming more aware of what yachting can really be about. One of our first clients there, before Jean-Marc came onboard, wanted to go fishing, to hang a fishing rod over the side. It was his fishing boat, and it wasn't about cruising around beautiful islands and swimming.





Beckett's career highlights also include the sale of the 88m Maltese Falcon (left) and build of the 156m Dilbar (right)





Burgess stand at the Monaco Yacht Show (left): Jean-Marc Poullet (right), Chairman, Asia, and a Senior Partner at Burgess

#### Is there more to come from Asia?

We all know that everything takes time in our industry. You can't be an overnight wonder. When we first started with Jean-Marc, Burgess was unknown in Asia. Now, I would say we're the best known or one of the best-known superyacht brokerages in Asia. While we expected the overall market in Asia to grow quicker, we're surprised at how much market share Burgess has taken.

Our aim is to take over Asia! In truth, it is our aim to be the go-to company. The minute somebody thinks 'superyachts', we want them to think of Burgess. We're making great inroads, and I think that in five or seven years' time, if the market finally accelerates, we'll be quite a force to be reckoned with out there.

#### Finally, how does Burgess plan to move forward?

Globally, we've grown organically so far. The spirit of our strategy has always been to grow organically and to build longterm relationships with clients and this takes time. But going forward, we may also expand by partnerships and/or acquisition to accelerate growth.

We are also very committed to Asia, very focused on Asia. The floodgates haven't opened vet, but they will. And when they do, we want to make sure we're standing on the other side of the floodgates as the go-to people for superyachts. Y

## burgessyachts.com



Members of Burgess' Asia team and Associates including the four-strong core leadership: Jiyu Xie (far left), Mark Woodmansey (fourth left), Jean-Marc Poullet (fifth right) and Hwee Tiah (fourth right)

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# FROM VISION TO VOYAGE

Fraser Asia Manager Laura Verbrugge asks Monaco-based colleagues
Harald Van Exem, Jan Jaap Minnema and Laurent Bredy how the superyacht
brokerage house guides owners through the new build journey.

WORDS LAURA VERBRUGGE PHOTOS FRASER







Jan Jaap Minnema



aurent Bredy





Fraser managed the build of the 47m ArtExplorer, the world's largest sailing catamaran that doubles as a floating art gallery

magine starting your mornings on a private terrace overlooking the sea, working from your onboard office as the sun rises over calm waters, exercising in your own gym designed to your every need, or even teeing off from the aft deck with the horizon as your backdrop.

Whatever you dream of, a yacht can be shaped entirely around your vision, designed for your way of living and built to stand as a lasting reflection of your taste, your values and the legacy you wish to leave at sea.

Building a superyacht is one of the most exciting and complex journeys a yacht owner can embark on. Beyond the dream and design lies a process requiring technical precision, vision and trust.

With more clients in Asia now looking to create something truly their own, often exploring whether to stay below or exceed the 500GT threshold, I sat down with Monaco-based Harald Van Exem (Executive VP & Director Yacht Services), Jan Jaap Minnema (Sales Broker) and Laurent Bredy (Head of Refit and New Build Project Management) to uncover how Fraser helps transform vision into reality.

## Jan Jaap and Harald, what makes building a yacht such a unique experience compared to buying one on the brokerage market?

*Harald:* Every yacht has its own identity. Some layout and functionalities will be essential for one owner but aren't relevant to another. There are always some compromises to be made to achieve the best fit, balancing the practical operational needs with the physical limitations of a seaworthy yacht, allowing an owner to travel those regions they wish to explore with family and friends in comfort.

**Jan Jaap:** Building a yacht is a personal adventure. You shape every detail and watch your vision come to life. It's a creative process filled with anticipation, pride and the thrill of seeing your ideas take shape on the water.

For those who want something unique but with a faster turnaround, many shipyards offer semi-custom builds – proven platforms that can be tailored in layout, design and finish. This option shortens delivery time,

reduces technical complexity and keeps costs under control.

Buying on the brokerage market offers a different kind of joy – the instant satisfaction of stepping aboard and setting sail right away. It's practical, efficient and a great way to enjoy yachting without the wait. Whether you build from scratch, go semi-custom or find your dream yacht on the brokerage market, the reward is the same: the freedom, comfort and pure pleasure of life at sea.

## Laurent, at what stage should an owner contact Fraser if they're considering a new build?

*Laurent:* The earlier, the better. Ideally, the owner should contact Fraser right at the outset, when the project is still just an idea. This allows our Project Management team to play a key role from day one to assist the owner in defining the concept, shape the brief for the builder, and translate their vision into a coherent technical and operational project.

We help guide the selection of the most suitable designer, naval architect and shipyard, ensuring they're aligned with the owner's expectations in terms of style, performance and budget. Importantly, we're also there to support the pre-contract stage.

Before any shipyard agreement is signed, our team ensures that the technical specification, general arrangement and key terms truly reflect the owner's needs and leave no grey areas. That's how we safeguard the owner's interest throughout the build.

## Many first-time builders ask about yacht size and the 500GT threshold. Why is that such an important decision?

*Laurent:* The 500GT threshold is a key regulatory cutoff. Once a yacht reaches 500 gross tonnes, it triggers more stringent requirements structurally, mechanically and in terms of safety systems. That includes additional fire protection, escape routes, life-saving appliances and class oversight.

It also impacts manning, flag compliance and survey regimes. It's not just a matter of size; it defines the entire technical framework the yacht

 $The \ owner \ of \ Art Explorer \ played \ a \ hands-on \ role \ in \ its \ vision, \ design \ and \ execution \ to \ create \ a \ unique \ superyacht \ (also \ facing \ page)$ 









As well as the exterior and interior design, owners should consider the level of crew service required

must comply with. This has a significant impact on building schedule, cost and operational costs.

**Jan Jaap:** The 500GT threshold is a major factor in yacht design. It defines internal volume, not weight, and determines how the yacht is regulated. Staying under 500GT allows greater freedom in layout and styling, simpler systems, and smaller crews, often resulting in a more relaxed, private feel.

Above 500GT, regulations tighten, requiring certified officers, more safety equipment, and structured operations. The payoff is more interior space and amenities, but also higher complexity and cost. In short, it's a balance between design freedom, comfort and operational demands.

**Below 500 GT:** Simpler operations, smaller crew (often 9-12), more relaxed private use, lower running costs

**Above 500 GT:** More space, higher ceilings, bigger beach clubs, extra guest cabins, but also higher operating expenses and stricter manning standards (sometimes up to 15-18 crew)

## Jan Jaap, as a broker accompanying clients through this journey, what's your role once the build begins?

**Jan Jaap:** Once the construction contract is signed, the yacht broker's job shifts from dealmaker to coordinator. Throughout the build, the broker acts as the link between the client, the shipyard, the project manager, designers and other specialists.

Regular visits to the yard and design offices keep the broker close to the action, ensuring progress stays true to the client's vision, budget and schedule. With a helicopter view of the entire project, the broker translates technical updates into clear information and helps keep communication smooth and efficient.

In short, the broker makes sure everyone stays aligned and the experience remains as enjoyable as the moment the yacht first touches the water.

## Fraser has been involved in some remarkable projects. Could you share one that stands out?

**Laurent:** It's difficult to name just one. Every project is a bit like a child. We grow with it from concept to delivery, and there's always pride in seeing it take to sea, whatever its size.

That said, *ArtExplorer* was a recent standout. Not because of her size but because of her complexity and originality. She's a yacht but also a floating exhibition space. Blending the luxury and technical standards of a large sailing yacht with the spatial and environmental demands of a gallery was a unique challenge.

Installing such a massive rig and mast system on a catamaran of this scale added yet another layer of complexity. It pushed us to innovate, coordinate across disciplines, and approach problem-solving with fresh eyes. Demanding, yes, but profoundly rewarding, and a project that taught us a great deal.

*Harald:* We have been blessed to work with visionary clients who dare to challenge the designers and builders to achieve their dreams. Being part of this development – from initial thought into designer discussions, yard selection, build process, all the way into delivery followed by achieving the purpose – is the most rewarding.

We converted an offshore support vessel into a unique exploration platform that included submarines, an ROV, a helicopter, dry labs, wet labs, media room and so on. This process was followed by seeing the vessel operate in exceptional environments and perform groundbreaking research – this is very rewarding. This all started from a dream of one person.

**Jan Jaap:** One of the true milestones in my career was being involved in the creation of the largest yacht ever built in China, an 89m project that started from a blank sheet of paper. It was a pioneering effort, not just in size but in proving that world-class quality can be achieved in Asia when managed with the same precision and standards as the finest European shipyards.





Jan Jaap Minnema sold the 89m Illusion and oversaw the build process in northern China with the client

It was also a true pleasure to work in Asia, collaborating closely with the shipyard and a group of dedicated, talented professionals who shared the same passion for excellence. The project became a benchmark for what's possible in the region and marked a real shift in how Asian yacht construction is viewed globally.

The yacht was sold twice during her build, a clear sign of the confidence and excitement she inspired. For me, it was more than just a project; it was proof that innovation, teamwork and high standards know no geographical boundaries.

## What advice would you give to a client in Asia considering their first new build?

Harald: Don't rush the process. Careful planning, preparation and fine-tuning of the specifications all take time, but this is time well spent and will give returns both in a smoother build process as well as cost optimisation. Have an expert on your side to avoid pain points and ensure the process is enjoyable.

**Jan Jaap:** For a first-time new build client in Asia, my advice is to take your time and build the right team around you. A trusted broker and project manager will guide you through the process and protect your interests.

If you've spent time chartering and know what you like, you're already ahead. But even then, an in-depth understanding of the build process is key. A new build is an amazing journey. The more prepared and well-advised you are, the smoother and more rewarding it will be.

## If someone is considering building their first yacht, at what budget level does it make sense to start?

**Laurent:** It's not only a question of budget, although of course, that plays its part. The real deciding factors are experience, involvement and the type of yachting lifestyle one wishes to pursue. For a first-time owner, starting with a semi-custom or production yacht, typically below the 499GT threshold, is often the most rewarding approach.

These vessels are generally based on proven platforms and pre-engineered configurations, which greatly simplify the decision-making process and reduce build time. This allows the owner to focus on the enjoyable part such as selecting layouts, materials and design features, without being overwhelmed by the complexity of a full custom project.

A larger, fully custom yacht is an entirely different journey. It offers absolute freedom of design, but also demands significant owner input, time and technical understanding. Without guidance, even experienced owners can find themselves adrift in a sea of decisions. And that's when a good project management team becomes not just useful, but indispensable!

Ultimately, it's less about the number on the budget line and more about how one wants to experience the process of building and owning a vacht.

Formerly Illusion and Illusion Plus, the 89m China-built motoryacht (also facing page) is now named Eternal Tsingshan



Are you seeing any specific design trends or cultural preferences from Asian clients when it comes to new builds? Jan Jaap: From a broker's perspective, Asian clients are becoming more confident and refined in their approach to yacht ownership. They want designs that blend international style with subtle cultural influences – elegant, modern but with a personal touch.

There's strong demand for flexible layouts suited to family life and entertaining, whether cruising in Asia, the Mediterranean or the Bahamas. Efficiency, low noise and sustainable technology are also high on the list, along with wellness areas and smart onboard systems.

Overall, Asian clients are seeking vachts that reflect their lifestyle - sophisticated, versatile and comfortable wherever in the world they choose to cruise.

Once the yacht is delivered, how does Fraser continue supporting the owner through management, crew and charter? **Laurent:** Fraser provides ongoing support well beyond delivery through an integrated Project Management and Yacht Management approach, ensuring the vessel's smooth transition from construction to operational life.

This continuity is a key strength. The Project Manager who oversaw the build works hand-in-hand with the Technical and Safety Superintendent within Fraser's management team. This ensures that all technical knowledge, documentation and operational insights gathered during construction are transferred directly into the vacht's management phase. Such a handover guarantees traceability and consistency in the technical oversight of the vessel, an undeniable advantage for warranty tracking, planned maintenance and long-term operational optimisation.

Furthermore, a newly delivered yacht is rarely 'turnkey'. At delivery, many elements – such as final decorative outfitting, loose equipment, operational procedures, crew familiarisation, and certification – still require careful coordination.

Having the management team involved prior to and during delivery allows Fraser to anticipate and prepare these operational aspects early. The result is a far more efficient and seamless entry into service, minimising post-delivery delays and ensuring the yacht is ready for cruising, charter and owner use on schedule.

Through this combined structure, Fraser provides owners with a single, cohesive point of contact from shipyard to sea, covering every aspect of technical continuity, crew support and commercial operation.

## Any final words for Yacht Style readers?

*Harald:* Building a yacht to your own personal criteria, capable of giving you those unique and precious enjoyment with friends and family, should be one of the best experiences in your life. It will take significant commitment, both in time and financial investment, but surrounded by the right team, it can be extremely rewarding.



At Fraser, each new build is more than a project. It's a personal creation, crafted for one owner and destined to carry their name, their spirit and their story across the seas.

Whether it's a 45m displacement yacht or a 90m explorer, every remarkable build begins the same way: with a vision. But what turns that vision into a masterpiece is the collaboration, precision and passion behind it.

New build projects are more than technical achievements: they're stories of trust, collaboration, and craftsmanship. From first sketch to maiden voyage, our experts ensure each stage is handled with precision and respect of the owner's visions.

For owners in Asia, the message is clear: with the right guidance, building your own yacht isn't just achievable, it's one of the most rewarding experiences in yachting. &

## fraseryachts.com



Laura Verbrugge, Fraser Asia Manager







nen Camper & Nicholsons opened its new location in Viareggio earlier this year, it marked an evolution of how the company builds and delivers custom yacht projects and refits. Its new studio in Europe's shipbuilding heartland brings design development, specification review and project management into one environment, linking concept and build more directly.

Under the direction of Daniela Duck, Group Head of New Build, the division has evolved into a full-service design-to-delivery platform that supports owners through every stage of a project. The Viareggio studio brings clients, the in-house design team and shipyards into the same workflow, allowing projects to move forward with greater speed and ease.

"The goal is to align design ambition with technical execution from day one," Duck explains. "When the design and technical sides of a project collaborate from the first brief, it sets a clear direction that carries through every stage of the build."

The approach limits the fragmentation that can occur when a project moves between separate teams. With the same specialists overseeing design development, technical detail and construction progress, decisions remain consistent and information stays intact throughout the build. "We maintain one continuous dialogue from the first sketch to delivery," says Duck.

## **DESIGN STUDIO**

The new hub combines two office suites and a dedicated materials lounge, where clients can explore nearly 50 partner collections spanning fabrics, marbles, leathers and décor, from silver cutlery and crystal glassware to fine linens.

Each session is supported by an in-house digital configurator that renders materials and finishes directly onto a 3D model. Clients can watch their design choices take shape in real time.

> Daniela Duck, Group Head of New Build, Camper & Nicholsons

"What once required several meetings can now unfold in a single interactive review, whether in Viareggio or remotely," Duck says. "It's a practical way to simplify decisions and avoid costly missteps. When clients can visualise their yacht with such clarity, the process becomes faster and far more intuitive."

This new capability forms part of Camper & Nicholsons' broader new-build approach. From Viareggio, the division manages new-build and refit programmes end to end, keeping sales, design, technical support and project oversight running in step.



For new build projects, specialists work alongside shipyards and owners from the first sketches through contract, construction and completion. A dedicated new-build sales function feeds directly into the project management team, many of whom have shipyard experience, with a network that extends across Europe's leading shipyards in Italy, the Netherlands, Germany and Turkey.

That technical fluency, Duck believes, is what sets the company apart. "Understanding the logic of a yard allows us to anticipate challenges and make informed recommendations," she notes. "Our in-house team brings together specialists who understand both the creative and practical sides of yacht construction."

Bringing both design instinct and a builder's mindset ensures that every concept is not only beautiful but buildable. It's a balance that helps owners confidently make decisions throughout the process, while keeping projects on time and on budget.

Owners are also free to bring their own designers, with Camper & Nicholsons providing technical, project management or outfitting support as required.

#### **PERSONAL TOUCH**

While Viareggio may be home to the company's New Build division, its scope reaches beyond new construction.

Owners with existing yachts can use the digital configurator to reorder bespoke glassware, linens or finishes ahead of the season, while the Camper & Nicholsons design team supports refit projects with both exterior and interior design proposals, modelling new layouts and updating materials.

A dedicated outfitting service adds another layer of personalisation, sourcing everything from furniture and artwork to tableware and accessories. Integrated into the same digital platform as the design configurator, it creates an e-commerce-style environment where clients can browse, select and reorder items with the support of an in-house specialist.

The studio also extends its expertise ashore through Camper & Nicholsons' partner network, with the first villa project already underway.

"Our clients see their yachts as part of a broader lifestyle," Duck says. "They want continuity between sea and shore, so we've expanded our service to include residential projects as naturally as we approach



Wherever a project takes shape, Viareggio remains the creative core. Its concentration of specialist artisans, from cabinetmakers and upholsterers to Carrara marble experts and custom furniture ateliers, gives the studio direct access to exceptional craftsmanship.

"The strength of the region lies in its network," Duck notes. "Proximity allows ideas to move quickly from design to prototype to

For owners, the advantages are clear: fewer interfaces, greater transparency, and one accountable partner guiding every stage of a

"We want clients to feel supported from the first conversation to the first voyage. The new studio lets us do just that."

In a market where projects often pass between separate hands, this approach closes the gap between imagination and build. The idea that starts the project is the one that reaches the water. §

camperandnicholsons.com







Guido de Groot Design handled the exterior of Lalabe, having also designed Lady Lene (34m), Blue Jeans (33m) and One (34m)

esigning and engineering a yacht is a complex business at the best of times. Throw in an owner's demands for volume and deck space in a relatively small package, and that task becomes a challenge.

This is what confronted the team behind the 35.31m Lalabe (pronounced la-la-bee) when experienced owners approached them back in 2022 and challenged them to create a project that ported waterside residential living to a vacht suitable for extended, multigenerational family cruising.

The team comprised Van der Valk shipyard, selected for the build, using a round-bilged, fast-displacement aluminium hull developed by Diana

Yacht Design and Ginton Naval Architects, and with Guido de Groot Design taking on everything above the waterline, both exterior and interior.

Guido de Groot, the studio's founder, has a strong history with Van der Valk, designing recent builds such as the 34m One (2025), the Hong Kong-based 33m Blue Jeans (2022) and the 34m Lady Lene (2022), which proved an inspiration for Lalabe's owners.

"We first met the owners at the Cannes Yachting Festival in 2022," begins Guido de Groot. "We were sat on the aft deck of Lady Lene and the clients said that they really liked her aft deck and wanted something similar because they were outdoor people. That desire for a large aft deck became the starting point for *Lalabe*."





The indoor beach club (left) includes a sauna; the extra-long, fully covered aft main deck (right) offers dining and an aft-facing sofa





Seating and sunbathing on the aft upper deck (left); overview of the aft sundeck, upper deck and lower deck (right)

That wasn't all, though. The list of requirements included several elements that seemed incompatible, such as extended outdoor areas but also 299GT of indoor volume in a relatively short overall length.

In addition, there needed to be ample space for a large master suite and four good-sized guest cabins, plus accommodation for eight crew in quarters large enough to ensure they would be happy during extended family stays on board.

The designers and the shipvard have met all these challenges – and then some. Stepping on board Lalabe is to forget her 35m LOA because she offers the facilities, volumes and feel of a much larger yacht.

The effect is almost mind-bending, further enhanced by De Groot's clever exterior styling tricks that disguise the yacht's volume and front-loaded superstructure, and the seamless blend of inside-outside living achieved in the layout and styling.

"We used graphics and shapes to make the yacht look longer and more elegant, with white and dark style elements inferring a sleeker line," says Guido de Groot. "Also, all the lines and shapes we used in the sculpted profile curve up at the ends, which make the design look more friendly."

#### **FAMILY FRIENDLY**

That family living was very much central to the project is clear in her build name, Project Samba, which was chosen to reflect the rhythms of life that would be central to the onboard experience for the family.

"They see this boat as another house," confirms Paulo Calado, a designer at Guido de Groot Design. "They're not looking for *Lalabe* to be a showroom, and that's reflected in the materials and the layout. They also focused on the practical elements, particularly when considering that the yacht will be enjoyed extensively with children on board."

That led to several safety features and dictated layout choices, explains Bram Koolties, Van der Valk's Technical Director. "With four generations on board, the owners wanted all the family to be able to gather on the sundeck and for there to be entertainment for all of them up there," he says.

"The steering position is perfect for the owner when cruising, with his friends seated at the bar nearby, facing forward. The older children can chill on the sofa while the younger kids enjoy the spa pool, and all the stairways are gated to make sure no children can stray where they shouldn't! The yacht also features high bulwarks, another child-friendly consideration."

#### **SOCIALISING AREAS**

In place of a tender garage on the aft lower deck, the owners opted for a sizeable and well-equipped beach club with a full sauna.

To compensate, *Lalabe* can be served by a tow-along tender-cumchase boat that allows for more flexibility. Also, there's space for two

Forward view of the sundeck, where the owner can helm and be joined by friends at the bar, while others enjoy lounging or the spa pool





Giving a first glimpse of the earth tones in the interior, the main saloon includes a large L-shaped sofa in the forward port corner

jetskis in the bow – including one forward of a large C-shaped dinette in front of the wheelhouse – but they will only be carried on charters.

The aft main deck or cockpit features the vast yawn of entertaining space that the owners desired, complete with aft seats and an aftfacing sofa, plus an alfresco dining table before the saloon doors.

The extended aft deck means a shorter saloon, but that's offset by the omission of a formal indoor dining area which De Groot says the family would never use. The loose furniture can serve both inside and outside, giving casual flexibility to saloon and cockpit areas.

The indoor-outdoor focus is further realised on the bridge deck where the upper saloon or skylounge is openable on three sides via large glass doors. Here, a dining table enjoys that semi-alfresco prospect, while there's also a TV lounge to starboard.

Forward, the bridge – behind which there's a captain's cabin - includes guest seating. "The owners, who have driven all their previous yachts, will spend a lot of time here," De Groot notes.

Accommodation is split between two large VIPs and two twin/ double guest cabins (one with a Pullman) on the lower deck, and a generous master suite forward on the main deck complete with office space so the owner can work while enjoying extended stays on board.

Each guest cabin has a sliding bathroom door, meaning the sink areas can be open to the bedroom to confer a greater sense of space. The lower-deck lobby includes a fridge so guests can help themselves to drinks without have to trek up to the main deck or call the crew.

### WARM AND HOMELY

The interior style is bright, warm and practical, again reflecting function and homely style rather than over-embellished finishes.

"It's all based on earth tones and terracotta," Calado says. "We've used predominantly oak for the walls and the floor, while suede with visible stitching is a feature that brings a homely and soft feeling to the interior.

"As well as select stone and marble for the bathrooms, we used grey high-pressure laminate (HPL) for a feature wall in the main saloon that looks like stucco up close yet is very easy to maintain."

It's remarkable that Van der Valk and the design teams have managed not only to create voluminous guest spaces alongside generous outdoor areas but also spacious crew quarters with a mess big enough for them all to sit together for dinner.

In addition, a professional chef was brought in to assist with the technical design, layout and equipment selection for the galley, which will



Forward on the main deck, the master suite includes a sea-facing office to starboard (left) and a full-width bathroom (right) in the bow



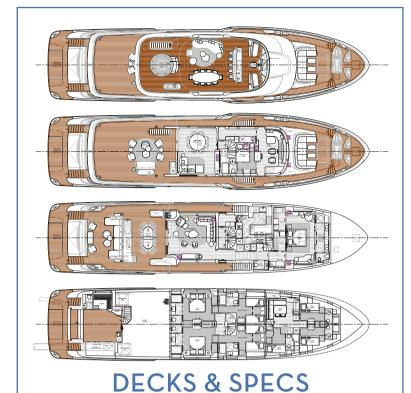
Formal dining in the upper-deck skylounge, which has sliding glass doors on both sides and aft

be in constant use and cater to both family and crew. There are pantries on every level, while dumb waiters were omitted in favour of more storage space.

Underpinning the yacht is the fast, efficient hull that allows for a cruising speed of 15 knots and a top speed of 16.5 knots, while still allowing the possibility of transatlantic range at lower speeds.

Power comes from twin 1,450hp MAN V12s and the engines are fitted with SCR systems that meet IMO Tier III and EPA 4 environmental regulations. Comfort is enhanced by a double stabiliser installation comprising Humphree fins in tandem with two Seakeeper 40 gyros – a key consideration for a multi-generational family.

Lalabe is proof that clever design and considered styling can marry the needs of family life with the demands of extended cruising in a tidy 35m package. Building a yacht may be complex, but *Lalabe* is a demonstration of what's possible. She's a triumph, a truly delightful place to spend time, and a perfect reflection of the rhythm of life lived on board. §



**LOA** 35.31m (115ft 10in) LWL 33.81m (110ft 11in) **Beam** 8.40m (27ft 7in) **Draft** 2.00m (6ft 7in) Fuel 31.400 litres Water 5,560 litres

Holding tank 2,800 litres Engines 2x MAN D2862 LE489 **Top speed** 16.5 knots Cruising speed 15 knots

## vandervalkshipyard.com



The stunning master suite with a forward-facing bed is forward on the main deck; there are four guest cabins on the lower deck





The AB 95 reaches up to 50 knots with three 2,000hp MAN V12 engines, two steerable waterjets and a central booster

peed or serenity? It's a decision that yacht owners often have to make when determining their preferred mode of travel at sea. Fast yachts can be thrilling, but they are usually louder and less comfortable than a slow-going displacement yacht.

Making its world debut at the 2025 Cannes Yachting Festival, the AB 95 aims to bridge the gap between high performance and high comfort.

AB Yachts has built its reputation on exhilarating performance, and with 6,000hp and a 50-knot top speed, the AB 95 stays true to the pulse-quickening spirit that shaped its legacy. Yet with an added focus on noise dampening and what the shipyard calls an "almost total absence of vibrations", the Italian builder aims to redefine what high-speed yachting can feel like.

"Every model in the AB Yachts range has always been defined by speed and high performance," says Marco Casamonti, Creative Director of Archea Associati, who created the exterior and interior of the AB 95 and likens the company's design evolution to that of the Porsche 911 – refined over time while staying true to its essence.

The 28.45m AB 95 slots into the shipyard's range between the AB 80 and AB 100, explains Giorgio Mattei, Deputy Chairman of Next Yacht Group, AB Yachts' parent company.

"It completes the range with a model that combines the sporty spirit of our smaller yachts with the comfort and space typical of the larger ones," Mattei says.

For the AB 95, AB Yachts wanted to evolve its design language

 $Designed\ by\ Archea\ Associati,\ the\ AB\ 95\ has\ a\ low\ profile\ with\ a\ reverse\ windscreen\ and\ a\ helm-free\ flybridge$ 





Aft view of the cockpit (left), which has symmetrical staircases to the flybridge; starboard view of the saloon (right)

and onboard experience without abandoning the DNA it has spent more than 30-plus years refining. The AB 95 needed to look fast, feel fast and be fast, without living in service of speed alone.

"Working with Archea Associati, we created a yacht that merges architectural sophistication with AB's unmatched naval engineering," Mattei says. "Every detail, from the reverse-angled windshield that expands the flybridge to the seamless flow between indoor and outdoor spaces, is conceived to enhance contact with the sea while ensuring the highest comfort."

#### **CRUISE AND SPORT**

The AB 95 will be available in two versions: cruise and sport. The cruise version was launched first, with the sporty AB 95S due to be introduced in 2026.

"The sport version is dedicated to those who appreciate the classic lines and traditional design of AB Yachts," Casamonti says.

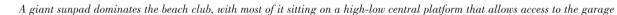
One easily identifiable difference between the two, the designer

points out, is the windshield. The sport version has the traditional look of a high-performance yacht with a backward-slanted windscreen that conveys its own sense of speed, while the cruise version has a forward-slanted windscreen. Not just about style or increasing space in the bow, Casamonti says this choice also speaks to sustainability.

"Traditional windshields, slanted backward, tend to absorb heat and transfer it to the interiors, increasing energy consumption for cooling," he says. "With this new solution, the AB95 reduces overheating and improves overall efficiency."

Meeting the need for the boat to "look fast", the AB 95 boasts an extremely sleek hull that sits low on the water. The exterior needed to be "capable of conveying a sense of speed even when stationary," Casamonti says.

The exterior lines have a gentle undulation that's meant to mimic the movement of water. The long window that runs along the hull from bow to stern was chosen to create a sense of dynamism, as if the glazing represents the motion of a yacht's wake. Contrasting tones







The interior includes a lounge area to starboard, a dining area to port and a high-gloss bar and galley forward

between the hull paint and darker superstructure further stretch the AB 95's profile, making the yacht appear even more streamlined.

#### **WATERJET POWER**

At the heart of any yacht in the AB lineup is its waterjet propulsion, a key attribute that makes AB stand out from other go-fast yacht builders. The AB 95 is powered by triple 2,000hp MAN V12 engines, with two steerable waterjets and a central booster by MJP.

"Waterjets have always been central to the AB Yachts philosophy," Mattei says. "They offer a unique combination of speed, manoeuvrability, comfort and safety that traditional propulsion simply cannot match."

Waterjets reduce vibration and noise by eliminating exposed propellers and shafts, which can cause cavitation – the formation and collapse of air bubbles that create rumbling and vibration underwater. By drawing water in and expelling it through a controlled jet, the system delivers smoother thrust with less structural vibration, resulting in a quieter, more comfortable ride at speed.

There's also a bonus of waterjets requiring a reduced draft compared to external propellers, making it easier for waterjet-powered yachts to cruise and anchor in shallow waters. The AB 95 draws only 1.35m at full load.

But it wasn't enough for AB Yachts to rest on its waterjet laurels when it came to more cushy seakeeping. The AB 95 also benefits from the Seakeeper 26 stabilisation system, which works at rest and underway, cutting roll dramatically to make the boat feel steadier and more comfortable for guests and crew. And putting a priority on noise dampening and low vibrations was also key to the brief for the interior.

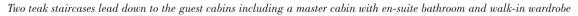
"The use of ultra-lightweight materials with specialised coverings provides excellent acoustic insulation, delivering an unprecedented level of sound comfort for a sports yacht," Casamonti states.

### **CALM INSIDE AND OUT**

Step inside, and the AB 95 subverts the usual expectations of a fast yacht. Here, the driving idea is calm, not aggression. The interiors are simple and refined, with a minimal colour palette. White deckheads and panelling complement the darker colours chosen for the furniture and the high-gloss black bar that sits at the forward bulkhead, separating the main saloon from the wheelhouse.

"The interiors of the AB95 are surprisingly spacious and comfortable, proving that extreme performance and liveability can coexist in perfect harmony," Casamonti says.

Alcantara – a soft, synthetic, suede-like microfibre material known for its durability – envelops the wooden surfaces, eliminating sharp







The triple-seat wheelhouse is forward on the main deck

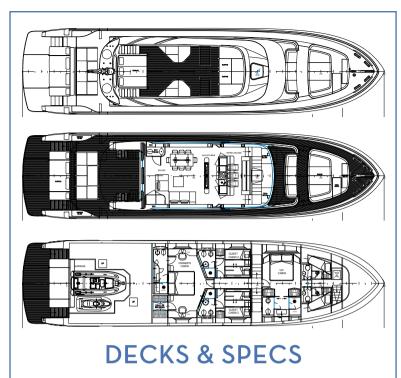
edges. "This choice is fundamental at high speeds, ensuring smooth and safe movement onboard," he adds.

For Casamonti, a guiding vision of the interior was to create harmony between the inside and outside living areas on the AB 95, showcased in the use of teak floors continuing from the exterior to the interior. "They are not two separate entities but parts of a single design idea where function and aesthetics merge," he says.

Forward of the wheelhouse, two staircases clad entirely in teak from wall to floor with curved steps lead to the accommodation below. The teak is also used in a waterfall effect, flowing from the wall behind the wheelhouse into the ceiling of the lower-deck passageway.

The AB 95 is offered with three or four cabins for up to 10 guests, supported by two crew cabins for four crew. A full-beam owner's cabin straddles the boat amidships.

Outdoor spaces weren't any less considered, with two floating carbon-fibre staircases leading from the aft cockpit to the spacious flybridge, which spans the entire roof, while there's also a foredeck lounge with lots of lounging space. Guests could happily sit in either



LOA 28.45m (93ft 4in)
Beam 6.80m (22ft 4in)
Draft 1.35m (4ft 5in)
Fuel 10,700 litres

Water 2,000 litres

Engines 3 x 2,000hp MAN V12
Top speed Up to 50 knots
Cruising speed @ 90%
engine load
Range 440nm at cruising speed

of these spots and feel the breeze as the yacht flies across the water. "What defines AB Yachts is not only speed but also the emotion, the thrill of driving a yacht that feels alive under your command," Mattei says. Equal parts thrilling and composed, the AB 95 proves that speed and comfort can share the same wake. §

#### abyachts.com

On the lower deck, the master suite (pictured) is midships, complemented by two guest cabins and a forward VIP



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# ISS MEMBERS IN MONTE CARLO

The International Superyacht Society held its Member's Reception at Amù by the Pool, Fairmont Monte Carlo, during the 34th Monaco Yacht Show. A highlight of the evening was the announcement of the finalists for the ISS Design Awards. The awards were later held on October 29 during the ISS Design & Leadership Gala at the Broward Center for the Performing Arts, during the Fort Lauderdale International Boat Show.

superyachtsociety.org



# APSA HOSTS LIVELY SUPERYACHT NIGHT

Asia-Pacific Superyacht Association (APSA) hosted the Asia Superyacht Night on the eve of the 2025 Monaco Yacht Show (MYS). Over 280 APSA members, sponsors and guests gathered on the rooftop of the Novotel Monte Carlo to enjoy sunset cocktails and views over Port Hercule, with music by Australian DJ Ashleigh Wisniewski. Event sponsors comprised Fema Marine (Patron), Superyacht Australia (Destination), Teji | Cowie Superyacht Lawyers (Platinum), Yachtzoo, Maritime Cook Islands, Charter Itinerary, Marina Developments Indonesia (all Gold), Frigomar, Azure Yacht Crew Health, Setouchi DMO and Travel Cue (all Silver). §

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