

# SEA+I

SUMMER 2017



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# SEA+I

## FOREWORD

**The Summer issue of SEA+I brings you more in the way of inspired travel, living and culture. We also look back and reflect on the heritage of the Camper & Nicholsons name – one that has become synonymous with quality, tradition, heritage, sophistication and craftsmanship – values that we keep close to our hearts even as we expand into areas beyond the realms of yachting and into a great luxury brand.**



**IMAGE** The summer issue of SEA+I is replete with some of the finest superyachts available to purchase or charter.

With this in mind, we focus on partners Gieves & Hawkes. The history of Camper & Nicholsons, and bespoke tailors Gieves & Hawkes, is the story of two companies in different industries, but with much in common. We talk to leading yacht designers on the influence that the Camper & Nicholsons pedigree has had on their designs.

In today's uncertain, hectic and fragmented world, luxury travel is all about space, security and unique experiences, all of which when combined can be found on board a superyacht. Whether you are interested in buying, selling or building a superyacht, we bring you a stellar line up of fantastic yachts that have either just been delivered, are currently in build, or are being developed as projects in the pipeline – all with one thing in common – they are available to purchase.

Summer is, of course, a favourite time of year for indulging in life on board. This issue is replete with ample yachts available for charter this summer, sun drenched cruising grounds to visit, and insider knowledge of the most exclusive anchorages, beaches, restaurants and clubs to be found in the West Mediterranean.

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# A NEW HAVEN FOR SUPERYACHTS

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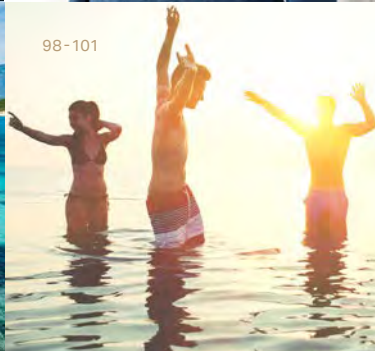
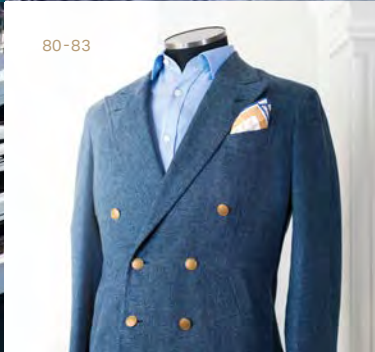
Situated in the sheltered and picturesque gulf of La Spezia (awarded UNESCO heritage status along with Porto Venere and the nearby Cinque Terre), Porto Lotti is an outstanding destination for superyachts cruising the Mediterranean that offers all the first-class services of an international marina. Its exclusive amenities combined with the attention devoted to captains and crews, who receive special attention and privileges, make Porto Lotti the ideal haven for superyachts over 60m.



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LA SPEZIA - ITALY







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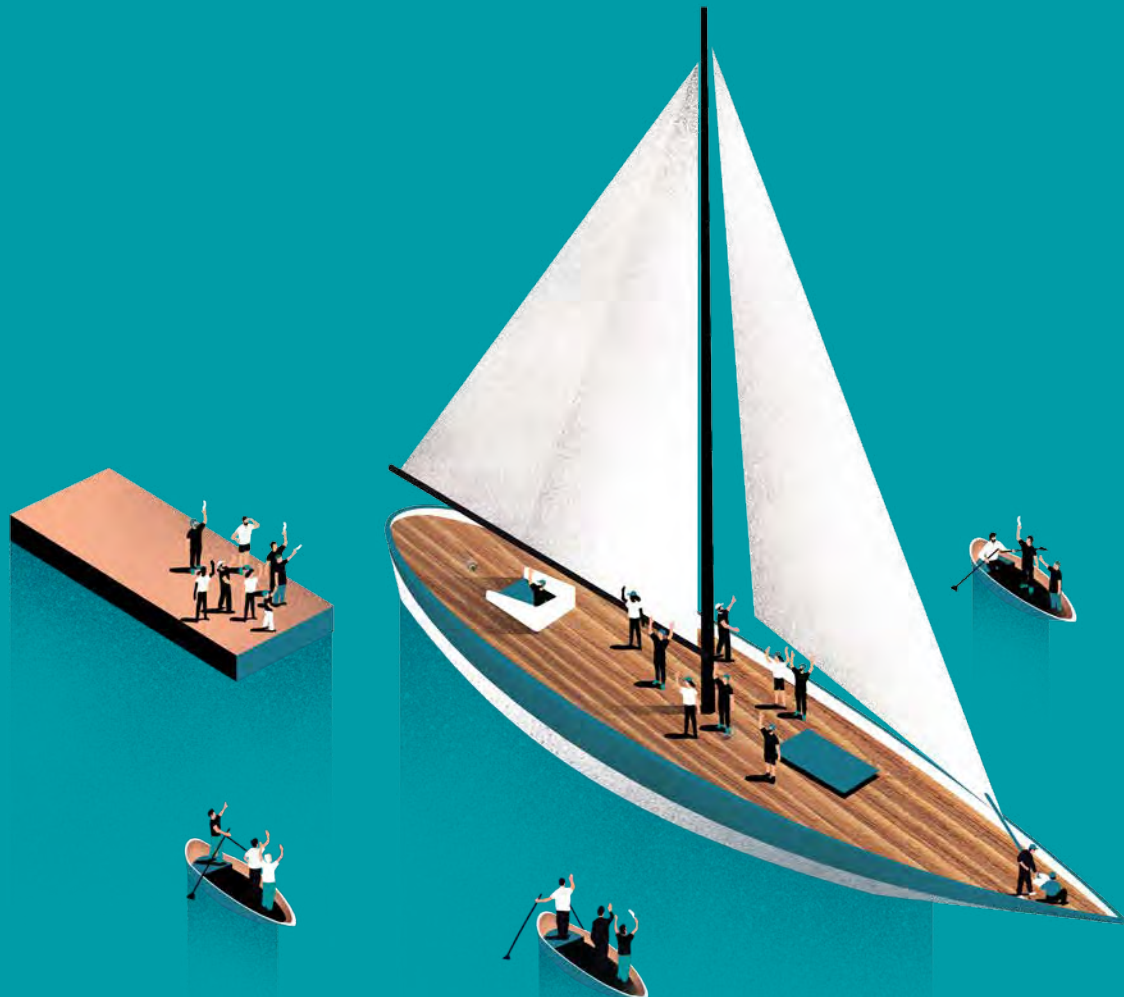


SECTION 1

# HERITAGE

“A lifestyle is an infinite resource, based in time. This fact creates pressure to invest one’s time wisely. If you look at yachting in this light, it soon becomes clear that it is one of the most sensible investments worth making.”

*THE STATE OF WEALTH, LUXURY AND YACHTING*  
CAMPER & NICHOLSONS & WEALTH-X



A SPECIAL PLACE IN YACHTING HISTORY 8-15  
MASTERS OF THEIR WORLDS 16-23  
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HERITAGE

## A special place in yachting history

WRITTEN BY MIRIAM CAIN

How different might yachting look were it not for Camper & Nicholsons? What would a superyacht look like had it not been for the J-Class designs? What would a motor yacht look like had it not been for classic Camper & Nicholsons motor yachts like *Evadne* and *Philante*?

**B**ut for the continuing presence of Camper & Nicholsons, the world of yachting would arguably have been very different, such has been the influence of the brand on the development of so many aspects of yachting. Ranging from the design of dinghies, the mighty J-Class, elegant gentlemen's yachts to the largest cruising schooners afloat, Camper & Nicholsons is truly synonymous with the history of yachting.

From its roots in Gosport, conveniently across the harbour from the Royal Naval Dockyard at Portsmouth, beginnings were modest. But, fuelled by the fortunes being made from trade and the Industrial Revolution in the early 19th century, yachting began to flourish

and with it Camper & Nicholsons. Much of its success can be attributed to William Camper. Camper, who succeeded founder Francis Amos, was well connected with the Royal Yacht Squadron. His friendships with its members resulted in the company's first known pleasure yacht, *Breeze*. Launched in 1836, she won the King's Cup of that year thus sealing Camper's reputation. By the mid 19th century, the Camper yard had built a string of successful schooners, some of which were used, not only for racing, but also for cruising further afield. The *Nancy Dawson*, built in 1847, recorded one of the first circumnavigations by a yacht. Parallel to its yachting activities, the yard continued to build trading ships and to participate in their voyages.

IMAGE Workers at the Camper & Nicholson yard in Gosport laying the deck of the J-Class yacht *Shamrock V*






TOP Manning the helm of *Endeavour*

NEXT PAGE The J-Class *Velsheda* beats upwind at the Antigua Classic Yacht Regatta, 2003





## Charles' fame as a designer, coupled with Camper and Nicholsons reputation for quality, led to the design and build of some of the world's most successful and famous yachts

The Nicholson involvement in the yard began in 1842, when the then 14-year-old Ben Nicholson joined Camper as an apprentice. It was not until 1860 that his potential was realised with the design of the innovative racing schooner *Aline*. A string of similar vessels were the thrust of the yard's production for the next twenty years. Underpinned by the success of the schooners, and with the name now changed to Camper and Nicholson, Nicholson doubled the size of the yard. The arrival of his three sons in the firm led to the addition of the 's' to the Camper and Nicholsons name. It was Ben's second son, Charles who heralded a further upturn in the fortunes of the company.

Charles' fame as a designer, coupled with Camper and Nicholsons reputation for quality, led to the design and build of some of the world's most successful and famous yachts. Charles' first and resoundingly successful 15-metre *Istria* displayed the first Marconi rig, but of more significance was her lightweight, laminated wood construction. With *Istria's* triumphant design, Charles went on to design and build the next America's Cup challenger, *Shamrock IV*, for Sir Thomas Lipton. He designed and built all the subsequent

challengers up to 1939. For all his successes, it is the J-Class yachts that Charles E Nicholson, and Camper & Nicholsons, are best remembered. Charles built and designed four; *Shamrock V*, *Velsboda*, *Endeavour* and *Endeavour II*. It is a tribute to the standard of Camper and Nicholsons design and build that all except *Endeavour II* are still sailing.

The design and build of both sailing and motor yachts continued, with fluctuating demand throughout the years as yachting prospered and declined due to wars, strikes and other circumstances. Repairs and brokerage had always been an integral part of Camper & Nicholsons activities, and it was during the 1960s that the company expanded into the Mediterranean with the brokerage side of the business, Camper & Nicholsons International. As the 20th century marched on and yachting became inextricably linked with luxury and glamour, Camper & Nicholsons was at the forefront of meeting the needs of its most prestigious clientele. The company continues to uphold the name Camper & Nicholsons, conscious of the unbroken tradition begun so many years ago, more than two centuries after Francis Amos first opened his yard.

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THIS PAGE Sir Thomas Lipton at The America's Cup  
NEXT PAGE J-Class *Endeavour* racing at Antigua Classic Yacht Regatta, 2001







HERITAGE

## Masters of their worlds

WRITTEN BY MIRIAM CAIN

The history of Camper & Nicholsons, and bespoke tailors Gieves & Hawkes, is the story of two companies in different industries, but with a great deal in common.

**B**oth companies have over 200 years' experience in servicing the most prestigious clientele. And, both brands are firmly embedded in quality, tradition, heritage, sophistication and craftsmanship; values that have placed them among the pantheon of great luxury brands worldwide.

As far back as the late 18th century, before the word 'superyacht' even existed, the name Camper & Nicholsons was for many the definition of yachting. Much has been written about the famous clients of the brand, from British Royalty to Hollywood stars. King Edward VI built two yachts at the Gosport yard, the *Hildegard* and the *Aline*. George V commissioned Charles E Nicholson to modernise the Royal Yacht *Britannia*, and in more recent times, the Queen and Prince Philip commissioned Camper & Nicholsons to build a Royal Barge for *Britannia*. The Royal Family also owned the Camper & Nicholsons built *Bloodhound*, arguably one of the most famous ocean racers of all time. In similar vein, Gieves & Hawkes has been supplying garments to no less than ten generations of British Royalty; from King George III in 1809 to the present day, Queen Elizabeth II, the Prince of Wales and Princes William and Harry.

A lesser known fact is that most of the pre-war Camper & Nicholsons built motor yachts were requisitioned for military service by the Royal Navy during both World Wars. The outbreak of the First World War saw Camper & Nicholsons switch to designing and building military craft including coastal motor boats. During this period Camper & Nicholsons also became heavily involved in the development of the flying boat, initially for wartime use but later for the newly emerging commercial airline industry.

The Second World War saw many privately owned Camper & Nicholsons built yachts requisitioned. Often manned by their civilian pre-war crews and commanded by their captain or owner (under the auspices of the Royal Navy), the strength and quality of their build proved to be vital when, for example, vessels such as the 113-metre *Esmeralda* was thrown onto her beam ends during a mine clearance in the Second World War, surviving the incident with no structural damage. She subsequently played a very significant role as the first British vessel to enter Cherbourg Harbour after it was captured by the Allies.







Other Camper & Nicholsons boats that were requisitioned included the 80-metre motor yacht *Philante*, which was taken in hand by the Admiralty at Portsmouth in 1939 and served as a training vessel with the Fleet Air Arm, before becoming an escort vessel in the North Atlantic convoys during 1941 and 1942. In the latter stages of the war she was based in various ports in Great Britain, one of her last roles was to escort surrendering German U-Boats before being de-requisitioned in 1945.

Requisitioned just two days after war broke out, the 40-metre motor yacht *Evadne* was refitted and armed, spending the first part of the war escorting convoys in the Irish Sea before convoy duty to Bermuda in 1943. There she remained on anti-submarine duties at the Royal Naval Dockyard, becoming known as *HMS Evadne*.

It wasn't just motor yachts that were requisitioned. The 63.3-metre three-masted schooner *Creole* was used to demagnetise the steel hulls of warships to protect them from magnetic mines.

Camper & Nicholsons provided both its extensive design capability and facilities at Gosport to provide the Royal Navy with launches ranging from motor torpedo boats to landing craft. Their location at Gosport, opposite the Royal Naval Dockyard at Portsmouth was ideal for this co-operation.

Correspondingly during this time, while Camper & Nicholsons was providing yachts, Gieves & Hawkes was providing uniforms to the military. Both Gieve, and Hawkes, were established in the 18th century, but it was not until the 20th century that the two houses came together to become Gieves & Hawkes.

Hawkes was established in London in 1771 and with Royal endorsement from King George III and Queen Charlotte, went on to add Royal dukes and

senior ranks of the army to his clientele, including the Duke of Wellington. While Hawkes was dressing the Duke of Wellington, Gieve founder "Old Mel" Meredith tailored the uniform that Admiral Lord Nelson wore at the Battle of Trafalgar; thus two of the most important commanders in British history were customers of both Gieve and Hawkes (before they merged). The great victories of Trafalgar in 1805 and Waterloo in 1815 established Great Britain as a major maritime and land power and precipitated the growth of the British Empire during the rest of the 19th century. Both Gieve and Hawkes played their part in this enterprise through their service to the Royal Navy and the British Army.

The Crimean War in the 1850s also proved a turning point. It was a period when yachting took a downturn. However, several members of the Royal Yacht Squadron had a long tradition of regarding their yachts and themselves as auxiliaries to the Royal Navy, and so it was, that during this time, the Camper & Nicholsons built *Erminia* arrived at Balaclava with the honorary agents of the Crimea War Fund on board, organised by The Times newspaper. It was during this same period that Gieve chartered a yacht as a mobile tailors, sailing to the Black Sea to provide naval officers involved in the conflict with on the spot tailoring services.

Over the centuries, both Gieve and Hawkes, and Camper & Nicholsons have traded on their combined tradition of craftsmanship and quality. Gieves & Hawkes continue to supply not only royal houses in Europe and around the world, but also many famous personalities with garments based on variants of military and ceremonial court dress. And, although Camper & Nicholsons no longer build yachts, we inspire and supervise the construction of yachts by the world's most talented and innovative yards, naval architects, designers and engineers.

Gieve chartered a yacht as a mobile tailors, sailing to the Black Sea to provide naval officers involved in the conflict with on the spot tailoring services



PREVIOUS PAGE Both Gieve and Hawkes have been supplying military uniform since the 18th century and continue to produce, on request, variants of military and court dress TOP occupied by the business since 1912, the eighteenth century townhouse at No. 1 Savile Row, London, houses Gieves & Hawkes Royal and military archive BOTTOM LEFT AND RIGHT Split over two floors, the global flagship store houses ready-to-wear, tailoring and bespoke services







**LEFT** Gieve kitted out a yacht as a tailoring workshop in the 1850s and sailed to the Black Sea during the Crimean War to supply the uniform requirements of the British naval officers involved in the conflict

**BELOW** Some of the great explorers of the Victorian age were kitted out by Hawkes in safari uniforms, notably Sir Henry Morton Stanley who famously discovered the whereabouts of another celebrated pioneer, Dr. David Livingstone, in darkest Africa

OPPOSITE PAGE

This item combined sartorial correctness with a life-saving function. The lifebelt concealed within the waistcoat could be inflated via the tube in the pocket

Life-saving waistcoat  
Gieves, First World War



HERITAGE

## The Nicholson design legacy

WRITTEN BY RISA MERL

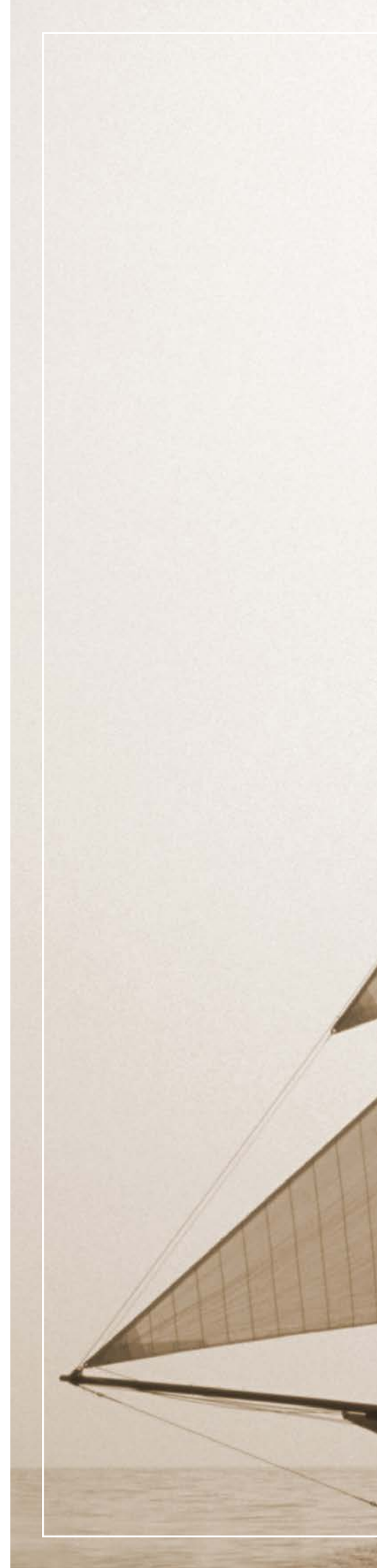
Charles E Nicholson is one of the greatest names in yachting. His designs have influenced many of the greatest superyachts ever built, and continue to do so more than a century on.

**T**he middle son of Ben Nicholson, Charles E Nicholson was a talented and prolific yacht designer. His work is far reaching. He is famed for creating iconic J-Class yachts, like *Endeavour*, which still sail today and motor yachts like *Malabne*, which was restored to her former glory only a few years ago.

“Imagine, he was designing from 1880 to 1950, creating sailing, cruising and motor yachts, even speed boats,” says yacht restoration specialist Dr William Collier of GL Watson. “He’s the first guy who put diesel engines in the modern motor yacht. He invented the Bermudan rig for large sailing yachts. And he put full-beam superstructures on motor yachts for the first time – all massive contributions to what we are still doing.” As Collier attests, the work of Charles E Nicholson has shaped modern yacht design today.

Here we speak to four designers from various walks of life in the superyacht world – from exterior and interior designers, to naval architects and restoration specialists – to ask how Charles E Nicholson and his work inspired them, and the legacy he has left on yacht design as a whole. Many of these designers have each, in their own right, helped to restore some of Nicholson’s most iconic contributions, thus helping to keep Nicholson’s legacy alive for many more generations to come.

IMAGE The yacht *Ave/* under sail at Monaco





# Adam Lay

FOUNDER  
ADAM LAY STUDIO LIMITED

Living in a Hampshire village that borders the private estates of two famous aviation pioneers and avid sailors, those of the Sopwith family and the Fairey family, I can't help but feel the influence of Charles E Nicholson and his work on the famed J-Class sailing yacht *Shamrock V*. Owned by Sopwith and sold to Fairey, Nicholson eventually built the J-Class yacht *Endeavour* using his knowledge from the aviation industry.

Eight years into working for myself in 2011, I was fortunate enough to be involved in the interior refit of *Endeavour* together with John Munford. It was special to work with John again. One of the first yachts I stepped aboard when I started working for John Munford in 1995 was *Creole* (65.3m, launched 1927), which is such an iconic yacht. The refit of *Fair Lady* (motor yacht launched 1928) at the Pendennis shipyard was going through John's studio during my time there, and the second yacht I ever produced interior design drawings for was *Velsboda*, so you might say I am surrounded by Charles E Nicholson's legacy. Going back to work with John on the refit of *Endeavour*, all of the drawings for *Endeavour's* original reconstruction (circa 1984) were around John's office while I was working there.

I would say my love of classic sailing yachts is certainly in part down to Charles E Nicholson's work. And *Endeavour* is, without doubt, my favourite Charles E Nicholson design. She is still the best of the J's in my view. She is still admired and loved and she takes my breath away every time I see her.

As designers, we all look to what has gone before to try to find the secret formula to timeless design, and it is certainly true that Charles E Nicholson's designs withstand the test of time. So many of his yachts are icons. I think balance, proportion, beauty and elegance is what we are all looking to express in our designs and also to create a style that is our own. That's what Charles E Nicholson managed to achieve so successfully.

'Modern classic' appears in my design vernacular now more than ever. We see a style evolving that nods towards tradition whilst making sure the overall design feels fresh and modern. Interiors that are too traditional and heavy rooted in the past fit less and less with our clients' lifestyles afloat, and they are aware that charterers also want to feel relaxed when they are on board a yacht. It is eminently achievable to find a balance between the pleasing proportions, gravitas and atmosphere of the traditional gentleman's yacht interior whilst bringing the overall feel rather more up-to-date.

Inspiration for design, for me, can come from anything and everything. I never know when something I have seen will spring to mind when I'm designing. As a designer you are constantly absorbing things from man-made materials, objects, sculpture and architecture to the wide and varied wonders of the natural world. I am also inspired by an interesting and unusual design brief from a client.

*Endeavour* is, without doubt, my favourite Charles E Nicholson design. She is still admired and loved and she takes my breath away every time I see her



TOP The classic J-class yacht *Endeavour* in flight  
RIGHT *Velsheda* races alongside *Astra* and *Britannia* in the Solent, 1930s



IMAGE The 1927-built *Creole* was the world's largest wooden sailing yacht at the time of her build

# Ignacio Oliva-Velez

HEAD OF YACHT INTERIORS  
AND HEAD OF SAILING YACHTS  
ANDREW WINCH DESIGNS

**M**y favourite Charles E Nicholson design is the 1927-built *Creole*. This was arguably Charles E Nicholson's best-designed yacht, and rated the world's largest wooden sailing yacht (at the time of her build). This yacht was at the forefront of design and technology at the time with two generators, electric refrigeration and central heating throughout her apartment-sized suites. It was a ground-breaking yacht, luxurious and sophisticated for its time.

Charles E Nicholson was the first to successfully combine technology and design to create the most iconic yachts. Bannenberg was the only designer to achieve this afterwards. Nicholson's design of the 15m *Istria* with a Marconi rig, being the first yacht in the world with a lightweight, laminated wood construction, has led to growing expertise in the use of lightweight materials. This legacy is carried forward as sailing yachts designed today include better, lighter sound insulation materials to enhance comfort and privacy. For performance-orientated designs, carbon is now used extensively for the hull and deck structures as well as masts and rigging. Naval architecture provides the most sophisticated racing sailing yachts and superyachts of the era.

New technology and engineering construction continually inspires me – thinking of innovative ideas to meet the demands of new clients who are looking for the next generation of sailing yacht.

Charles E Nicholson was the  
first to successfully combine  
technology and design to  
create the most iconic yachts



## Dr. William Collier

MANAGING DIRECTOR  
G.L. WATSON & CO. LTD

I have restored a number of Charles E Nicholson yachts, ranging from those built in the mid-1890s to 1930s. We are currently working on the total restoration of a 1932 Charles E Nicholson design, originally called *Cacouna*.

How Charles E Nicholson's work influences mine is quite straightforward in that I am trying to restore them and respect his work to the greatest possible extent. The oldest one is *Avel*, an 1896 sailing yacht. She was restored as closely as possible to how she was when first launched; she has no engine, and no electrics.

When you get to larger and more complex yachts, like *Malabne*, which have already gone through substantial changes, there will be very extensive renewals so it is important to decide what the values are that you are trying to preserve, and what you will change. For *Malabne*, a priority was to restore the lost exterior profile which was extremely elegant. We knew that this would involve resolving the many challenges that compliance with MCA entails but we have a lot of experience with that. Because it was such an extensive restoration it was actually easier to seamlessly incorporate the variations we made to comply with today's rules and regulations.

Some of Nicholson's design hallmarks have certainly carried forward into modern yacht design. Look at the evolution of his motor yachts, culminating in the *Malabne*-style hull, which was then carried forward by Feadships until the 1980s and adopted in the design of the Royal Yacht *Britannia*. He had an absolute influence on what people thought was an elegant hull.

When we restore a yacht, it is important to go through processes and ask what are we trying to preserve? What are the values? In a modern classic new build, it is important to ask, what is inspiring this client? Often it is the lifestyle, big deck spaces, a more relaxed way of life.

Choosing a favourite Camper & Nicholsons design would be like choosing a favourite child. There are many I like, and when you study and know them so well, you realise Nicholson's designs, just like ours, are a response to a wide range of parameters and it is the elegance with which these are resolved which make the success of them. If I had to choose a top 10 list, it would include the sailing yachts *Dacia* (1892), *Istria* (1912), *Margherita* (1913), *Sonia II* (1931), and *Endeavour* (1934). My favourite motor yachts include *Pioneer* (1913), *Ara* (1914), *Vita* (1929), *Malabne* (1937), and *Philante* (1937). All of these are the yachts' original names.

Choosing a favourite Camper & Nicholsons design would be like choosing a favourite child. There are so many I like





TOP The elegant exterior profile of *Malahne* was preserved in its restoration BELOW A rendering of the 1932 Charles E Nicholson-designed *Cacouna*, currently being restored





IMAGE The first Nicholson design that Dykstra Naval Architects worked on was the refit on *Endeavour*

# Jeroen De Vos

DESIGNER  
DYKSTRA NAVAL ARCHITECTS

**T**he first Nicholson design our company worked on was the refit of *Endeavour*. Originally launched in 1934, she is iconic and one of the prettiest J-Class yachts around. Her lines and beauty are an inspiration in themselves.

I was involved in the refit in 2009 in New Zealand. Our goal was to make a really fast J within the rules, so we looked at every aspect we could improve: new deck layout, rig and strengthening of the deck plus appendages. *Endeavour's* hull is still the original. Obviously there has been a lot of metal replaced from when she was built, but we were able to maintain the hull. Under J-Class rules, you are not allowed to change the hull. And the sail position is the same but her deck, rig and sail plan are all new. Everything is in keeping with the spirit of the original Charles E Nicholson design – and with J's getting bigger and bigger, the boats are just more optimised.

He designed race yachts under a rule. He did a lot of design for the America's Cup, and when you design a hull they are shaped to that rule. The J-Class are all designed to increase waterline length, not just to look pretty. Before the J-Class rule came in, all racing yachts had plumb bows. People look at the J's and think they are pretty, but it's actually quite a functional design.

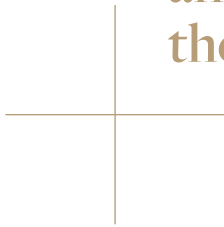
I am inspired by Charles E Nicholson designs, especially *Endeavour*, *Endeavour II* and *Velsheda*. I think

he drew some of the most beautiful boats ever. Sadly they didn't win the America's Cup. None of the English boats won the cup. *Endeavour* still holds up these days as one of the best and fastest J's around. That is Nicholson's legacy – the work he did then is still just as good now.

It is hard to pick a favourite Charles E Nicholson design as I have enjoyed working on several of the yachts which he was responsible for. From the design for *Hanuman*, which was the *Endeavour II* hull, creating that from scratch was special. But the iconic nature of the original *Endeavour* – she is among my favourites certainly.

Our company is all about modern classics – we design modern boats as well – but Dykstra is well-known for our modern classic designs. We design boats that look pretty, sail well and are fast – maybe that's a parallel with Nicholson. The term classic is thrown around a lot nowadays, many are labelled that way, but in my eyes they are not always deserving of the title. When we design a classic, we look at all the designers, like Nicholson, see what they have done and try to incorporate that into our designs. It's not about trying to reinvent the classic style but incorporate those details from the 1930s and before. Right now we are working on a 30m carbon classic cruiser, with a plumb bow but classical overhanging stern, which can be sailed with a small crew and has really big open plan cockpit.

I am inspired by Charles E Nicholson designs, especially *Endeavour*, *Endeavour II* and *Velsheda*. I think he designed some of the most beautiful boats ever



# Camper & Nicholsons International

YACHTING SINCE 1782



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With the world's most extensive database of superyacht buyers and sellers, Camper & Nicholsons achieves the fastest average selling times. Our brokers are the best connected in the business, ensuring your yacht receives the maximum possible exposure. To do this they draw on a variety of tools, including a worldwide network of brokerage companies and industry leading marketing initiatives.

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SECTION 2

# SALE & PURCHASE

“A lifestyle is an infinite resource, based in time. This fact creates pressure to invest one’s time wisely. Our craftsmanship and innovation have secured our place in yachting history, while our unblemished reputation and dedication to excellence means the world’s most discerning clientele trust us beyond all others”

*THE STATE OF WEALTH, LUXURY AND YACHTING*  
CAMPER & NICHOLSONS & WEALTH-X



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SALE & PURCHASE

## Taking the labour out of labour of love

There are advantages to building a new yacht and refitting a pre-owned yacht. Which option is right for you will come down to your goals as an owner and timing.

**D**epending on the details of the purchase, buying a pre-owned yacht is always the quickest way to own a yacht. It can take just a month or two to purchase a yacht, whereas building a new yacht can take years. However, personalising a pre-owned yacht with a full refit can sometimes take almost as long as a new build, but for smaller interior updates the time frame can be short – you can even add your mark to your yacht during an extended yard period at either end of the summer season. From full transformations and total rebuilds to updates on your vessel and maintenance upgrades, a refit project can take on many forms but you will never be able to start with a clean slate.

Building a yacht from scratch gives you a blank canvas from which to create your ideal yacht. Budgets and time allowing, this is obviously the best scenario in a bespoke sense as you will get exactly what you want, fine-tuned to your exacting needs. You can choose the length, volume, and the interior and exterior flow of the accommodation and entertaining areas to suit your requirements. Whether you are after a yacht that is suitable for the family, or one that is capable of long-range cruising, or both combined, the entire project can be created just for you. Perhaps you have always dreamt of sailing around the world, or having the ultimate party yacht, but however you decide to use the space on board, it is your call.

A full custom built yacht can take two or more years to complete, but many of the shipyards offer semi-custom builds which have a shorter build time. There are also yachts already in build, either commissioned by an owner who has decided to sell, or a spec build, both of which allow you to step in and finish the build with your own stamp.

Whether you have made the decision to build a new yacht, refit or refresh an existing yacht, or buy a pre-owned yacht to refit, your Camper & Nicholsons broker can help you choose the best shipyard for your specific project, as well as the right designer to interpret your brief. They can advise on available build slots, new builds that are ready for the final touches, or refit availability, while at the same time keeping you abreast of the market and the best value for money.

The following is just a selection of yachts that are either in build and available to purchase with short lead times, or projects that the yards have already worked on with leading designers, along with a selection of pre-owned yachts that are ripe for a new owner to refit.

Whatever your choice, there is a yacht either afloat or under construction to suit every taste.

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NEW BUILD AND REFIT

## In build

Camper & Nicholsons has a number of options for buying a custom-built yacht due for delivery within the next 12 months. Whatever you are looking for, be it shipyard pedigree, country of build, style, performance, price and value, and of course an appealing delivery date, many of the world's leading shipyards have projects on which you can put your stamp during the final stages of construction.

1. **Baglietto 55m #10225** 55m (180'5)  
Baglietto | €38,500,000
2. **Project Rüya** 46.7m (153'2)  
Heesen | €27,900,000  
Just completed and available  
for immediate delivery

1







2



3

3. **Columbia II** 43m (141'2)

Eastern Shipbuilding Group | POA

4. **Ocea 125XP** 38m (124'8)

Ocea | €17,900,000

4



NEW BUILD AND REFIT

## In the pipeline

Shipyards are adapting themselves to changing market conditions, collaborating with designers to create some of the most outstanding projects to inspire clients. The following is just a selection of fantastic opportunities to purchase projects in the pipeline from the world's leading yards.

1. **Benetti Now range 50m – 73m** (164' – 240')

Available for delivery:

50m: 30 months from contract

58m: 34 months from contract

65m: 34 months from contract

73m: 44 months from contract

2. **Private Bay 120m** (393'7)

Fincantieri | Available for delivery 50 months from contract

3. **VSY 005 77m** (252'2)

VSY | Available for delivery 34 months from contract

4. **Mondomarine M60 60m** (197')

Mondomarine | Available for delivery 36 months from contract

5. **Moonen Monito 49.5m** (162')

Moonen | Available for delivery 30 months from contract





2



3



4



5

NEW BUILD AND REFIT

## Take away today

The following yachts offer outstanding purchase opportunities for a buyer looking for a brand new yacht today.

1. **Maybe 59m** <sup>(193'6)</sup>  
MetalSHIPS & Docks, 2016 | €34,950,000
2. **Ipanema 50m** <sup>(164')</sup>  
Mondomarine, 2016 | €24,100,000\*
3. **Silver Lining #36 49.99m** <sup>(164')</sup>  
Christensen, 2016 | \$35,000,000

\* Based on exchange rate of €1 /£0.86/ US\$1.06





4. **Razan** 47m (154'2)  
Turquoise Yachts, 2017 | €24,500,000

5. **Amore Mio** 45m (147'7)  
Heesen Yachts, 2016 | €25,900,000

6. **Codecasa Vintage** 43m 43m (139'5)  
Codecasa SpA, 2016 | €18,000,000





1

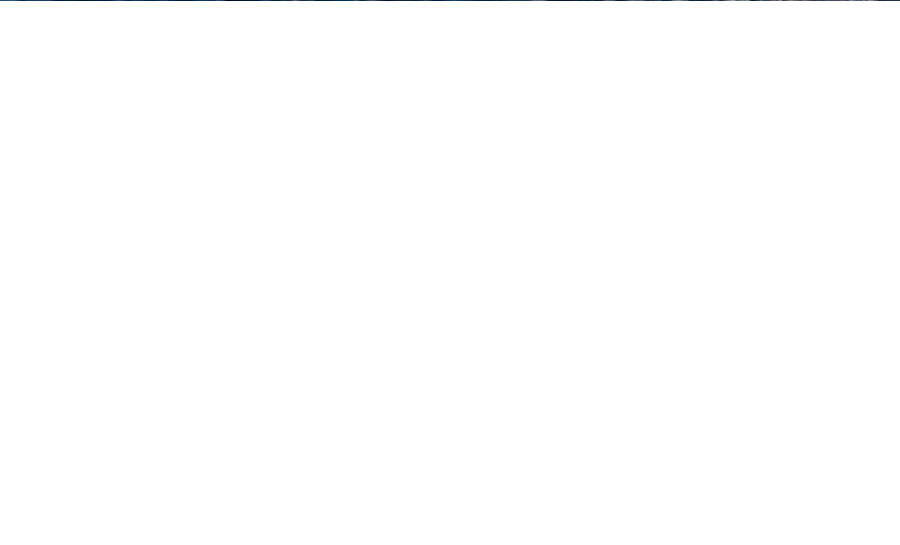
NEW BUILD AND REFIT

## Recently refitted

A great buy is a yacht whose current owner has recently completed a refit. An owner will rarely refit a yacht for a sale; usually they go through a refit and then the owner's plans change.

1. **La Sultana** 65.4m (214'6)  
Georgi Dimitrov, 1962/2015 | €17,000,000
2. **Lady Mona K** 57.5m (188'7)  
Amels B.V. Holland, 1986/2004 | €13,500,000\*
3. **CD Two** 43m (141')  
Cantieri Navali Nicolini, 1995/2015 | €5,250,000
4. **Lighea** 42.95m (140'1)  
Maiora, 2005/2015 | €10,500,000 VAT Paid
5. **Che** 34.75m (114')  
Sunreef Yachts, 2010/2016 | €4,975,000

\* Based on exchange rate of €1 /£0.86/ US\$1.06





1

NEW BUILD AND REFIT

## Put your mark on

Should you decide to go down the route of buying a yacht and refitting her, look carefully into what you can achieve. You can do anything these days with the various materials available, but if you choose to modify the structure the costs can escalate. Expert advice on planning and executing a smart refit can help you create a near-perfect yacht.





1. **Marala** 58.83m (193')  
Camper & Nicholsons, 1931 | €10,000,000
2. **Triumphant Lady** 47.25m (155')  
Sterling Yachts, 1985/2009 | €6,400,000\*
3. **Billa** 42m (137')  
Admiral (Cantieri Navali Lavagna, 2009 | €8,950,000 VAT Paid



SALE & PURCHASE

## Brokerage review

Camper & Nicholson's keeps abreast of all market activities and trends in the superyacht industry. SEA+I's market analysis provides an overview on how 2016 fared and initial indications for the market in 2017.

**W**hile 2016 was a year of uncertainty for many, the industry saw six superyachts measuring 80m and above take to the waves. Significant deliveries include the 156m Lürssen built *Dilbar*. She is the fourth longest yacht afloat but in terms of internal volume she is the largest. 2016 also saw the delivery of the 150m *Fulk Al-Salamah* built by Mariotti; the 107m *Ulysses* from Kleven Maritime; and the 90m *Lionheart* from Benetti Yachts – the Italian yard's largest build to date. Feadship delivered one of the quietest yachts ever built, the 92m *Aquarius*; Oceanco delivered *Aquijo* at 85.9m, and Amels also delivered their largest build to date, the 83m *Here Comes the Sun*.

Looking back over 2016, the overall picture remains stable for both the new build sector and brokerage market. In terms of hard numbers, 2016 saw the number of new orders reach a record level with 52

projects being commissioned. The largest motor yacht commissioned in 2016 was for a 98m Lürssen, due to be delivered/launched in 2019, and the largest sailing yacht was an 81m Royal Huisman build, due for delivery in 2020. Delivered at the beginning of 2017, the 142.8m *Sailing Yacht A* from Nobiskrug is the largest sailing yacht afloat, and the 141m *Dream Symphony*, which will also be delivered this year, will be the largest yacht designed to be powered by sail alone.

In comparison to 2015, the brokerage market saw an increase of 12% in the number of yachts sold. The most expensive yacht sold was in excess of €200 million. The largest motor yacht sold was the 80.2m Blohm+Voss *Golden Odyssey*, and the largest sailing yacht sold was the 57.5m *Twizzle*, where Camper & Nicholson's acted as the buying broker. 2017 is continuing in this trend with strong sales so far with 32 yachts sized 24m and over sold in the first month.



Looking back over  
2016, the overall picture  
remains stable for both  
the new build sector and  
brokerage market

THE STATE OF WEALTH, LUXURY & YACHTING

# Brokerage Review 2016

As market leaders Camper & Nicholsons brokers led the way throughout 2016 and remained at the forefront of last year's continued rise in yacht sales. Just over 500 brokerage yachts were sold in 2016, an increase of 12% on 2015, when 449 brokerage yachts were sold. The upturn was not just in value terms but also the volume of yachts sold. It needs to be noted though that these figures are for known sales, whilst certain brokerage sales remain private and unknown. The data for 2015 was based on the same findings.

## Section 1: Yacht sales in numbers

**504**

TOTAL YACHTS

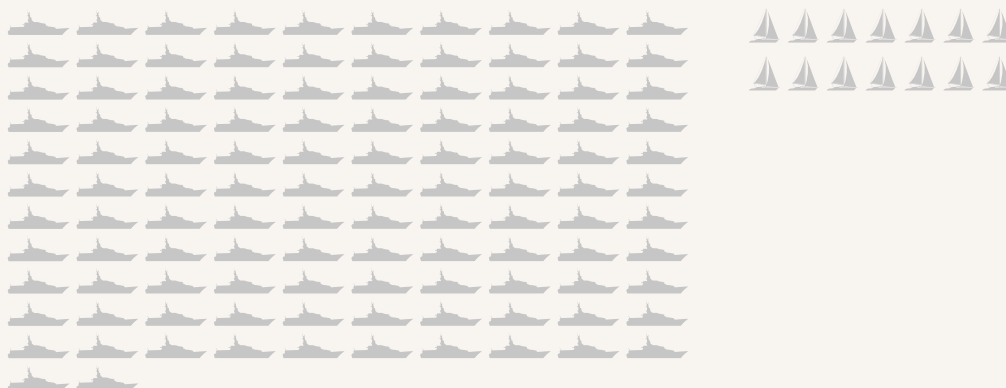
**448**

MOTOR YACHTS

**56**

SAILING YACHTS

Just over 500 brokerage yachts were sold in 2016, an increase of 12% on 2015, when 449 brokerage yachts were sold



### SUPERYACHTS

2016

**17,291m**

TOTAL LENGTH OF SUPERYACHTS SOLD

**34.3m**

AVERAGE LENGTH

2015

**15,693m**

TOTAL LENGTH OF SUPERYACHTS SOLD

**34.9m**

AVERAGE LENGTH

### MOTOR YACHTS

2016

**15,431m**

TOTAL LENGTH OF MOTOR YACHTS SOLD

**34.5m**

AVERAGE LENGTH OF MOTOR YACHT SOLD

### SAILING YACHTS

2016

**1,860m**





TOTAL LENGTH OF SAILING YACHTS SOLD

**33.2m**

AVERAGE LENGTH OF SAILING YACHT SOLD

## LARGEST YACHTS SOLD, 2016

Source: Camper & Nicholsons. Asking prices at time of sale.

	MOTOR YACHT	SAILING YACHT
2016	 <p><b>Golden Odyssey II</b>  <b>80.2m</b> (262'9)                      Blohm+Voss                      \$39,950,000</p>	 <p><b>Twizzle</b>  <b>57.5m</b> (188'6)                      Royal Huisman, 2010                      €39,750,000</p>
2015	 <p><b>Serene</b>  <b>133.9m</b> (439'3)                      Fincantieri, 2011                      POA</p>	 <p><b>Red Dragon</b>  <b>51.7m</b> (169'6)                      Alloy Yachts, 2008                      €17,950,000</p>

## Section 2: Yacht sales in value

# €3.293 b

VALUE OF ALL YACHTS SOLD 2016

The total value of all motor and sailing yachts (24m+) sold in 2016 was approximately €3.293 b with an average value of approximately €6.6 m

### TOTAL VALUE AND AVERAGE SELLING PRICE, 2016



## €3.041 b

VALUE OF ALL  
MOTOR YACHTS SOLD  
2016



## €252 m

VALUE OF ALL  
SAILING YACHTS SOLD  
2016



## €6.9 m

AVERAGE SELLING PRICE  
OF MOTOR YACHT  
2016



## €4.5 m

AVERAGE SELLING PRICE  
OF SAILING YACHT  
2016

**AVERAGE SELLING PRICE OF SUPERYACHT BY SIZE  
2016**

Source: Camper & Nicholsons



**AVERAGE SELLING PRICE OF SUPERYACHT BY SIZE  
2015**

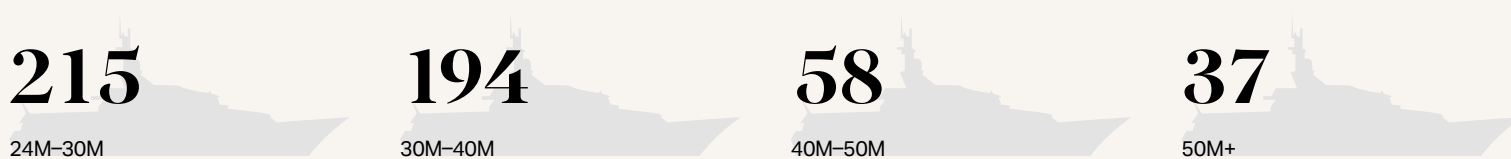
Source: Camper & Nicholsons



**Section 3: Yacht sales in size, type and age**

**SIZE OF SUPERYACHT SOLD, 2016**

Source: Camper & Nicholsons



**SIZE OF SUPERYACHT SOLD, 2015**

Source: Camper & Nicholsons



**While a general upturn is welcome news, it is only when you drill down into the detail that you can see that the market is still split by size and type, and that market improvement is confined to specific segments.**

During 2016, the 24m-30m category accounted for 43% of all brokerage yachts sold, while the 30-40m accounted for 39% giving a total of all yachts sold 24m+ of 82% up to 40m compared to 78% in 2015.

This could be viewed as an indication that clients are purchasing smaller yachts, although the number of clients in this size range have increased rather than potential large yacht buyers looking at smaller yachts. This is good for the yachting market as it indicates there are new clients dipping their toes into the water, some of whom may start small and move on to bigger yachts in the future.

WEALTH-X, 2016

**AVERAGE TIME IT TAKES TO SELL A YACHT BY AGE**

*Source: Camper & Nicholsons*

**2yrs, 3mths**

0-3 YEARS OLD

**2yrs, 9mths**

4-5 YEARS OLD

**2yrs, 2mths**

5-10 YEARS OLD

**2yrs, 5mths**

10-15 YEARS OLD

**2yrs, 3mths**

15+ YEARS OLD



**2016 was an exciting and interesting year for yachting, and looks to have paved an inviting and stable road ahead for 2017. Optimism seems to be a recurring theme throughout the industry, spilling into the charter sector and all the superyacht services, including charter management, yacht management and crew recruitment**

Paolo Casani  
Managing Director, Camper & Nicholsons International



ON THE MARKET

## €5 million - €10 million

C&N has a fantastic fleet of yachts available in this price bracket. These include the immaculate *Orso 3* designed by Stefano Righini, the flawless Benetti Classic *Tanusha* and the classic Camper & Nicholson's built *Marala*.

1. **Orso 3** 33m (108')  
Benetti, 2013 | €6,500,000\*
2. **Serque** 40.5m (133')  
Custom, 2009 | €6,150,000\*
3. **Tanusha** 36.6m (120')  
Benetti, 2010 | €8,900,000
4. **CD Two** 43m (141')  
Cantieri Navali Nicolini, 1995/2015 | €5,250,000
5. **Eclipse** 43m (141')  
Feadship, 1993/2008 | POA





**Bertona 34.4m** <sup>(112'9)</sup>

Canados, 2011 | €4,950,000 VAT Paid

**Tananai 35m** <sup>(114'9)</sup>

Terranova Yachts, 2008/2016 | €5,600,000

**Kimochiii 33.5m** <sup>(109'9)</sup>

Overmarine, 2013 | €5,950,000 VAT Paid

**Triumphant Lady 47.25m** <sup>(155')</sup>

Sterling Yachts, 1985/2009 | €6,400,000\*

**Gaja 35m** <sup>(114'9)</sup>

Hotchya, 2006/2013 | €5,900,000

**Deva 33m** <sup>(108'3)</sup>

Custom Line, 2010 | €6,900,000 VAT Paid

**Babylon 37.8m** <sup>(124')</sup>

Rodriquez Yachts, 2005/2012 | €6,950,000 VAT Paid

**Forty Love 42m** <sup>(137'7)</sup>

West Coast Custom Yachts, 1986/2012 | €7,400,000\*

**Billa 42m** <sup>(137'7)</sup>

Admiral (Cantieri Navali Lavagna), 2009 | €8,950,000 VAT Paid

**Marala 58.8m** <sup>(193')</sup>

Camper & Nicholsons, 1931 | €10,000,000

\* Based on exchange rate of €1 / £0.86 / US\$1.06



ON THE MARKET

## €11 million - €20 million

From performance superyachts such as *Dragon* and *Pachamama*, to classic pedigree megayachts like *La Sultana*, the motor yacht sector is exceptionally strong in this price bracket.

1. **Lighea** 42.95m<sup>(140'11)</sup>  
Maiora, 2005/2015 | €10,500,000 VAT Paid
2. **Dragon** 41.1m<sup>(134'8)</sup>  
Palmer Johnson, 2007/2016 | €10,700,000\*
3. **Idyllwild** 44.2m<sup>(145')</sup>  
Benetti, 2005/2015 | €11,250,000
4. **Mi Vida** 42.75m<sup>(140'3)</sup>  
Baglietto, 2009 | €11,600,000\*
5. **Cleopatra** 56.7m<sup>(186'1)</sup>  
Amels, 1985/2005 | €11,600,000\*

\* Based on exchange rate of €1 /£0.86/ US\$1.06

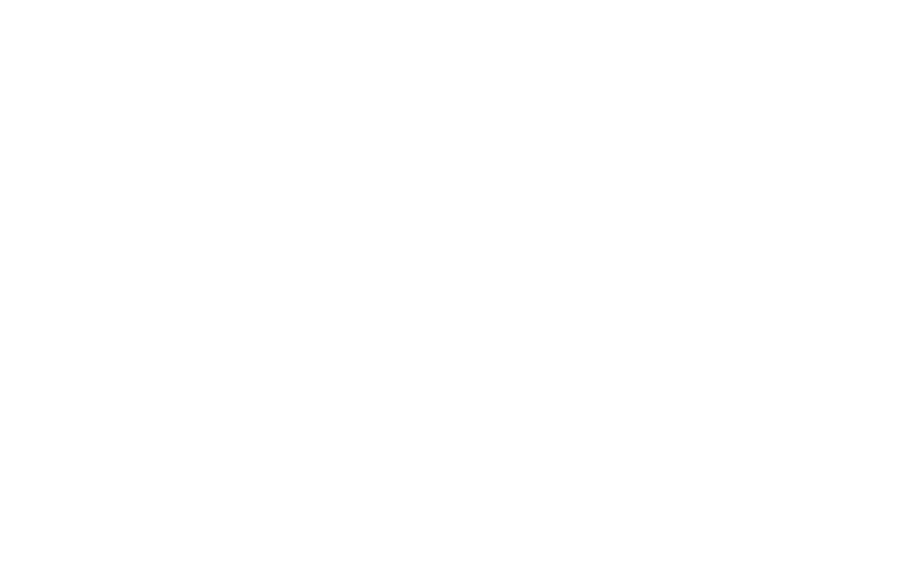
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2

€11 MILLION - €20 MILLION



3



4



5

€11 Million - €20 Million (*cont'd*)

- 6. **Geosand** 41.9m<sup>(137'5)</sup>  
Baglietto, 2011 | €12,500,000
- 7. **Lady Mona K** 57.5m<sup>(188'7)</sup>  
Amels B.V. Holland, 1986/2004 | €13,500,000\*
- 8. **Okko** 41.1m<sup>(134'8)</sup>  
Mondomarine, 2013 | €14,990,000
- 9. **La Sultana** 65.4m<sup>(214'6)</sup>  
Georgi Dimitrov, 1962/2015 | €17,000,000
- 10. **Pachamama** 43.65m<sup>(143'2)</sup>  
Baglietto, 2015 | €19,500,000

\* Based on exchange rate of €1 / £0.86/ US\$1.06





€11 MILLION - €20 MILLION





ON THE MARKET

## €21 million - €30 million

Consider the exceptional guest space both inside and out on board Sunseeker's flagship *Blush*, or the award winning tri-deck *Polaris I* – the yachts for sale in this price bracket demand attention.

1. **Blush** 47.25m (155')  
Sunseeker, 2014 | £19,500,000\*

2. **Ipanema** 50m (164')  
Mondomarine, 2016 | €24,500,000\*

3. **Polaris I** 48.3m (158')  
Rossi Navi, 2014 | €27,000,000

\* Based on exchange rate of €1 / £0.86/ US\$1.06



ON THE MARKET

## €31 million - €60 million

From the avant garde *Maybe* to the irrepressibly popular *Icon*, C&N prides itself on representing the finest yachts in the market and the top end of the market is no exception.

1. **Maybe** 59m<sup>(193'6)</sup>  
MetalSHIPS & Docks, 2016 | €34,950,000

2. **Icon** 67.5m<sup>(221'5)</sup>  
Icon Yachts, 2010/2014 | €52,500,000

\* Based on exchange rate of €1 /£0.86/ US\$1.06









1

ON THE MARKET

## The sailing yacht market

The last twelve months have seen a number of large sailing yacht sales, including the 45m (147'6) *Lady B*, the 46m (151') *Aquarius*, the 40m (131') *State Of Grace*, and the 38.1m (125') *Twilight*. However, the supply of sailing yachts still far outweighs demand. The following sailing yachts are a showcase of great opportunities for buyers looking for yachts with great performance and with good resale potential.



2

1. **Lamima** 65.2m <sup>(213'9)</sup>  
 Custom (Haji Baso and Haji Saka), 2014 | €13,200,000\*  
 New to the market 2017
2. **Parsifal III** 53.8m <sup>(176'6)</sup>  
 Perini Navi, 2005 | €20,500,000
3. **Wellenreiter** 46.1m <sup>(151'2)</sup>  
 Jongert, 2003 | €7,500,000 VAT Paid
4. **Helios** 45.26m <sup>(148'6)</sup>  
 Perini Navi, 2007 | €11,900,000
5. **Columbia II** 42m <sup>(141'2)</sup>  
 Eastern Shipbuilding Company, 2018 | POA
6. **Innocean** 41m <sup>(134'6)</sup>  
 Fitzroy, 2008/2016 | €7,700,000

\* Based on exchange rate of €1 / £0.86/ US\$1.06



## The sailing yacht market *(cont'd)*

7. **Alexa** 37.5m <sup>(123)</sup>  
Gdansk Yacht Builders, 1992/2013 | €3,500,000 VAT Paid
8. **Damahwil** 37m <sup>(121'4)</sup>  
Bayards Constructors, 2010 | €5,950,000
9. **Onelilo** 36m <sup>(118)</sup>  
Abeking & Rasmussen, 1988/2015 | €2,450,000
10. **Tiziana** 35.6m <sup>(116'8)</sup>  
Abeking & Rasmussen, 1963/2006 | €4,900,000





11



12

11. **Che** 34.75m<sup>(114')</sup>  
Sunreef Yachts, 2010/2016 | €4,975,000

12. **Southern Cross** 33.4m<sup>(109'6")</sup>  
Yarrow & Co, 1962 | €1,950,000

13. **Zanzibar** 31.35m<sup>(102'8")</sup>  
Trehard, 1993/2008 | €3,300,000

14. **Alarife Cien** 30.21m<sup>(99')</sup>  
Barcos Deportivos, 2006/2015 | €3,500,000 VAT Paid  
New to the market 2017



13



14

## AIR PARTNER

# Arrive in utmost style

WRITTEN BY MIRIAM CAIN

Much like yachting, private aviation is all about fun and relaxation, but it is also about business. Particularly in today's world, it is the easiest way to get from one far-flung meeting to the next. That is why Camper & Nicholsons has partnered with leading private jet charter provider Air Partner to offer clients a full suite of services.

**F**lying by private jet allows you to take control of the time you spend travelling. Whether you're flying for work or for pleasure, you can depart and arrive whenever and wherever you like. You are able to get closer to your final destination with access to the smallest of airports. For a door to door service, or to reach even the most remote of locations, you can take a helicopter for the final leg of your journey. Private terminals mean no more tedious queuing and instead provide a slick, efficient service that happens in seconds, making the usual two hours for airport queuing redundant. In the quiet privacy of your custom cabin, you can work or play uninterrupted. With wifi access a feature found on some jets, you have the freedom to finalise a business deal, stream a movie or use the time to speak to loved ones. If it's a party in the clouds you're after, Air Partner can offer personalised catering, fill the bar with your favourite tipples and even customise the look of your cabin.


Air Partner has over 50 years' experience in aviation and offers clients the ability to travel to and from any destination in the world. With access to any aircraft in the market, including the latest models, Air Partner has been able to offer its customers exclusive access to the latest aircraft – most recently the Embraer Legacy 500, only one other of its kind in the charter market.

As with yachting, the downside to chartering a private jet is that it is costly. Charter rates vary considerably depending on your choice of aircraft, the distance, the destination, the fuel price, and the broker you use to negotiate the charter.

If your average time in the air is between 25 to 100 hours per annum, it may be worth going down the prepaid card route. There are a few on the market but if you need to travel for business or leisure on a regular basis through the year, the best kept secret is the Air Partner JetCard which offers 25+ hours flexible flight



Flying by private jet allows  
you to take control of the  
time you spend travelling



## A jet is an asset that can be optimised by enabling a charter operator to manage it on your behalf, generating revenues that will help cover the variable costs

time on a wide choice of private aircraft. “It makes flying really easy. You simply purchase your hours and fly. The JetCard allows you the choice of six private jet categories, with guaranteed availability and fixed pricing.”

Fractional ownership and jet card programmes have dramatically enlarged the business jet market, introducing many to the industry by lowering perceived client barriers to entry. In the United States, the use of private jets is much higher than in Europe and the number of people invested in fractional ownership schemes is much higher. Many use fractional ownership programmes as a means of avoiding the costs associated with direct ownership of a jet. Becoming an owner of a fraction of a jet is worthwhile if you fly between 100 to 300 hours a year. Most programmes usually offer shares corresponding to one eighth of the jet, as a jet will usually fly around 800 hours a year.

There are many advantages to fractional ownership, including moderate fixed costs and lower variable costs than if you owned a jet outright. You have access to a large fleet of aircraft, reducing the chance of being stuck without a flight. You also have the option to lease your share of the aircraft, helping to spread the investment rather than paying the cost in one go. You are, however, committed and usually you have to engage in a long-term plan of around five years minimum.

The main contentions with fractional ownership lie in the legal and fiscal schemes applied. Europe is stricter than the US with regards to tax and legal concerns, and fiscal regulations in Europe prevent the resale of your share at the end of any plan.

If you are flying privately for more than 300 hours a year it may be worth considering your own jet. A jet is an asset that can be optimised by enabling a charter operator to manage it on your behalf, generating revenues that will help cover the variable costs – just like when you place your yacht for charter with a management company.

Most recently, the new age of light aircraft has opened the door of private aviation to a broader spectrum of users, attracting Business class and First class flyers to the realm of private aviation. In spite of rising fuel prices and environmental concerns, the private aviation market is growing and has plenty more room for development. With stricter security procedures for scheduled flights, the industry is seen as a viable and practical resolution for the time-poor businessman or the traveller who wants to enjoy more time at their overseas destination.

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TOP Private terminals mean no more tedious queuing and instead provide a slick, efficient service that happens in seconds  
MIDDLE Air Partner can offer personalised catering, fill the bar with your favourite tipples and even customise the look of your cabin

# Camper & Nicholsons International

YACHTING SINCE 1782



## Yacht Management

The most *experienced and trusted* management team in yachting

Today's superyachts are highly sophisticated and increasingly complex to operate across national borders, and require a level of knowledge and skill found in large commercial ship management. We can offer the necessary intricate skills required in running a yacht, enabling you to focus on what matters most – enjoying it with family and friends.

[CNI@CAMPERANDNICHOLSONS.COM](mailto:CNI@CAMPERANDNICHOLSONS.COM)

SECTION 3

# ON BOARD

“Yachting is a multi-faceted experience capable of engaging all the senses and drawing together incomparable experiential luxury activities.”

*THE STATE OF WEALTH, LUXURY AND YACHTING*  
CAMPER & NICHOLSONS & WEALTH-X



SUMMER DECKS 74-79  
SHIP SHAPE STYLE 80-83  
THE ULTIMATE TOY BOX 84-89  
AN EVENT TO REMEMBER 90-93

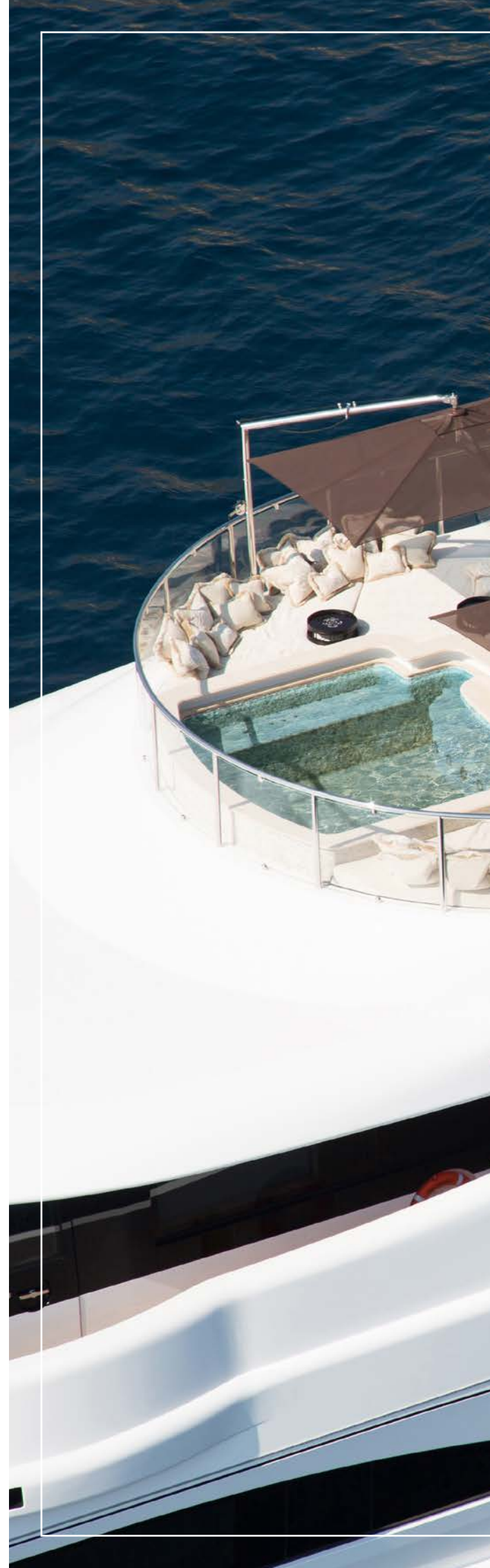
ON BOARD

## Summer decks

WRITTEN BY MIRIAM CAIN

Sun decks have long been a favourite hangout for most guests on board a superyacht. Ideal for relaxing al fresco and soaking up the Mediterranean sun, guests tend to spend much of their time lounging on the sumptuous sunbeds, but a superb sun deck area can be a social hub too – with a stylish bar, barbeque, protected dining area, and even a drop-down cinema screen.

IMAGE The 58m (190'3) *Illusion V* boasts a sun deck with loungers aft and a raised foredeck spa pool





ILLUSION V



The fold-down platform suspended just above the water allows for direct access to the sea with easy use of her wide range of water toys

*Ocean Paradise, 55m (180'5), Benetti*

**T**he sheltered sun deck on the 47.25m (155') *Blush*, is the perfect example of using the sun deck as an entertaining area as well as for relaxation. Its chic décor, sophisticated lighting and a variety of different relaxation areas makes it feel like an outdoor saloon, the perfect ambiance for long evenings with friends – whether lingering over dinner or propping up the bar.

The 58m (190'3) *Illusion V* also boasts a sun deck with loungers aft, a raised foredeck spa pool, with a dining area in the middle. Clear doors fore and aft can be opened or closed depending on the wind, making this a year-round, all-weather dining space. A similar sun deck design can be found on board the 64.5m (211'7) *Silver Angel* and the 63.5m (206'8) *Lioness V*. Both sprawling sun decks have huge raised foredeck spa areas with a shaded central dining area mid-ship, and vast lounging and entertaining areas aft, suitable for barbecues, cocktails, and even formal dinners depending on your mood.

The past few years have seen many larger yacht designers transform the use of the lower deck aft. Where once you would have traditionally found the swim platform, you can now find stand-alone beach clubs where the possibilities for a cool dip and sunning are endless. More than a place to swim and splash around, where possible, the lower deck stern area on yachts has become a beach club-cum-outdoor saloon, incorporating bars and lounge areas prime for entertaining. As well as being an ideal spot to unwind and relax while children play in full view of adults, the beach clubs found on board some yachts, such as the 67.5m (221'5) *Icon*, also offer direct access to the spa area. This means that guests can step straight into their treatment room, or warm up in the hammam or sauna after a refreshing dip in the sea. Yachts such as *Lioness V* and *Icon* have the gym located alongside the beach club. Set on the water level, this allows for spectacular views directly onto the ocean with direct access to dive in and cool down after a strenuous workout.

These beach club areas are not the sole preserve of megayachts, and with the use of a fold-down platform smaller beach clubs can often be found on smaller motor yachts, such as the 55m (180'5) *Ocean Paradise*, and even sailing yachts, including the 54m (177'1) *Parsifal III*, where the fold-down platform suspended just above the water allows for direct access to the sea with easy use of her wide range of water toys.

Another trend seen on many of the larger superyachts is in the use of the main deck aft area. Traditionally this area is used as an embarkation and greeting area which, once on board, guests would use as a means of accessing the upper aft or sun deck. Today, however, many yacht designers are using this large space for infinity pools and sun loungers. One of the most striking features of the recently refurbished and extended superyacht *Icon* is the 5-metre long infinity swimming pool on her main deck. Featuring glass elements to the front and stern above the transom, and a glass bottom that brings a flood of light to the beach club below, *Icon's* pool is one of the best to be found on board a superyacht. With sunpads on either side, you can go from water to relaxation in seconds, venture down to the beach club area below, or to the Jacuzzi and sun lounging pads on her sun deck.

Most recently we have seen a change in the way that designers are using the foredeck area. Traditionally foredecks have always been popular for private relaxation in the Mediterranean, where stern-to-berthing means that this is the best place to escape prying eyes. With this in mind, many designers have introduced a pool area on the foredeck.

Whatever the style and type of yacht, recent years have seen a shift in the traditional use of certain areas on board, which are now being utilised to provide even greater relaxation and entertaining spaces.

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**ABOVE** The 64.5m (211'7) *Silver Angel* boasts a sprawling sun deck with a huge raised foredeck spa area with a shaded central dining area mid-ship, and vast lounging and entertaining areas aft **RIGHT** Few other yachts have dedicated so much space to sun worshipping as the 67.5m (221'5) *Icon* which features a large swimming pool on her main deck and a vast beach club area, as well as a superb sun deck





IMO 301246

ICON

AMSTERDAM

FASHION

## Ship shape style

MENS CURATED SELECTION BY [GIEVES & HAWKES](#)  
LADIES CURATED SELECTION BY [MYTHERESA.COM](#)

Dressing for a holiday on board a luxury superyacht is unlike any other holiday. Ensure your ensemble works as well at sea as it does ashore with these holiday essentials.





**LEFT COLUMN, TOP TO BOTTOM**

Burlington Large Washbag  
SMYTHSON.COM

Men's Navy Leather 'Gain' Sandals  
PAULSMITH.COM

Navy Hooded Contrast Trim Lightweight Jacket  
ORLEBARBROWN.COM

**MIDDLE COLUMN, TOP TO BOTTOM**

1233 Black Sunglasses  
CUTLERANDGROSS.COM

White Denim Classic Fit Jeans  
GIEVESANDHAWKES.COM

Navitimer GMT Aurora Blue  
BREITLING.COM

**RIGHT COLUMN, TOP TO BOTTOM**

Gieves & Hawkes Camper & Nicholson's designed  
pocket handkerchief  
GIEVESANDHAWKES.COM

Sail On Richard Haines Mid-Length Swim Shorts  
ORLEBARBROWN.COM

Classic-Fit Indigo Short-Sleeve Shirt  
PAULSMITH.COM





**LEFT COLUMN, TOP TO BOTTOM**

Hat Attack Continental Raffia Hat  
HATATTACK.COM

Stella McCartney Sia Cotton Dress  
STELLAMCCARTNEY.COM

Gianvito Rossi Metallic Leather Pumps  
GIANVITOROSSO.COM

**MIDDLE COLUMN, TOP TO BOTTOM**

Stella McCartney Jacquard and Satin Dress  
STELLAMCCARTNEY.COM

Victoria Beckham Classic Victoria Sunglasses  
VICTORIABECKHAM.COM

Irene Neuwirth 18kt Yellow Gold Rainbow  
Moonstone Earrings  
IRENEUWIRTH.COM

**RIGHT COLUMN, TOP TO BOTTOM**

Victoria Beckham Liberty Leather Tote  
VICTORIABECKHAM.COM

Bower Swimwear Hutton Striped Swimsuit  
BOWERSWIMWEAR.COM

Talitha Salma Embroidered Cotton Dress  
TALITHACOLLECTION.COM

People these days are keen to know what's on the toy list before they choose the yacht for charter

Vaniese Baldacchino, Charter Broker





LEISURE

## The ultimate toy box


WRITTEN BY MIRIAM CAIN

With every yachting season, the fun and games from the ever inventive world of the superyacht playground are more imaginative and compelling; from riding, or flying to skimming across the water to your very own aqua park, the opportunities for fun are endless.

**H**aving fun on board a superyacht is in fact one of the most important and memorable factors of a cruising experience. Last year *The State of Wealth, Luxury and Yachting* researched trends in yachting, and one of the trends that came up time and time again was the importance of water toys.

To this end, the toy inventory on a yacht that is chartering needs to be continually updated as the demand for the latest gadgets increases. “People these days are keen to know what’s on the toy list before they choose the yacht for charter,” says charter broker Vaniese Baldacchino. “We see new trends in toys every year. In addition to the traditional jet skis, SeaBobs are very popular, as are the inflatable slides that can hook onto the side of yachts,” she says. “Trampolines – in fact anything that floats and flies around.”

Increasingly varied and exotic, a superyacht’s ‘toy box’ is likely to include a selection of inflatables, diving equipment, water sports equipment and powered toys. The latter can range from PWCs (personal watercrafts), SeaBobs, flyboards and electric surfboards, to the more adventurous end of the water toy spectrum where mini-submarines or amphibious jeeps can often be found on board the larger, expedition yachts.



## Whether your preference is for a sedate snorkel, a burst of speed, or to learn a new skill, there is a water toy in the toy box to delight every guest

Even the toys intended for children can become the most popular pastime for adults on board. These include blobs, water slides and trampolines, and most superyachts are likely to include a selection of towable inflatables. Then there are the towable toys such as water-skis and wakeboards. Most yachts have tenders that are powerful enough for all abilities, whether the guest is an experienced wakeboarder or a novice water-skier.

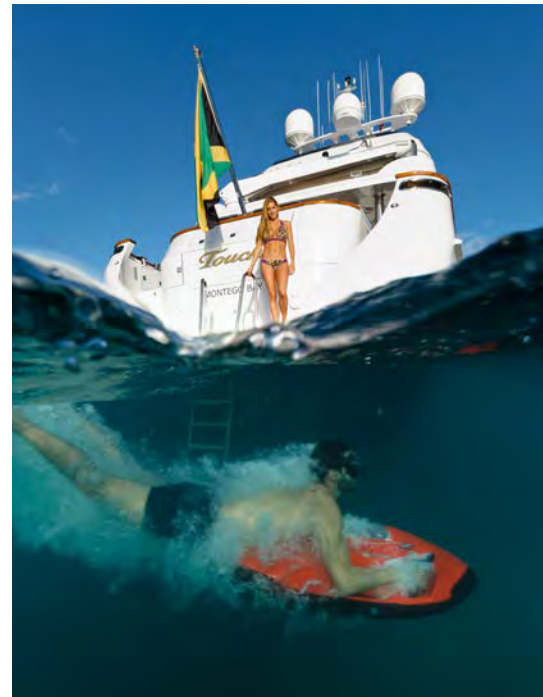
By their very nature most cruising grounds feature fabulous snorkelling and diving opportunities and being on board a yacht means that you can access some of the world's most exclusive reefs. All yachts will carry masks and fins in all shapes and sizes for snorkelling. Many of the larger yachts will have a full complement of scuba diving equipment on board which is available to those with experience and the appropriate certificates. Others offer rendezvous diving. A handful can even offer guests the opportunity to learn to dive with their own PADI dive centres on board. This can be of particular interest when in an outstanding diving area such as Indonesia or the Maldives.

The 'toy box' really depends on the yacht and the cruising area, as it does for many of the water sports activities on offer. Jet skis, for example, cannot be used in several cruising grounds as maritime authorities throughout the Mediterranean, Caribbean and further afield have become more stringent over their use, and PWC's are only allowed in authorised areas, if at all. The British Virgin Islands, Grenada, St Vincent and the Grenadines, and Anguilla have all banned PWC's, whilst many of the Caribbean islands, Greece, France, Italy, Montenegro, Spain, Turkey and Croatia only allow their use a certain distance from the shore. In almost all cruising grounds you need an appropriate licence if driving a Personal Watercraft. A number of yachts are RYA Training Centres and can offer the PW Safety Certificates on board to guests or crew after appropriate training. Many of the crew will be proficient in instructing on the basics of sailing dinghies, windsurfers and kite surfers and can teach you during your time on board.

Whether your preference is for a sedate snorkel, a burst of speed, or to learn a new skill, there is a water toy in the toy box to delight every guest.

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**TOP** Elevating the rider through the air, the JetLev is one of the latest additions to the superyacht 'toy box'  
**MIDDLE** An 11-metre water slide that deploys from the top deck provides an aquatic playground for adults and children  
**BOTTOM** Explore the underwater world with one of the SeaBobs on board *Touch*

## Recent additions to the superyacht 'toy box'

### 1 Amphibious Vehicles

Capable of speeds of up to 30mph on the water and on land, amphibious vehicles can carry up to six passengers. The Quadski Amphibious Vehicle is the latest in a line of amphibians. Equally agile on land and water, a simple touch of a switch allows for a quick and easy transition from land to sea and vice versa.

[GIBBSAMPHIBIANS.COM](http://GIBBSAMPHIBIANS.COM)

### 2 Climbing Wall

The climbing wall is an addition to the water slide that has become one of the most popular toys on board yachts in the last few years. Not only is the wall an adventurous way to get back on board after using a slide, but it also provides different levels for climbing races (all while developing those core muscles).

[FUNAIR.COM](http://FUNAIR.COM)

### 3 Yacht Blob

An inflatable water launcher, the Blob will send you flying through the air before touching down into the water below.

[SUPERYACHTTENDERANDTOYS.COM](http://SUPERYACHTTENDERANDTOYS.COM)

### 4 Submarines

Submersibles are all the rage for exploration yachts. With depth capabilities of up to 300 metres, guests (two) and a pilot can stay submerged for up to six hours in the latest Super Yacht Sub from U-Boat Worx.

[UBOATWORX.COM](http://UBOATWORX.COM)



**5 Electric Surfboards & Wakeboards**

Powered by lithium-ion batteries, the latest power boards slice through the water. Fast, agile and lightweight, you can reach speeds of up to 30mph when riding the waves. (Pictured Radinn Electric Wakeboard).

[RADINN.COM](http://RADINN.COM)

**6 Flyboards**

A water jet powered board which connects to a jet ski, a flyboard can levitate and propel you 15-metres above the water.

[FLYBOARD.COM](http://FLYBOARD.COM)

**7 Schiller Bikes**

A water bike that allows for a different kind of transportation on the water's surface.

[SCHILLERBIKES.COM](http://SCHILLERBIKES.COM)

**8 Jetlev-Flyer**

Powered by a 4-stroke engine, JetLev is essentially a jetpack with controls, worn on the back of the rider, which is attached to a 10m long hose that pumps water to elevate the rider through the air for up to three hours.

[JETLEV-FLYER.COM](http://JETLEV-FLYER.COM)

**9 Quadrofoils**

All-electric hydrofoiling PWC's, the Quadrofoil flies above the waves at a top speed of 21 knots. Great for exploring shallow and protected bays.

[VENTURAEUROPE.COM](http://VENTURAEUROPE.COM)



EVENTS

## An event to remember

Want to party? You have come to the right place. A superyacht provides the ultimate platform to entertain in style. Whether in port or anchored in a bay, your Camper & Nicholsons broker can easily arrange for private concerts, DJ's, or something low-key to make your evening that extra bit special.

Camper & Nicholsons is used to going the extra mile for their clients. Step on board a Camper & Nicholsons superyacht and you will experience the best the world has to offer. From mouth-watering cuisine, exemplary service, diverse destinations and world-class accommodation, every charter is a unique experience. And now that experience can be further enhanced with the help of entertainment specialists Blue International Talent. Together, Blue International Talent and Camper & Nicholsons have created some truly spectacular charters aboard many of the world's top superyachts.

A superyacht has always provided a floating party venue where people can come together to drink, dance and eat. But as the industry continues to build bigger and more spectacular yachts the demand for ever more luxurious, spectacular and memorable events increases. From private concerts to international DJ's on board, the most exclusive events can be organised to create exceptional and memorable experiences all over the world. Whether you are looking to invite guests to a large party on board with A-list performers, or are planning a select dinner party for a special occasion with wow factor (as if a superyacht wasn't enough), then your charter broker has the best resources to organise unforgettable memories on board your superyacht charter.

---



TOP LEFT Matt Goss TOP RIGHT Paloma Faith BOTTOM LEFT Nile Rodgers BOTTOM RIGHT Dynamo



**TOP** Entertain guests on board with A-list entertainers including Nile Rodgers  
**BOTTOM** A superyacht provides the ultimate platform to entertain guests in style



David is a huge fan of yachts, and he is super happy to repeat the experience. He knows how to rock a crowd on the DECKfloor!

Pictured: David Guetta, DJ



# Camper & Nicholsons International

YACHTING SINCE 1782



## Yacht Insurance

Insuring your *precious asset* against stormy seas and unforeseen events

Our bespoke and comprehensive in-house insurance service provides a one stop shop to access the insurance markets from a wide range of maritime underwriters on the Lloyds marine insurance markets. Our experienced insurance team can advise on the best policies and source competitive quotes, as well as help you from start to finish in the event of a claim.

[CNI@CAMPERANDNICHOLSONS.COM](mailto:CNI@CAMPERANDNICHOLSONS.COM)

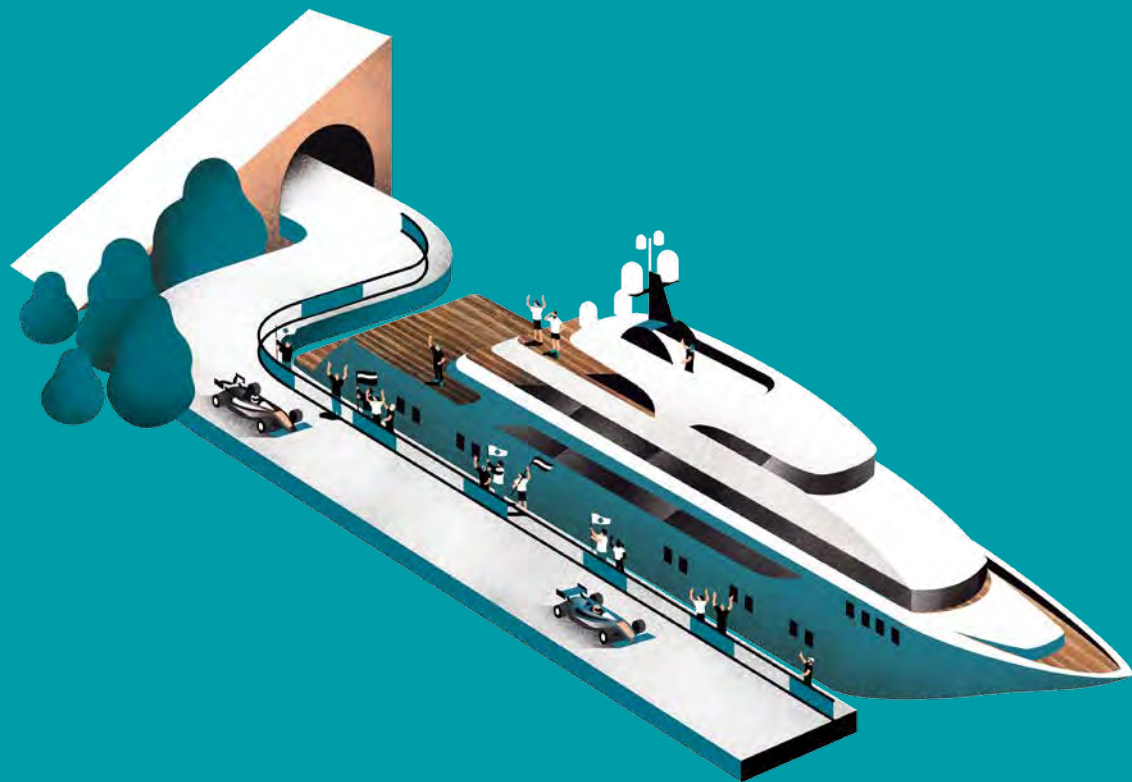


SECTION 4

# TRAVEL & CULTURE

“Travel and cultural sampling have long been a luxury experience and are of course intrinsic to yachting. It is commonly acknowledged that nothing captures the essence of exploration and travel better than yachting does.

*THE STATE OF WEALTH, LUXURY AND YACHTING*  
CAMPER & NICHOLSONS & WEALTH-X



THE PERFECT SCENE 96-97  
BALEARICS 98-101  
CÔTE D'AZUR 102-105  
CORSICA AND SARDINIA 106-107  
AMALFI COAST AND THE AEOLIAN ISLANDS 108-109  
SUMMER EVENTS FOR THE YACHTING CROWD 110-111

TRAVEL

## The perfect scene

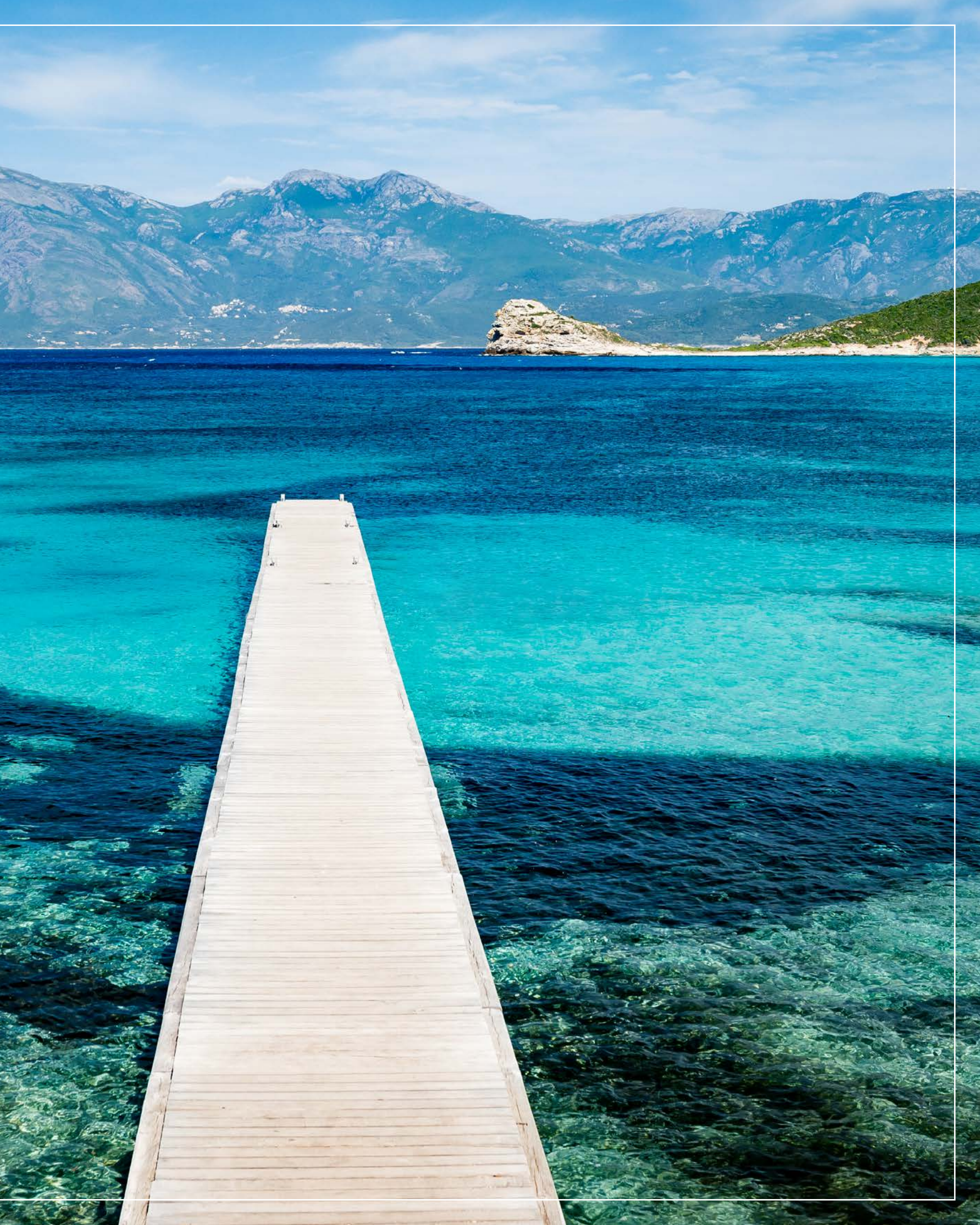
WRITTEN BY MIRIAM CAIN

Providing the perfect combination of effortless charm and elegance, the cruising grounds of the Western Mediterranean are the best-loved in the world

**T**he azur blue waters have been luring visitors for centuries, but it was not until the 1950s that they became populated with yachts. From the glamorous seafront towns of the Côte d'Azur and the Amalfi Coast to the Balearics, Corsica and Sardinia, their shorelines have undeniable cruising appeal. They are at their busiest throughout July and August, but here the experts from Camper & Nicholsons steer you away from the crowds to discover the more peaceful and scenic anchorages, the lesser-known best restaurants ashore, and the favourite hang-out's for those in the know.

**IMAGE** A pier extends into the crystal blue waters off Corsica







# Balearics

MAJORCA, MINORCA AND IBIZA

It is now much easier to charter a yacht in the Balearics as the regulations have changed. A number of the Camper & Nicholsons charter fleet, including the big Sunseekers *Blush* and *Thumper*, are heading to the trio of islands this summer. In all the key areas there are large marinas, but for those looking to escape the hustle and bustle of the jetty, then there are plenty of peaceful anchorages to be found. The small, uninhabited island of Espalmador, to the north of Formentera is well protected from the elements and the clear waters lap pure white sands.

“Take the tender or swim ashore and bathe in the natural mud baths at the heart of the island,” recommends Captain Matt Callaway on board the 47.24m (155’) motor yacht *Blush*. Alternatively, Na Foradada in Mallorca is one of the most enchanting anchorages in the Balearics. “I always recommend heading to Na Foradada for the amazing sunset,” says charter broker Anne Sterringa. “As the sun goes down, the wild and untouched Sierra de Tramuntana mountains are illuminated in a spectacular display of colour.”

Many of the beaches in the Balearics draw a crowd, but away from the well-known pockets of commercialism are scenic coves, many of which are only accessible by boat, making them wonderfully private. Difficult to access by land, the pebbled-beach of Sa Calobra remains relatively empty bar a few of the yachting crowd in the know. “Sitting between two huge

cliff faces, which provide a stunning back drop whether at anchor or on the beach, this is one of my favourite spots in the Balearics,” says Captain Tom Filby on board the 44m (144’4) motor yacht *Blue Vision*. “Another great beach on Mallorca’s west coast is Cala Tuent. Surrounded by mountains and pines, the coves are perfect for kayaking and other water sports.”

During your cruise you may want to jump in and snorkel or dive to explore the underwater world. The Cabrera National Park is a haven for flora and fauna and offers the most interesting dive sites in the Balearics. “Just ensure that permits have been pre-organised by your captain or charter broker,” says Captain James Harbord on board the 40m (131’5) motor yacht *Thumper*. “For those looking to snorkel rather than dive, the shallow waters lapping Benirras Beach on Ibiza are a great place.”

The restaurants in the Balearics range from beachside tavernas to fine dining establishments. From traditional cuisine to delicious tapas, there are plenty of gourmet choices when you step ashore. “One of the best places to sample the local dish caldereta de langosta (lobster stew) is at Es Cranc on Menorca,” recommends charter broker Anne Sterringa. “For a combination of Mallorquin and French cuisine then Bens d’Avall is located in an ideal spot on the water’s edge with stunning views over the Tramontana mountains.”

Sink your toes into the sand  
and spend lazy afternoons  
with the glitterati enjoying  
the sunshine and sunset  
accompanied by  
chilled music





## As the sun goes down, the wild and untouched Sierra de Tramuntana mountains are illuminated in a spectacular display of colour

Captain Ivica Mise on board the 33m (108') motor yacht *Casino Royale* recommends the Hotel Cap Rocat in Mallorca for special occasions. "Set in a former military fortress on the cliffs of Mallorca's south coast, Cap Rocat overlooks the Bay of Palma," says Captain Mise. "Enjoy sunset cocktails in traditional tents on the terrace before dining in the gourmet fortress restaurant, La Fortaleza. Reservations are essential."

The family-run La Paloma restaurant is an Ibiza institution. Located in a restored finca, by day it is a café but by night it is the very definition of laid back bohemian indulgence serving a combination of Italian and Spanish cuisine. For something quite different, Sublimotion is a unique experience where gastronomy is fused with technology. Located in the Hard Rock Hotel, guests to Sublimotion enjoy a 20-course gastro-sensory meal. "Hard to explain, it really has to be experienced for oneself," says charter broker Molly Browne. "The restaurant's walls are a virtual light show, and moving pictures are projected on the tabletops, including a garden scene and Versailles-style paintings."

Alternatively, Heart is the latest offering of the Adria brothers (of El Bulli fame). Located in the Grand Hotel, this is another experiential dining concept. "Art, performance and cuisine come together in one location to provide a sensory overload," says Molly Browne.

"The Adria brothers are one of Spain's most prized gastronomic duo, while Guy Laliberte, founder of Cirque du Soleil, adds his artistic genius to provide a totally unique experience, for which the island is famed."

The Balearic Islands are, of course, known for their beach clubs. Sink your toes into the sand and spend lazy afternoons with the glitterati enjoying the sunshine and sunset accompanied by chilled music with the following recommendations.

Anchor off the coast and take the tender ashore to Cala Jondal, one of Ibiza's best beaches, where Blue Marlin is the focal point. "The club has a relaxed pace throughout the day, and as the sun sets the vibe picks up a beat or two," says charter broker Cristabel Nye. Less brash than the Blue Marlin, Beachouse on Playa d'en Bossa is the place to head on a Sunday.

"For those looking for something more glam than boho, then the clifftop hangout and beach at the Cotton Beach Club is popular for lunch with a view, or a smart supper," recommends Captain Janusz Walinski on board the 62m (203'5) motor yacht *RoMa*. "Another popular spot for both lunch and spectacular sunsets is the effortlessly cool Experimental Beach. While most beach clubs close at sunset, Experimental Beach is as much somewhere to go at night, or stay as lunch blurs into sunset and dinner."



TOP The beautiful Tramuntana mountains on the western side of Mallorca MIDDLE Cotton Beach Club is the epitome of Ibizan relaxation BOTTOM The 62m (203'5) motor yacht *RoMa*

# Côte d'Azur

SOUTH-EAST FRANCE

**T**he most celebrated spots of the Côte d'Azur lie between St Tropez and Monaco. In the summer season almost 80 percent of the biggest charter yachts are to be found somewhere off the 65-kilometre coastline that is the epicentre of yachting. Glamorous seaside towns and several marinas dot the coastline, but there are also ample natural harbours and pretty anchorages for those wishing to escape the crowds.

The horseshoe-shaped Bay d'Agay, between St Tropez and Nice, is a pretty harbour fringed by beaches. "It's a peaceful anchorage and an ideal spot for an afternoon of water sports," recommends charter broker Sussie Kidd. Another quiet anchorage can be found near Antibes. "Lying opposite Hotel du Cap-Eden-Roc, St Honorat is home to monks who, having taken a vow of silence, keep quiet about the celebrities who come ashore to taste wine from their eight-hectare vineyard," says Captain Charles Bushell on board the 42.6m (140') motor yacht *Hana*. "The last ferry to Cannes departs early evening and so you will enjoy an anchorage of solitude with only the lapping waves and the monks chanting to lull you to sleep."

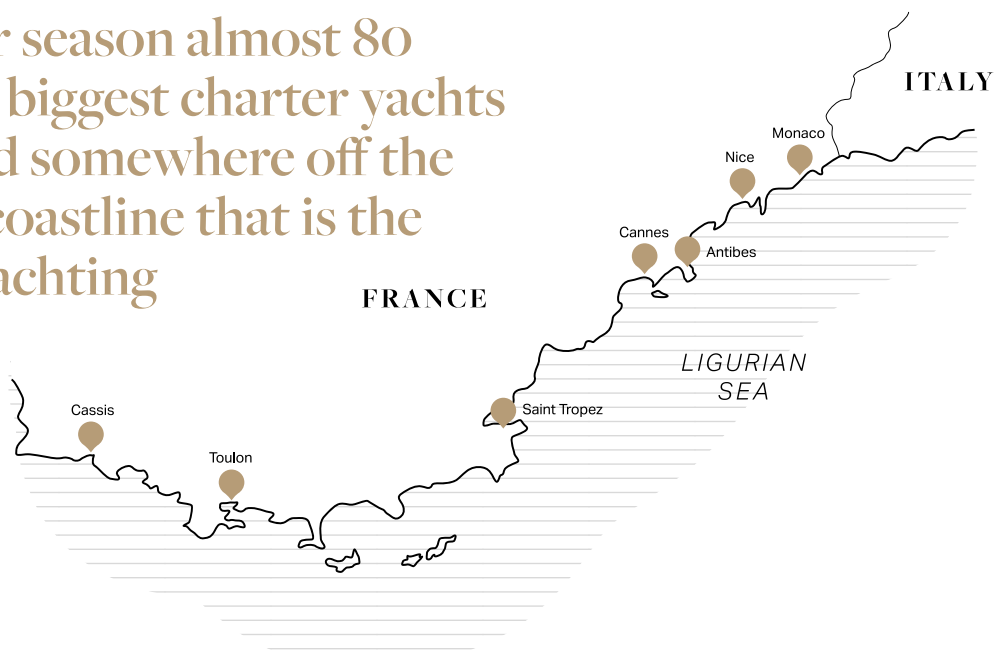
Dominating French cuisine along the sun-soaked Riviera are a handful of superchefs, such as Alain Ducasse and Joël Robuchon, but don't miss the culinary treats to be had at local, low profile establishments. Hidden on a hilltop in Menton,

Mirazur is a terrace restaurant with its own citrus grove and avocado trees. Argentinian chef, Mauro Colagreco, serves three tasting menus of tapas, followed by starters using fresh vegetables from the garden, and main courses of fresh fish. Also located in medieval hilltop villages are the iconic restaurants La Chèvre d'Or in Eze and La Colombe d'Or in St Paul de Vence. Both are wonderful venues affording spectacular views over the Mediterranean. "Dine in front of original works of art by Picasso, Matisse and Braque while enjoying authentic Provençale cuisine at La Colombe d'Or, or enjoy Michelin-starred cuisine at the outdoor restaurant at La Chèvre d'Or."

Back on the coast, the Hotel du Cap Eden Roc is a must for a special occasion. "You can dine on the terrace of the Eden Roc Pavillion while overlooking your yacht anchored alongside in Cap d'Antibes. This is a quintessential Côte d'Azur experience made unforgettable by the Mediterranean cuisine of chef Arnaud Poette," says Captain Emile Coetzee on board the 53.5m (175'6) *Hurricane Run*.

"Appropriately named Eden, the restaurant provides a bird's eye view over your yacht anchored 200 metres below" recommends charter broker Sussie Kidd. "Reservations are essential at both of these spectacular dining establishments."

**In the summer season almost 80 percent of the biggest charter yachts are to be found somewhere off the 65-kilometre coastline that is the epicentre of yachting**







PREVIOUS PAGE Mariano Caffé, Mirazur  
TOP The five star Château de la Chèvre  
d'Or on the French Riviera MIDDLE The  
43.6m (143') *Silver Wind* by ISA Yachts  
BOTTOM The luxurious Hotel Du Cap-  
Eden-Roc is set in secluded gardens  
on the Cote d'Azur with views of the  
Mediterranean coastline





## Enjoy Michelin-starred cuisine at the outdoor restaurant at La Chèvre d'Or

The Cap Estel is the understated but no less glamorous alternative to the Eden Roc. “Ideally situated between St Jean Cap Ferrat and Monaco, tender to the private beach and lunch on the terrace for cuisine by Michelin-starred chef Patrick Raingeard,” recommends charter broker Molly Browne.

Monaco has a restaurant for every occasion. Located in the most exclusive hotel in the Côte d'Azur, Hôtel de Paris is home to several fine dining establishments, including Alain Ducasse's outstanding three-Michelin starred Le Louis XV. Also at the hotel is the recently renovated Le Grill, helmed by Franck Cerutti and Jean-Philippe Borro.

Bouchon is a perennial favourite amongst the expats who live there and those in the know, including Captain Toby Boone on board the 58m (190') *Illusion V*. “The terrace has a great atmosphere, the service is impeccable, and they serve traditional dishes like escargots and farçis.”

At the other end of the coastline, Alain Ducasse's acclaimed Rivea is at the heart of the St Tropez gastronomic scene. “Dishes draw on southern

European and North African influences,” says charter broker Pierre Hurel. “L'Escale, which is located right in the port of St Tropez, also has a menu featuring light Mediterranean cuisine. The service is great and the restaurant has a typical St Tropez atmosphere.”

Pampelonne Beach in St Tropez has been attracting the jet set for decades and exclusive beach clubs have been popping up along the shoreline since the mid 1970s. Le Club 55 is the most legendary establishment along Pampelonne Beach. “Although it is better known for its glamour and ambience than its restaurant scene, the menu of fresh fish and salads is ideal for a light lunch best enjoyed under the shade of the tamarisk trees on the terrace,” recommends charter broker Tina Montzka. Captain Istan Virag on board the 43.6m (143') *Silver Wind* also recommends Le Club 55, along with Nikki Beach, Tahiti and Nioulargo – all found along Pampelonne Beach. “Having spent the day in the sunshine, turn your attention to evening plans,” says Captain Virag. “Les Caves Du Roy is one of the most exclusive nightclubs in St Tropez and never fails to attract a glamorous crowd.”

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## Corsica and Sardinia

WESTERN MEDITERRANEAN

**T**he French island of Corsica remains largely unspoilt, while neighbouring Sardinia provides some of the most popular cruising grounds in the Mediterranean. They may be different countries but due to their close proximity most charters will take in both islands during a cruise.

Corsica's west coast provides a stunning backdrop for any cruise, with deep bays and charming fishing villages. "The island has plenty of golden sand, with the Gulf of Valinco, on the southwest coast, boasting some of Corsica's prettiest beaches," says Captain Peter Leeming on board the 43m (141') *CD Two*. "Along the southern coastline you will also find the sheltered anchorage of Sant' Amanza. The narrow bay is deeply indented and lies just across the straits from Sardinia's Maddalena islands."

Captain Oscar Wollheim on board the 45m (148') motor yacht *Fathom* agrees. "Anchoring in Corsica can either be frustrating or immensely rewarding, depending on your timing," he says. "The east coast has very limited anchorages, and these are concentrated at the southern end of the island, but the west coast has many bays and beaches that are attractive, although always at risk from the mistral and the swell that it brings. However, when calm, these bays are ideal for watersports."

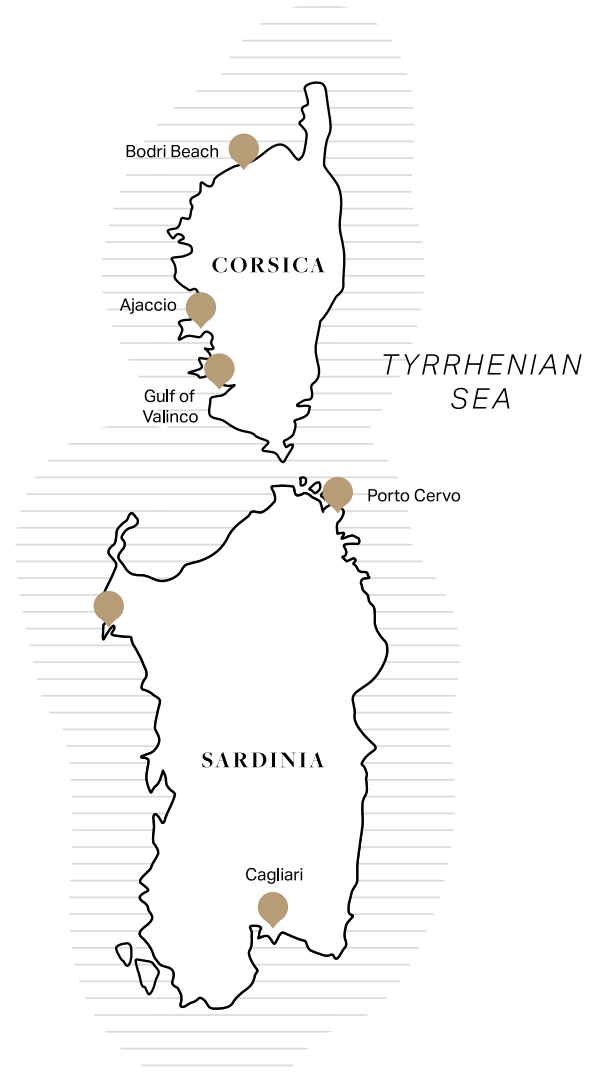
Captain Tom Filby on board the 44m (144'4) *Blue Vision* recommends visiting the Maddalena National Park and Porto Lungo for a peaceful anchorage. "A restaurant called La Scogliera lies in a small rocky bay. Once anchored the favoured means to get to the restaurant is by SeaBob to a small private beach, then a lazy lunch in the afternoon sun under white biminis on a terrace just above the water. Although in a busy area for cruising, it still feels remote and off the beaten path," says Captain Filby.

Stretching from Golfo Aranci to Baia Sardinia, the waters off Sardinia offer some of the best sailing conditions in the world. At the heart of the Costa Smeralda is the exclusive enclave of Porto Cervo. "The shoreline is where you will find designer boutiques and exclusive restaurants," says charter broker Vanessa Morlot. "The surrounding coves offer some of the nicest anchorages in the Mediterranean, with warm waters and white sandy beaches."

"Sardinia's best known beach is the sweeping Liscia Ruja, but if you want soft, bright white sand, ask your captain to steer your yacht to Pevero," recommends charter broker Vanessa Morlot. "The uninhabited island of Mortorio also has a beautiful beach."



TOP Stairway leading to the Neptune's Grotto in Capo Caccia cliffs, Sardinia, Italy BOTTOM The crystal clear sea waters off Bodri beach, Corsica



# Amalfi Coast and the Aeolian Islands

TYRRHENIAN SEA

**B**oasting a rich cultural and artistic heritage, Italy's Amalfi Coast is too steep to support much in the way of modern development and therefore its beauty and tranquility remain relatively unspoilt. "The best views of this picturesque coastline are seen from the decks of your yacht, cruising from the bustling Bay of Naples to the volcanic island of Ischia, the 'island of wellbeing', and the glamorous neighbouring island of Capri," says Captain Simon Johnson on board the 63.5m (208') *Lioness V*. "The lesser-known Ponza is one of the most beautiful islands in the Mediterranean, and offers rocky grottos, hidden coves and authentic Italian fishing ports." Charter broker Eduardo Valfre agrees; "Ponza, and her neighbouring island Palamarola, boast stunning anchorages and great beaches."

The entire coastline is infused with Italy's great passion for fabulous cuisine, which ranges from Michelin-starred restaurants to regional dishes in the many cafés and stalls that line the main piazzas. Capri is celebrated for its Neapolitan culinary scene. "Join the A-list crowd on the terrace of Qvisi at the Grand Hotel Quisisana for an aperitif before dining at the hotel's fashionable RendezVous restaurant," recommends charter broker Eduardo Valfre. "In Anicapri, I highly recommend the pizzeria Materita and Il Riccio Restaurant and Beach Club at the Capri Palace."

Back on the mainland cruise past the many Renaissance palaces and Roman remains perched along the coastline between the towns of Ravello, Sorrento and Amalfi. Step ashore to the fishing village-turned-tourist hotspot Positano for a drink on the terrace at La Sponda. You will also find Villa Treville in Positano. "Accessible only by boat, last summer saw the hotel revive the Treville Beach Club in Laurito Bay," says Captain David McMorrow on board the 64.5m (211'7) motor yacht *Silver Angel*. "Take the tender ashore for sunset or a nightcap set to music by live bands or resident DJ's."

IMAGE The terrace of Qvisi at the Grand Hotel Quisisana

A veritable bohemian Mediterranean paradise, the archipelago of seven islands – Stromboli, Panarea, Salina, Lipari, Vulcano, Filicudi and Alicudi – have escaped mass development. Reached only by ferry or yacht, the islands are known for their scenic shores and glittering nightlife. "The active volcanic island of Stromboli has many bays and inlets that are perfect for water sports," recommends Captain Simon Johnson. "Panarea is the place to head for both nightlife and restaurants ashore. There is an anchorage on the north side of the island which I can highly recommend," he says. "There is nothing quite like lying stern-to-the rocks; it's as though you have your own private dock."

Captain Julian Sincock on board the 47m (155') motor yacht *Princess AVK* also recommends the island of Panarea. "It is great to drop anchor and spend the day bathing in the perfect waters before stepping ashore to what I consider to be the best restaurant in the archipelago, Da Pina," he says. "Here you will also find the beautiful hotel Raya, where you can enjoy an aperitif watching the sunset over the neighbouring island of Stromboli."

What's not to love about the Western Mediterranean. Whatever you want to do on your charter, these cruising grounds provide the perfect mix of class and charm.



SIA AD MCXXXVII

Q U I S I S A N A



QUISISANA



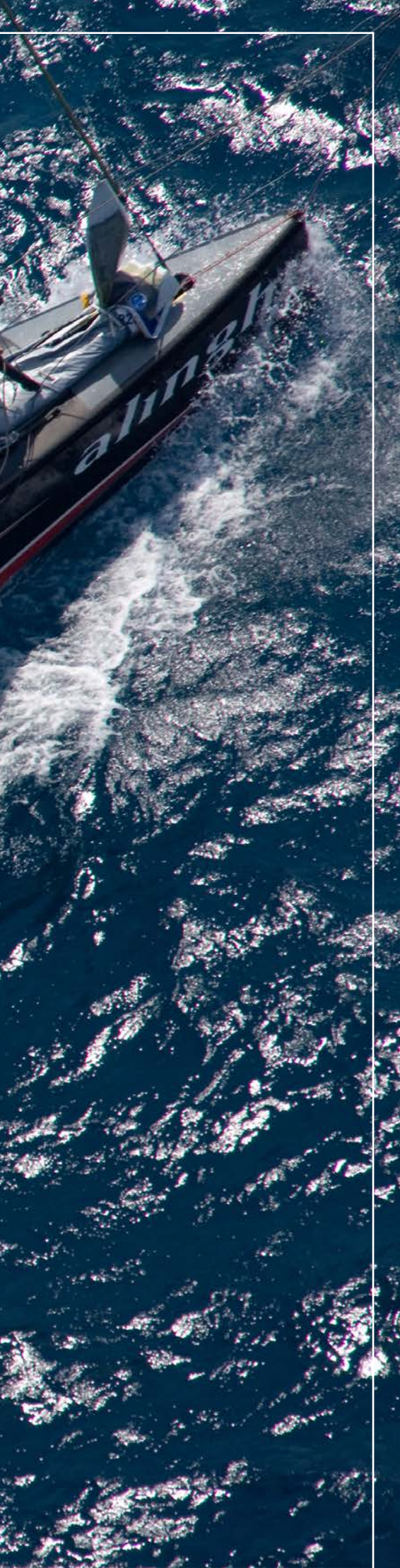


CALENDAR

## Summer events for the yachting crowd

From art festivals to Formula 1 racing, it is not only the boat shows that attract superyacht spectators.





#### MAY

12-14 May	Formula 1 Spanish Grand Prix	Barcelona, Spain
17-21 May	Nantucket Wine Festival	Nantucket, USA
17-28 May	Cannes Film Festival	Cannes, France
25-28 May	Formula 1 Monaco Grand Prix	Monaco
30 May-3 Jun	Loro Piana Superyacht Regatta	Porto Cervo, Sardinia

#### JUNE

12-15 Jun	America's Cup Superyacht Regatta	Bermuda
16-20 Jun	America's Cup J-Class Regatta	Bermuda
17-27 Jun	America's Cup	Bermuda
21-24 Jun	The Superyacht Cup Palma	Mallorca

#### JULY

3-16 Jul	The Championships Wimbledon	UK
6-16 Jul	International Polo Cup	St Tropez, France
14 Jul	Bastille Day Fireworks	Cannes, France
20-30 Jul	Polo Masters Open de Gassin	St Tropez, France
22 Jul	Monaco Red Cross Ball	Monaco
27-29 Jul	Candy Store Superyacht Regatta (formerly Newport Bucket)	Newport, USA
29 Jul-5 Aug	Cowes Week	UK

#### AUGUST

3-13 Aug	Cote d'Azur Polo Cup	St Tropez, France
20 Aug	Pebble Beach Concours d'Elegance	Pebble Beach, USA
29 Aug-2 Sep	Copa Del Rey	Mahon, Menorca
31 Aug-10 Sep	Venice Film Festival	Venice, Italy
31 Aug	Polo Gold Cup	St Tropez, France

#### SEPTEMBER

12-17 Sep	Cannes Yachting Festival	Cannes
13-17 Sep	Monaco Classic Week - La Belle Classe	Monte-Carlo
14-17 Sep	Evian Golf Championships	Évian-Les-Bains
14-17 Sep	Monaco Yacht Show	Monaco
26-30 Sep	Oyster Regatta Palma	Palma, Mallorca

#### OCTOBER

20-22 Oct	US Grand Prix	Austin, USA
23-25 Oct	Amber Lounge	Austin, USA
24-26 Oct	Top Marques Shanghai	Shanghai, China

# Camper & Nicholsons International

YACHTING SINCE 1782



## Charter Marketing

Yachts are stories *waiting to be told*  
and we tell them compellingly

Telling a good story is about more than just the facts, and we've known this ever since we pioneered the business of chartering yachts. Telling that story is the only way to make a boat stand out from the crowd and our Charter Marketing division has the knowledge, expertise and resources to weave that story compellingly and tell it widely.

[CNI@CAMPERANDNICHOLSONS.COM](mailto:CNI@CAMPERANDNICHOLSONS.COM)

SECTION 5

# CHARTER FLEET

“With huge diversity on offer, the intrepid traveller is never lacking options for cultural exploration and wonder. The experience of travel is as much a luxury as the onboard facilities since it affords the exclusive privileges of ‘being there’ as well as the promise of adventure yet to come. Superyachts provide the pre-eminent platform for such experiences.”

THE STATE OF WEALTH, LUXURY AND YACHTING  
CAMPER & NICHOLSONS & WEALTH-X



HOW TO CHARTER 114-116  
SUMMER CRUISING GUIDE 118-119  
WEST MEDITERRANEAN 120-121  
EAST MEDITERRANEAN 122-123  
FURTHER AFIELD 124-125  
CHARTER FLEET 126-195  
THE EDEN CLUB 196-197



## CHARTER

# How to charter

WRITTEN BY MIRIAM CAIN

From the moment you make your first enquiry, your experienced charter broker will guide you through the entire process, making the planning almost as inspired and fun as the charter itself.

Ask any charterer what it is that attracts them to the high seas and they will tell you all about the service, personal chefs, island-hopping itineraries and water sports heaven. And that would only be the beginning.

Camper & Nicholsons charters are acclaimed for their inspiration, excellent service and expert management. It comes from years of training and a dedication to taking the luxury holiday experience one step further than any other company. At Camper & Nicholsons we have 18 brokers based in Europe and the USA, and between us we have first-hand knowledge of all the yachts and cruising destinations, which means we can offer you genuine advice from personal experience.

### Your first port of call

Your first all-important call is the one you make to your Camper & Nicholsons charter broker. The process couldn't be easier. Browse through the yachts in the following pages, or visit our website at [camperandnicholsons.com](http://camperandnicholsons.com), and think about all the

things you want from your charter. Then, simply call us. We will take care of the entire process for you, beginning with sound advice on the best yachts and destinations to suit you, and then helping you with all the necessary paperwork to make the whole process as simple as possible. As we create your itinerary, every consideration is taken into account. We will make recommendations, organise flights, reservations and bookings, brief your captain and crew on all your requirements so they can provision the yacht and, in short, take care of the entire process for you from start to finish.

### When and where

Different countries are 'in season' at different times of the year, so check our guide to ensure your dates and destinations coincide. If you have set your heart on a particular destination, make sure you focus on yachts that charter in that area, and decide how long you would like your charter to last. Bear in mind that the more flexible you can be with your holiday dates, the more options we can offer.

IMAGE The impressive 36.58m (120) *Touch*



## Different countries are ‘in season’ at different times of the year, so check our guide to ensure your dates and destinations coincide

### Motor or sail

Our charter brokers know all the yachts and their unique crews and ambiances, and have a special skill in matching them to the particular requirements of your charter party. You may favour the style of a modern motor yacht, the history of a classic yacht or the exhilarating romance of a sailing yacht. Whatever your choice, you can be assured of the utmost comfort and luxury with air-conditioning on most yachts, along with excellent leisure facilities.

### Activities and atmosphere

Your crew will always provide a professional service, but depending on your preference they can either create a subtle and private ambience or a more relaxed, interactive ‘family’ atmosphere. Also, let us know if you have a special interest in culture, sport, history, wildlife, or even shopping, and we can tailor your charter to feature plenty of inspired excursions.

### Floating fantasy

Your charter broker, captain and crew will suggest and plan some fantastic ideas for your cruise, but if you have any wild and wonderful requests of your own please let us know well in advance so we can make the arrangements. We can ensure the yacht is stocked with special foods and wines, music, and films, water

sports equipment, toiletries and even your favourite flowers and magazines. We are also happy to arrange restaurant reservations and can organise a round of golf, professionally guided trips ashore and private limousine and helicopter transfers.

### Corporate charters

In an ever-more competitive world, finding new ways to impress clients and reward or inspire staff can be a great challenge. Fortunately, at Camper & Nicholsons we have perfected the art of organising prestigious and innovative hospitality events, and have even been known to organise charters with just a few hours’ notice. We have numerous luxury yachts based across the world that are perfect for hosting corporate charters. You may prefer a smaller motor or sail yacht for team-building charters, or you may wish to create a truly unique impact with a cocktail party for a large number of guests aboard one of the world’s ultimate superyachts.

### Planning ahead

Ideally you should book any charter at least six months in advance. However, bear in mind that some of the more popular yachts, cruising in the West Mediterranean in July or August, for example, may be booked up to a year in advance.

IMAGE The 47.25m (155') *Blush*

# Charter Fleet

Featuring some of the world's most desirable superyachts, the summer charter fleet has been hand-picked by Camper & Nicholsons expert charter brokers. Turn to page 126 onwards and choose the charter yacht of your dreams for this summer season.



DESTINATIONS

# Summer cruising guide

WRITTEN BY CAMILLA CRESSY

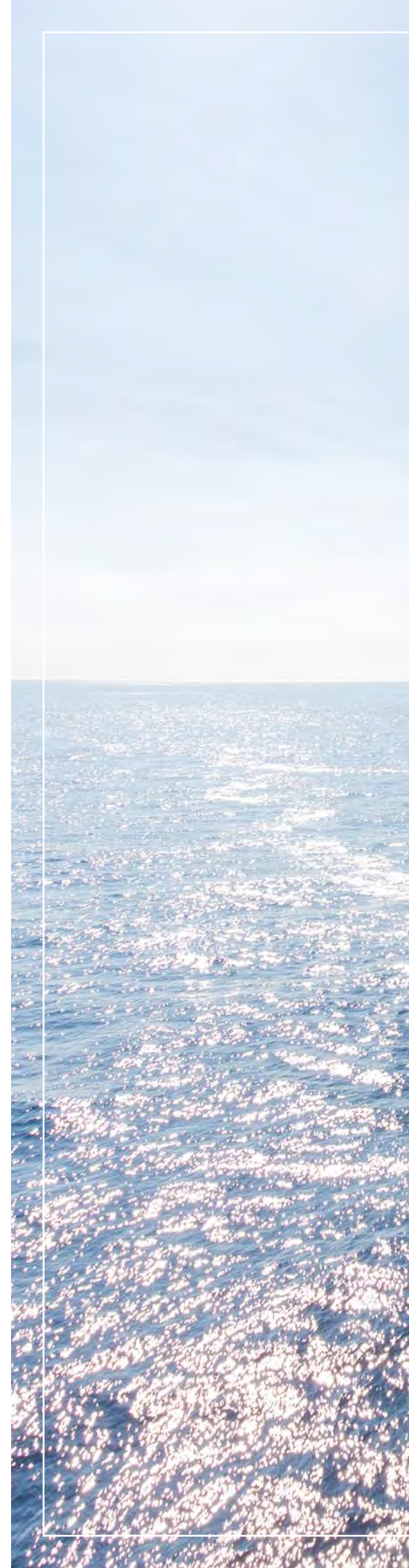
A Camper & Nicholsons charter is pure luxury all the way – your own timetable, and a bespoke itinerary full of favourite pastimes. Drawing on more than 150 years of accumulated experience in arranging charters for our discerning clients, Camper & Nicholsons charter brokers know the essential ingredients for each destination and can help you create any style of charter you desire.

Half the fun is dreaming up where you want to go, what you want to see, what foods you want to savour, what new sports you want to try your hand at and which beaches, historic buildings and fantastic boutiques you may want to visit. We can run through all the options with you, and although there are no hard and fast rules, the more we know about your interests, hobbies and travel ambitions the better. It will help us deliver the charter of your dreams.

The main points to think about while you turn the pages are time of year, destination, type of charter and type of yacht. Perhaps you are looking to push the boundaries of a jet-set lifestyle and party in the hippest haunts; or longing to sample the wealth of cultures that exist in the cruising grounds around the world; or simply relax and be pampered; a charter is the perfect opportunity to spend quality time with family, or a peerless excuse to indulge. Turn the following pages and choose the charter yacht of your dreams for this summer season.

From the chic West Mediterranean and the magical East Mediterranean, to the shoreline of New England - or beyond these traditional cruising grounds and further afield to the Pacific Northwest or Scandinavia - there are some compelling destinations and unbelievable itineraries for those looking for a truly diverse and unforgettable holiday.

FOR REGULAR UPDATES ON THE NEWEST YACHTS AVAILABLE TO CHARTER THIS SUMMER GO TO [CAMPERANDNICHOLSONS.COM](http://CAMPERANDNICHOLSONS.COM), OR SPEAK TO YOUR CAMPER & NICHOLSONS CHARTER BROKER.





A large, dark-hulled sailboat with two tall masts and large white sails is sailing on a deep blue ocean. The sun is low in the sky, creating a shimmering wake behind the boat. The text is positioned in the upper right quadrant of the image, overlaid on the sky and sea.

There are some compelling destinations and unbelievable itineraries for those looking for a truly diverse and unforgettable holiday





SEASON | MAY - SEPTEMBER

## West Mediterranean

Bring your latest designer swimwear and cocktail attire and discover the place where luxury yacht charter all began – the West Mediterranean.

Effortless charm and elegance are ever present along the shores of the Côte d'Azur, Amalfi Coast, Balearics, Corsica and Sardinia. The varied cruising grounds are the most popular, and therefore some of the busiest, during the peak summer months. From Spain through France to Italy, itineraries can take in numerous activities, from gourmet themed charters to culture hotspots and red carpet occasions, but whatever the destination or itinerary, they are all best discovered by yacht.

IMAGE Ravello, Amalfi Coast, Italy

SEASON | MAY - OCTOBER

## East Mediterranean

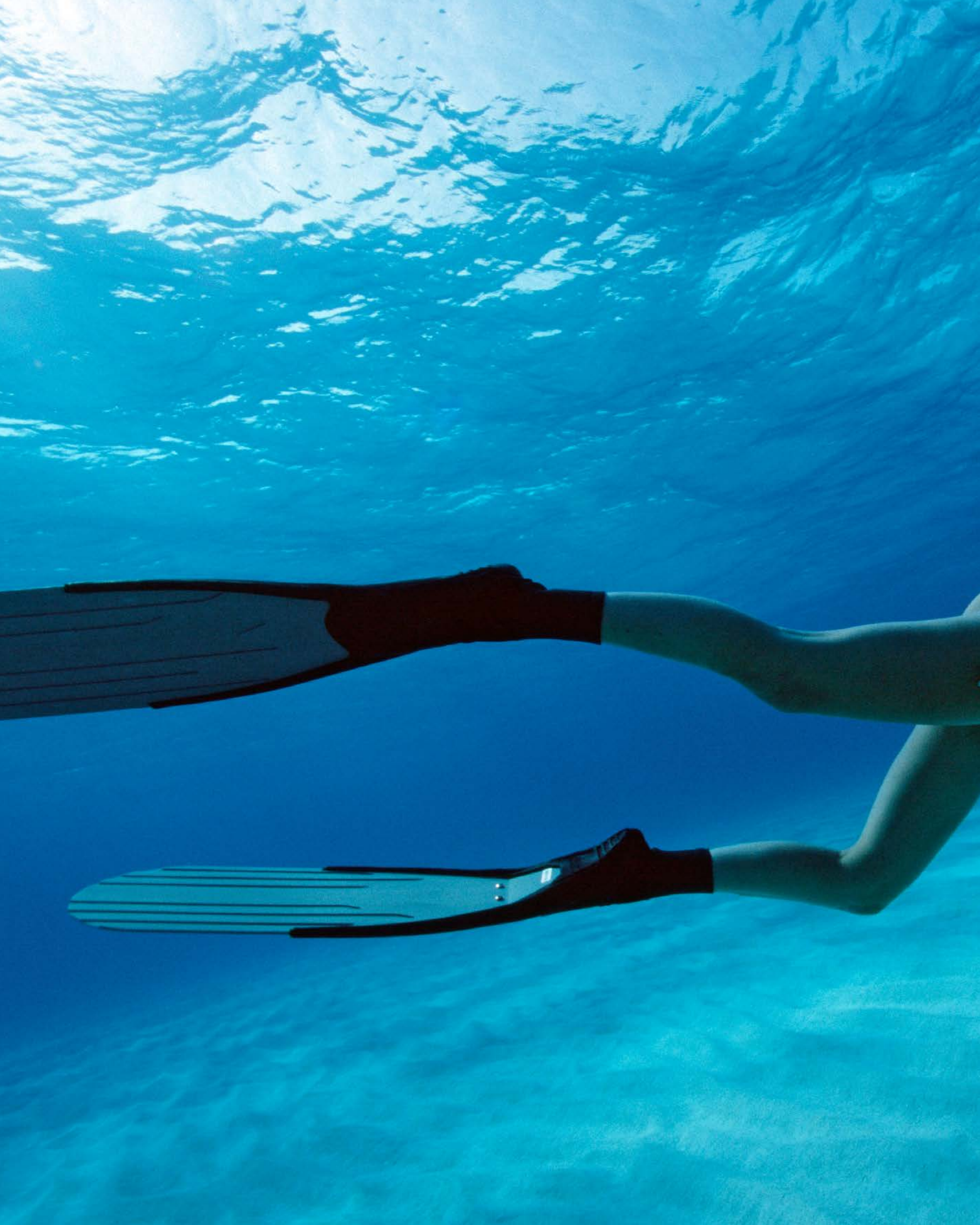
Ancient ruins, spectacular churches, medieval villages and sacred temples will take your breath away during a cruise through the clear, warm waters of the East Mediterranean.

A mosaic of islands and nations abounding with enchanting myths and legends, this area has a magic and mystery that nowhere else can match. The birthplace of Western civilisations, Athens and the islands of Greece are suffused with extraordinary mythology, white washed houses and beautiful beaches. Further west in the Adriatic Sea, discover the little known wonders of unspoiled Croatia, or the extensive coastline of Southern Turkey where east meets west at the gateway to the Orient.

IMAGE Discover the little known wonders of the Adriatic Sea









## Further afield

Camper & Nicholsons has explored beyond the popular shores of the Mediterranean to offer you an alternative selection of vast, varied and vibrant cruising grounds – all of which are best discovered by yacht.

For those with spirit and adventure, the far flung lands of Australia, the South Pacific, Indian Ocean, Southeast Asia, Pacific Northwest, Southeast Alaska, or even Scandinavia offer an endless supply of attractions and activities. The Bahamas remain a popular cruising spot throughout the summer months and the coastline of New England also comes to life during the summer months, attracting yachts from far and wide to discover America's home of yachting.

IMAGE Dive or snorkel around the many uninhabited islets and cays of the Bahamas

86m (282')

## Aquijo

### SPECIFICATIONS

Guests	12 in 7 cabins (4 double, 3 single)
Crew	17
Beam	14.5m (47'7)
Draft	5.3m (17'5)
Built by	Oceanco & Vitters Collaboration
Naval architecture by	Tripp Design
Interior design by	Dölker & Voges
Year	2016
Engines	2 x Caterpillar 18, 1350kw each
Fuel consumption	460 lph @ 14.5 knots 850 lph @ 17.5 knots
Speed	15/17.5 knots

### KEY FEATURES

- Beach club with spa & Jacuzzi
- Sophisticated interior design
- Retractable sunroof above al fresco dining table
- Onboard theatre
- Elevator
- Swimming platform
- Unsurpassed sailing capabilities

### CRUISING GROUNDS

West & East Mediterranean

### PRICES FROM

Low season €400,000 per week  
High season €550,000 per week







Boasting exceptional Dutch pedigree, *Aquijo* is one of the world's largest high-performance, ketch-rigged sailing yachts. With vast interior and exterior spaces, and a state-of-the-art beach club complete with steam room, sauna and hot tub, *Aquijo* combines the finest of yacht design with craftsmanship.



80.8m (265')

# Nero

## SPECIFICATIONS

Guests	14 in 6 cabins (4 double, 2 twin)
Crew	20
Beam	12m (39'6)
Draft	4.42m (14'6)
Built by	Corsair Yachts
Naval architecture by	IMT Marine Consultants Ltd
Interior design by	Neil Taylor
Year	2007 (refit 2015, 2016)
Engines	2 x MAK 9M20 2333hp
Fuel consumption	450 lph
Speed	14/16 knots

## KEY FEATURES

- State-of-the-art technology
- Gymnasium
- Swimming pool & Jacuzzi
- Outdoor cinema
- Elegant interior styling
- Master apartment

## CRUISING GROUNDS

West & East Mediterranean

## PRICES FROM

Low season €475,000 per week  
High season €475,000 per week



Expansive deck spaces with a large swimming pool and endless seating arrangements, along with an immaculate interior, make this high-performing superyacht ideal for long-range cruising in ultimate style.



77.4m (254')

## Legend

### SPECIFICATIONS

Guests	26 in 13 cabins (8 double, 5 convertible twins)
Crew	19 (plus 10 expedition crew)
Beam	13.5m (44'3)
Draft	6.5m (21'4)
Built by	Icon Yachts
Naval architecture by	Diana Yacht Design
Interior design by	Legend Beheer B.V.
Year	1974 (refit 2007, 2016)
Engines	2 x 3400hp Smit Bollnes
Fuel consumption	540 lph
Speed	11/14 knots

### KEY FEATURES

- Commercially certified helipad
- 3-man submarine
- Ice-breaking hull
- Snow scooters
- Balinese spa
- Cinema
- Swimming pool
- Gymnasium
- Sauna
- Piano Bar
- Whiskey Bar
- Medical suite

### CRUISING GROUNDS

Antarctica, Greenland & Northern Europe, Patagonia, West & East Mediterranean

### PRICES FROM

Low season €460,000 per week  
High season €460,000 per week





The ultimate exploration vessel, *Legend* was built for fun and adventure. She will escort you in absolute luxury through the world's remotest oceans.



73.5m (241')

Siren

SPECIFICATIONS

Guests 12 in 6 cabins (6 double, inc  
1 twin, 1 convertible)  
Crew 18  
Built by Nobiskrug  
Year 2008 (refit 2013, 2015, 2016)  
Speed 14.5/17 knots

CRUISING GROUNDS

West & East Mediterranean

PRICES FROM

Low season €525,000 per week  
High season €600,000 per week





73m (240')

## Titania

### SPECIFICATIONS

Guests	12 in 7 cabins (7 double)
Crew	20
Built by	Lürssen
Year	2006 (refit 2012, 2015)
Speed	14/16 knots

### CRUISING GROUNDS

West & East Mediterranean

### PRICES FROM

Low season €490,000 per week  
High season €600,000 per week



72.5m (238')

## Coral Ocean

### SPECIFICATIONS

Guests	12 (6 cabins)
Crew	23
Built by	Lürssen
Year	1994 (refit 2016)
Speed	14/17 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

Low season €320,000 per week  
High season €390,000 per week



72m (236')

Axioma

SPECIFICATIONS

Guests 12 in 6 cabins  
(6 double /  
2 convertible)  
Crew 20  
Built by Dunya Yachts  
Year 2013  
Speed 14/17 knots

CRUISING GROUNDS

West & East Mediterranean

PRICES FROM

Low season €595,000 per week  
High season €635,000 per week





70m (230')

Martha Ann

SPECIFICATIONS

Guests	12 in 7 cabins (6 double, 1 triple)
Crew	21
Built by	Lürssen
Year	2008 (refit 2014, 2016)
Speed	13/15.5 knots

CRUISING GROUNDS

Bahamas & Bermuda  
West Mediterranean

PRICES FROM

Low season €600,000 per week  
High season €600,000 per week



69.6m (229')

# Sherakhan

## SPECIFICATIONS

Guests	26 in 13 cabins (7 double, 6 twin)
Crew	19
Built by	Jan Verkerk
Year	2005 (refit 2012)
Speed	11/13 knots

## CRUISING GROUNDS

West & East Mediterranean

## PRICES FROM

Low season €425,000 per week  
High season €425,000 per week



68m (224')

*Sycara V*

SPECIFICATIONS

Guests 12 in 6 cabins  
(5 double, 1 single)  
Crew 18  
Built by Nobiskrug  
Year 2010  
Speed 14.5/17 knots

CRUISING GROUNDS

Bahamas, Bermuda & the  
Caribbean, West Mediterranean

PRICES FROM

Low season €585,000 per week  
High season €585,000 per week



67.5m (221'5)

## Icon

### SPECIFICATIONS

Guests	12 in 6 cabins (4 double, 2 convertible twins)
Crew	17
Beam	11.4m (37'5)
Draft	3.8m (12'6)
Built by	Icon Yachts
Naval architecture by	Icon Yachts
Interior design by	Studio Linse, Amsterdam
Year	2010 (refit 2014)
Engines	2 x 2480hp MTU 12V 4000 M71
Fuel consumption	540 lph
Speed	13/16 knots

### KEY FEATURES

- Designed for comfort & luxury
- High volume vessel
- Large beach club area
- Ultra-modern stabilisation system
- Hammam/sauna
- Gymnasium

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

Low season €500,000 per week  
High season €550,000 per week



Designed for extensive world cruising, *Icon* is a high volume yacht. She boasts state-of-the-art entertainment equipment, a gymnasium, a vast beach club area and a large swimming pool on her main deck.



67.2m (220'6)

Vertigo

SPECIFICATIONS

Guests 12 in 5 cabins  
(4 double, 1 twin)  
Crew 11  
Built by Alloy Yachts  
Year 2011  
Speed 12/18 knots

CRUISING GROUNDS

West & East Mediterranean

PRICES FROM

Low season €245,000 per week  
High season €325,000 per week



66.4m (276')

Okto

SPECIFICATIONS

Guests 10 in 5 cabins (5 double)  
Crew 17  
Built by ISA  
Year 2014  
Speed 16/18 knots

CRUISING GROUNDS

West & East Mediterranean

PRICES FROM

Low season €400,000 per week  
High season €500,000 per week



65.2m (213')

## Callisto

### SPECIFICATIONS

Guests	12 in 6 cabins (4 double, 2 twin)
Crew	16
Beam	11.6m (38'3)
Draft	3.8m (12'6)
Built by	Feadship
Naval architecture by	De Voogt
Interior design by	Terence Disdale
Year	2006
Engines	2 x 3516B Caterpillars
Fuel consumption	390 lph
Speed	12/16 knots

### KEY FEATURES

- Huge interior volume
- Impressive array of watersports
- Feadship quality and zero speed stability
- Vast deck spaces
- Fully equipped gymnasium
- World class Chef
- Entertainment systems throughout
- An elegant Terence Disdale interior
- 2 x Hinckley tenders
- Elevator
- RYA centre

### CRUISING GROUNDS

Caribbean

### PRICES FROM

Low season \$415,000 per week  
High season \$460,000 per week





+

*Callisto* is the ultimate contemporary classic yacht. Combining magnificent exterior lines, an elegant Terence Disdale interior and an expansive, oversized sundeck with sophisticated amenities, two Hinckley tenders and an exceptional crew, this 65-metre Feadship is beyond impressive.



65.2m (213')

## Lamima

### SPECIFICATIONS

Guests	14 in 7 cabins (5 double, 2 twin)
Crew	19
Beam	11.2m (36'9)
Draft	3.7m (12'2)
Built by	Haji Baso
Naval architecture by	Marcelo Penna
Year	2014
Engines	1 x 1,000hp MAN
Fuel consumption	80 lph
Speed	10/12 knots

### KEY FEATURES

- World's largest wooden sailing yacht
- Contemporary Asian design
- Seven staterooms
- PADI-diving certification & instructors
- Onboard spa therapists
- Tour guide
- Shaded relaxation areas
- Large al fresco cinema screen
- All inclusive charter fee

### CRUISING GROUNDS

South East Asia & Thailand

### PRICES FROM

High & low season rate \$125,000  
summer and winter all inclusive





Offering the charm of an Indonesian phinisi with the opulent luxuries of modern yacht design, *Lamima* is a nautical masterpiece. The perfect yacht for both a relaxing and an adventurous charter through the exotic cruising grounds of Southeast Asia.



64.5m (211'7)

## Silver Angel

### SPECIFICATIONS

Guests	12 in 7 cabins (5 double, 2 twin)
Crew	19
Beam	12m (39'4)
Draft	3.55m (11'8)
Built by	Benetti
Naval architecture by	Stefano Natucci
Interior design by	Argent Design of London
Year	2009
Engines	2 x Caterpillars 3615B A RAT 16cyl
Fuel consumption	550 lph
Speed	15/16 knots

### KEY FEATURES

- Dedicated dive room
- Inflatable slide from the sundeck
- Excellent crew to guest ratio
- Spa and onboard masseuse
- Steam room
- Spectacular decks for entertaining
- Tee It Golf and table tennis
- Unique Art Deco interior style
- Outstanding selection of water toys
- Fantastic outdoor spaces
- Fully equipped gymnasium
- Full bars on all decks

### CRUISING GROUNDS

Caribbean, Indian Ocean, West & East Mediterranean

### PRICES FROM

Low season €425,000 per week  
High season €450,000 per week





*Silver Angel* was built for lavish entertaining and cruising in ultimate style. With a stunning Art Deco interior complementing her fabulous deck spaces, plus a host of water toys, *Silver Angel* takes luxury living to the next level.



63.5m (208'4)

## Lioness V

### SPECIFICATIONS

Guests	12 in 6 cabins (4 double, 2 twin)
Crew	19
Beam	12.1m (39'8)
Draft	3.6m (11'1)
Built by	Benetti
Naval architecture by	Stefano Natucci
Interior design by	Argent Design of London
Year	2006
Engines	2 x 2258hp Caterpillars 3516B
Fuel consumption	500 lph
Speed	14/15 knots

### KEY FEATURES

- Well-appointed decks
- Show-stopping, elevated pool area
- Lavish cinema
- Several options for dining
- Fully equipped gymnasium and steam room
- Large swim platform
- New 40ft Van Dutch tender
- One of the highest spec Benetti's ever built

### CRUISING GROUNDS

Caribbean, West & East Mediterranean

### PRICES FROM

Low season €425,000 per week

High season €650,000 per week





*Lioness V* is the finest example of Italian styling by Benetti. Her striking naval architecture is by the renowned Stefano Natucci and she exhibits fabulous decks with a swimming pool, Jacuzzi and a sound system. She is the ultimate celebration charter yacht.



63m (207')

11.11

SPECIFICATIONS

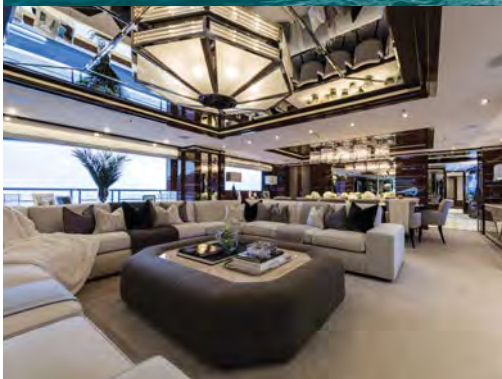
Guests 12 in 6 cabins  
(4 double, 2 twin)  
Crew 16  
Built by Benetti  
Year 2015  
Speed 14/16.5 knots

CRUISING GROUNDS

West & East Mediterranean

PRICES FROM

Low season €650,000 per week  
High season €650,000 per week





62.5m (205')

Baton Rouge

SPECIFICATIONS

Guests 12 in 7 cabins  
(5 double, 2 twin)  
Crew 18  
Built by Icon Yachts  
Year 2010  
Speed 13/14.5 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

Low season €420,000 per week  
High season €455,000 per week



62m (203'5)

## RoMa

### SPECIFICATIONS

Guests	12 in 6 cabins (5 double, 1 twin)
Crew	17
Beam	11m (36'1)
Draft	3.1m (10'3)
Built by	Viareggio SuperYachts
Naval architecture by	Espen Oeino
Interior design by	Newcruise & Gehr Interior
Year	2010
Engines	2 x 2680hp Caterpillars 3516B
Fuel consumption	600 lph
Speed	12/17 knots

### KEY FEATURES

- Packed bow to stern with impressive facilities
- Designed by renowned naval architect Espen Oeino
- Luxurious living spaces
- Large master suite
- Wheelchair accessible
- State-of-the-art technology
- Portuguese bridge with seating
- Jacuzzi/swimming pool
- Sun deck bar
- Cinema
- RINA Green Star certified
- Certified PADI Dive Centre
- RYA Certified Training Centre

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

Low season €395,000 per week

High season €395,000 per week



+

*RoMa* boasts a luxurious interior complemented by vast outdoor spaces. Relax on the private beach club or sun deck swimming pool, before donning a bathrobe and taking the elevator to watch a movie in the cinema.



62m (203'5")

Athos

SPECIFICATIONS

Guests 10 in 5 cabins  
(3 double, 2 twin)  
Crew 10  
Built by Holland Jachtbouw  
Year 2010  
Speed 10/14 knots

CRUISING GROUNDS

Southeast Asia

PRICES FROM

Low season €185,000 per week  
High season €210,000 per week



61.8m (203')

Sealyon

SPECIFICATIONS

Guests 12 in 6 cabins (4 double,  
2 convertible twins)  
Crew 16  
Built by Viareggio SuperYachts  
Year 2009  
Speed 15/17 knots

CRUISING GROUNDS

West & East Mediterranean

PRICES FROM

Low season €325,000 per week  
High season €375,000 per week





60m (196')

## Excellence V

### SPECIFICATIONS

Guests	12 in 7 cabins (5 double, 2 twin)
Crew	15
Built by	Abeking & Rasmussen
Year	2012
Speed	13/16 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

Low season €595,000 per week  
High season €595,000 per week



60m (196')

## Perseus<sup>3</sup>

### SPECIFICATIONS

Guests	12 in 5 cabins (3 double, 2 twin)
Crew	11
Built by	Perini Navi
Year	2015
Speed	12/15 knots

### CRUISING GROUNDS

West & East Mediterranean

### PRICES FROM

Low season €250,000 per week  
High season €250,000 per week

59.3m (194'7)

Meamina

SPECIFICATIONS

Guests 12 in 6 cabins  
(4 double, 2 twin)  
Crew 15  
Built by Benetti  
Year 2009 (refit 2015, 2016)  
Speed 12/16 knots

CRUISING GROUNDS

West & East Mediterranean

PRICES FROM

Low season €315,000 per week  
High season €350,000 per week



58m (190'3)

# Illusion V

## SPECIFICATIONS

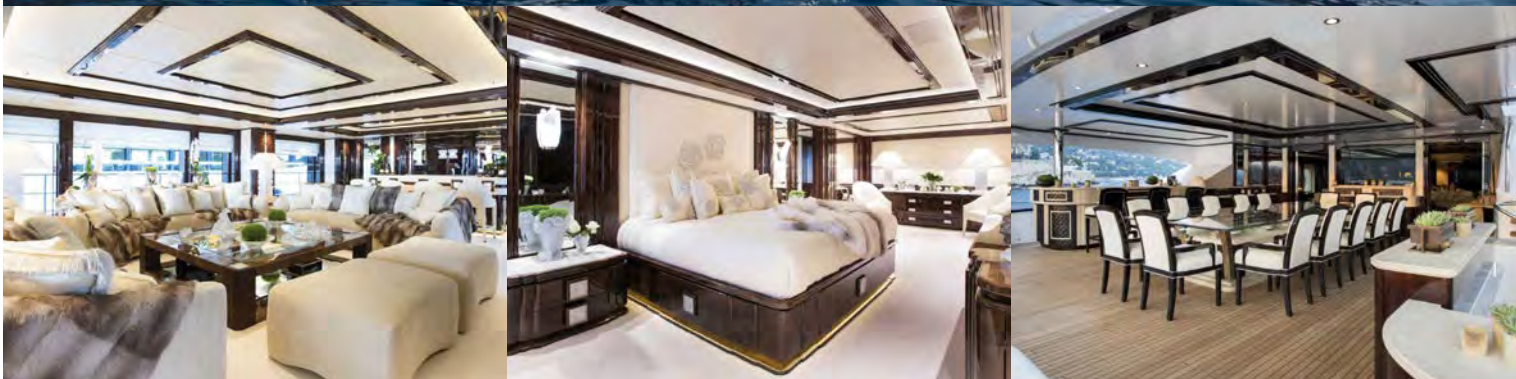
Guests	12 in 6 cabins (3 double, 3 twin)
Crew	13
Built by	Benetti
Year	2014
Speed	12/15 knots

## CRUISING GROUNDS

Caribbean and Bahamas  
West & East Mediterranean

## PRICES FROM

Low season €350,000 per week  
High season €399,000 per week





57.5m (188'7)

Twizzle

SPECIFICATIONS

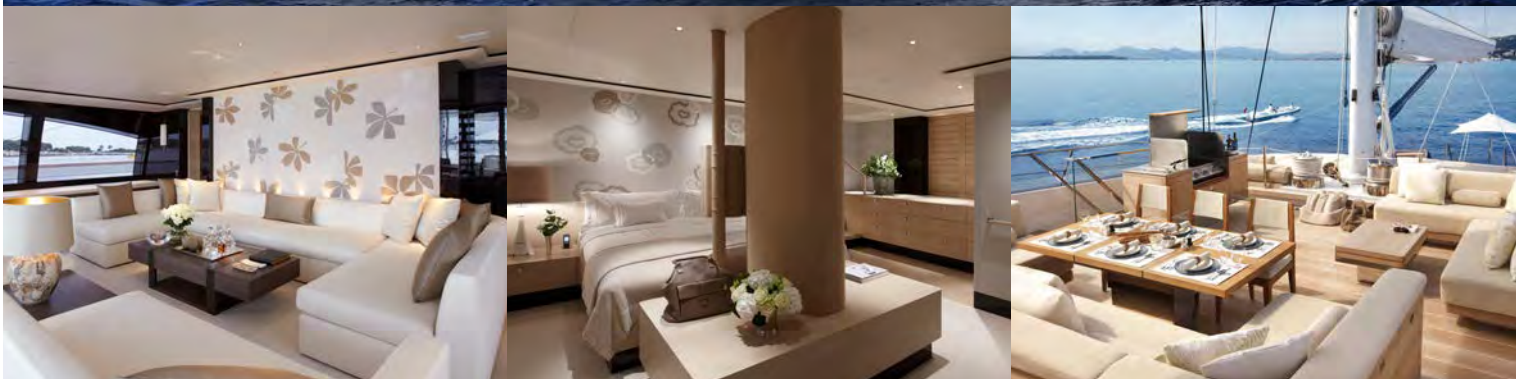
Guests 8 in 4 cabins  
(3 double, 1 twin)  
Crew 11  
Built by Royal Huisman  
Year 2010 (refit 2012,  
2014, 2015, 2016)  
Speed 11/13 knots

CRUISING GROUNDS

Caribbean, West Mediterranean

PRICES FROM

Low season \$250,000 per week  
High season \$275,000 per week



56.4m (185')

Mondango 3

SPECIFICATIONS

Guests 11 in 5 cabins  
(3 double, 2 twin)  
Crew 10  
Built by Alloy Yachts  
Year 2014  
Speed 12/14 knots

CRUISING GROUNDS

Bermuda

PRICES FROM

Low season €196,000 per week  
High season €224,000 per week



55m (180'5)

# Ocean Paradise

## SPECIFICATIONS

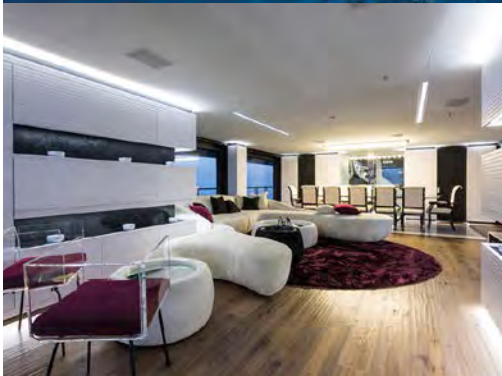
Guests	12 in 6 cabins (4 double, 2 convertible twins)
Crew	12
Built by	Benetti
Year	2013
Speed	15.5/17 knots

## CRUISING GROUNDS

Caribbean, West Mediterranean

## PRICES FROM

Low season €265,000 per week  
High season €305,000 per week



54m (177'2)

Parsifal III

SPECIFICATIONS

Guests 12 in 5 cabins (3 double, 2 twin, 1 of which is convertible)  
Crew 9  
Built by Perini Navi  
Year 2005 (refit 2007, 2012)  
Speed 11 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

Low season, please enquire  
High season, please enquire



53.5m (175'6)

## Hurricane Run

### SPECIFICATIONS

Guests	12 in 6 cabins (3 double, 2 twin 1 of which is convertible)
Crew	12
Built by	Feadship
Year	2009
Speed	13/15 knots

### CRUISING GROUNDS

Caribbean, West Mediterranean

### PRICES FROM

Low season €245,000 per week  
High season €280,000 per week



53m (173')

# Drumbeat

## SPECIFICATIONS

Guests	11 in 5 cabins (3 double, 2 twin)
Crew	10
Built by	Alloy Yachts
Year	2002 (refit 2008, 2009, 2010, 2014)
Speed	10/14 knots

## CRUISING GROUNDS

Bermuda

## PRICES FROM

Low season €175,000 per week  
High season €175,000 per week



51.75m (170')

Q

SPECIFICATIONS

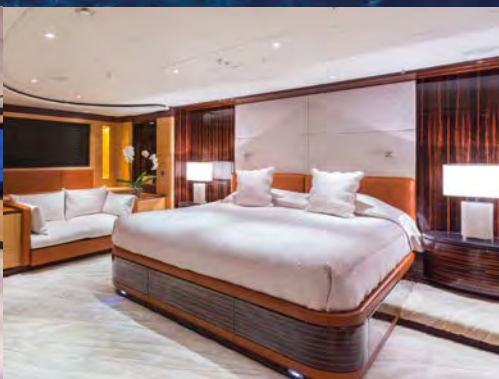
Guests 10 in 5 cabins  
(3 double, 2 twin)  
Crew 9  
Built by Alloy Yachts  
Year 2008 (refit 2014, 2016)  
Speed 10/15 knots

CRUISING GROUNDS

Caribbean, West Mediterranean

PRICES FROM

Low season €180,000 per week  
High season €195,000 per week



51.7m (169'7)

# Prana

## SPECIFICATIONS

Guests	10 in 5 cabins (3 double, 2 single)
Crew	9
Built by	Alloy Yachts
Year	2006 (refit 2012, 2014, 2016)
Speed	12/14 knots

## CRUISING GROUNDS

West & East Mediterranean

## PRICES FROM

Low season €175,000 per week  
High season €185,000 per week





50m (164')

Jo

SPECIFICATIONS

Guests 12 in 6 cabins  
(4 double, 2 twin)  
Crew 12  
Built by Benetti  
Year 2004 (refit 2010,  
2011, 2013, 2016)  
Speed 12/17 knots

CRUISING GROUNDS

Caribbean, West & East Mediterranean

PRICES FROM

Low season \$195,000 per week  
High season \$225,000 per week



50m (164')

Trending

SPECIFICATIONS

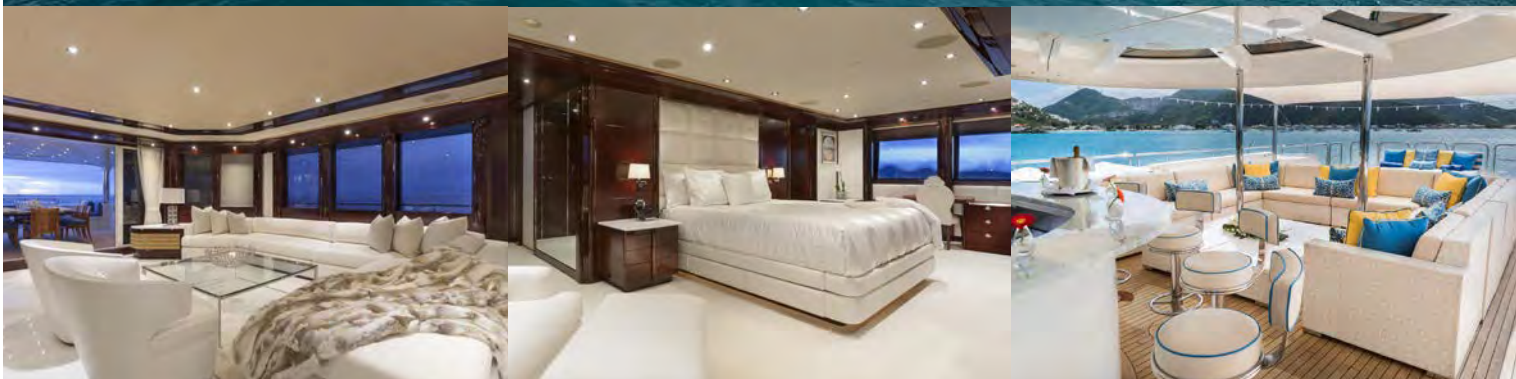
Guests 12 in 6 cabins  
Crew 11  
Built by Westport  
Year 2006 (refit 2016)  
Speed 15/24 knots

CRUISING GROUNDS

Caribbean, West Mediterranean

PRICES FROM

Low season €210,000 per week  
High season €230,000 per week



50m (164')

# Resilience

## SPECIFICATIONS

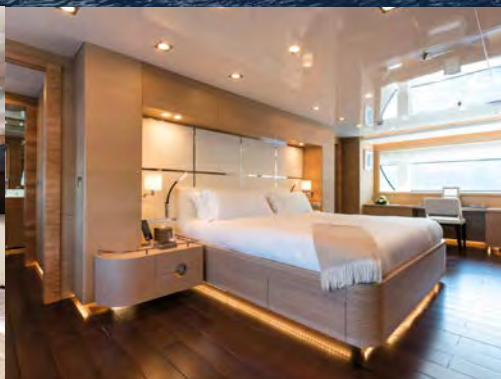
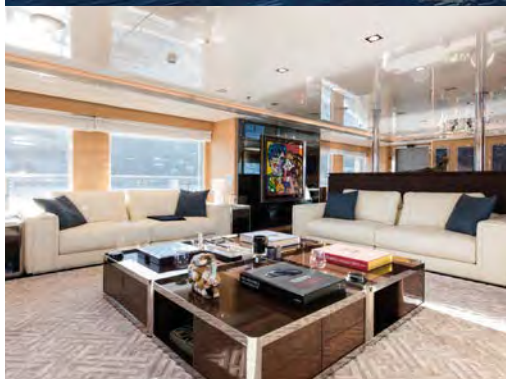
Guests	12 in 6 cabins (4 double, 2 convertible twins)
Crew	12
Built by	Ortona Navi
Year	2008 (refit 2014)
Speed	14/16 knots

## CRUISING GROUNDS

West Mediterranean

## PRICES FROM

Low season €160,000 per week  
High season €200,000 per week



49.8m (163'5)

## Shake N' Bake TBD

### SPECIFICATIONS

Guests	12 in 7 cabins (5 double, 2 twin)
Crew	12
Built by	Campanella
Year	1981 (refit 2005, 2008, 2010, 2011, 2014, 2016)
Speed	12.5/15 knots

### CRUISING GROUNDS

West & East Mediterranean

### PRICES FROM

Low season €135,000 per week  
High season €145,000 per week



48.3m (158'5)

Polaris I

SPECIFICATIONS

Guests	10 in 5 cabins (4 double, 1 convertible)
Crew	10
Built by	Rossinavi
Year	2014 (refit 2017)
Speed	15/21 knots

CRUISING GROUNDS

West & East Mediterranean

PRICES FROM

Low season €210,000 per week  
High season €235,000 per week



47.25m (155')

Blush

SPECIFICATIONS

Guests 10 in 5 cabins (3 double, 2 convertible twins)  
Crew 10  
Built by Sunseeker  
Year 2014  
Speed 16/20 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

Low season €200,000 per week  
High season €200,000 per week



47.25m (155')

Princess AVK

SPECIFICATIONS

Guests	12 in 6 cabins (3 double, 3 convertible twins)
Crew	11
Built by	Sunseeker
Year	2016
Speed	16/24 knots

CRUISING GROUNDS

West & East Mediterranean

PRICES FROM

Low season €210,000 per week  
High season €225,000 per week



47.2m (155')

# One More Toy

## SPECIFICATIONS

Guests	12 in 6 cabins (4 double, 2 twin)
Crew	9
Built by	Christensen
Year	2001 (refit 2007, 2012, 2013, 2014, 2015)
Speed	12/17 knots

## CRUISING GROUNDS

Caribbean,  
West & East Mediterranean

## PRICES FROM

Low season \$150,000 per week  
High season \$177,000 per week





47m (154')

Orient Star

SPECIFICATIONS

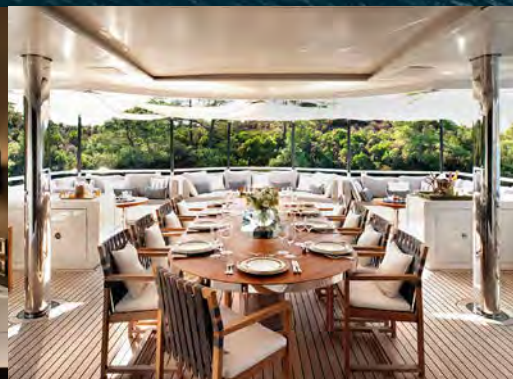
Guests 10 in 5 cabins  
(3 double, 2 twin)  
Crew 9  
Built by CMB Yachts  
Year 2012  
Speed 10/16 knots

CRUISING GROUNDS

East Mediterranean

PRICES FROM

Low season €145,000 per week  
High season €180,000 per week



46.6m (152')

Daybreak

SPECIFICATIONS

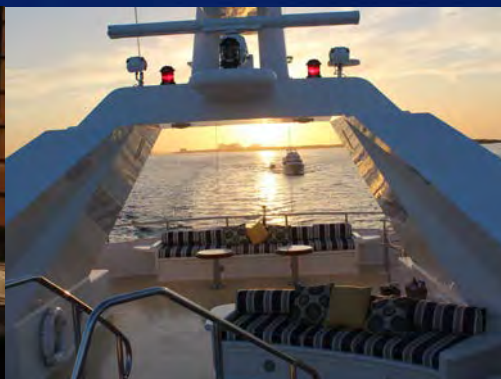
Guests 10 in 5 cabins  
(3 double, 2 twin)  
Crew 9  
Built by Feadship  
Year 1997 (refit 2015)  
Speed 12.5/14.5 knots

CRUISING GROUNDS

Bahamas

PRICES FROM

Low season \$150,000 per week  
High season \$160,000 per week



46m (150')

## Mutiara Laut

### SPECIFICATIONS

Guests 18 in 7 (7 doubles,  
4 convertible)  
Crew 16  
Built by Leendert Philippus  
Van Oostenbrugge/  
Frenty Kusumo  
Year 2009  
Speed 8/10 knots

### CRUISING GROUNDS

Southeast Asia

### PRICES FROM

Weekly rate \$77,000 all inclusive



45m (1478)

# Atlantic Goose

## SPECIFICATIONS

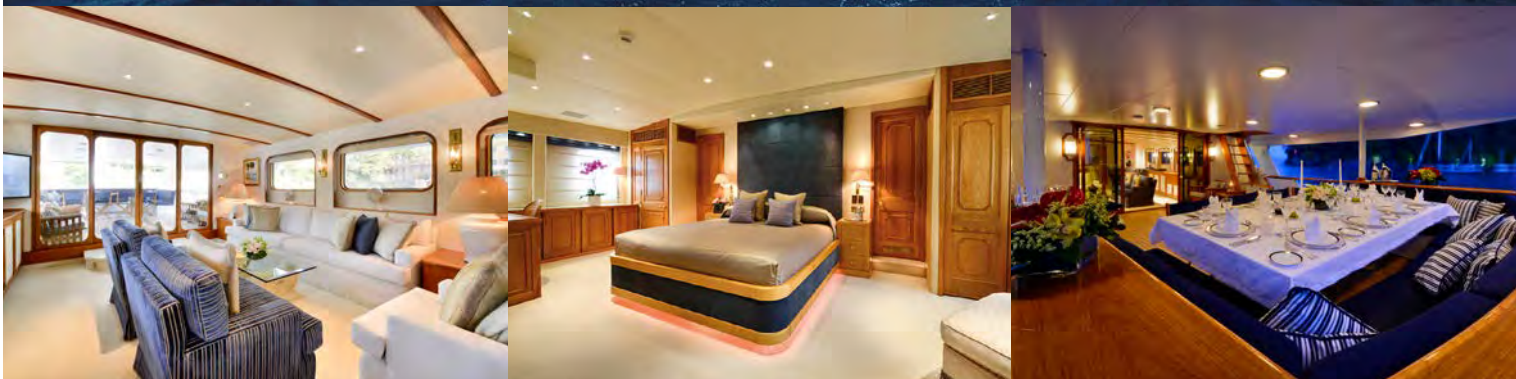
Guests 10 in 5 cabins  
(4 double, 1 twin)  
Crew 10  
Built by Toughs  
Year 2000 (refit 2004,  
2013, 2015)  
Speed 11.5 knots

## CRUISING GROUNDS

East Mediterranean

## PRICES FROM

Low season €80,000 per week  
High season €95,000 per week



45m (147'8)

Fathom

SPECIFICATIONS

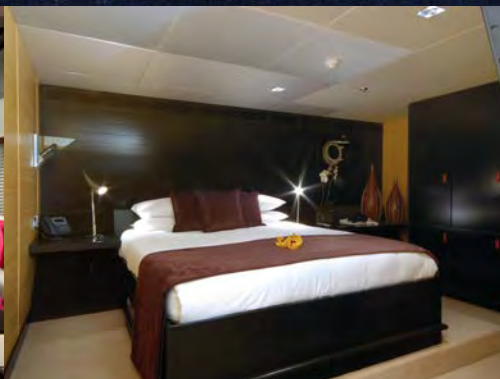
Guests 10 in 5 cabins  
(3 double, 1 twin,  
1 convertible)  
Crew 9  
Built by Miss Tor Yacht  
Year 2007  
Speed 10/10.5 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

Low season €110,000 per week  
High season €120,000 per week



44.2m (145')

# Hemisphere

## SPECIFICATIONS

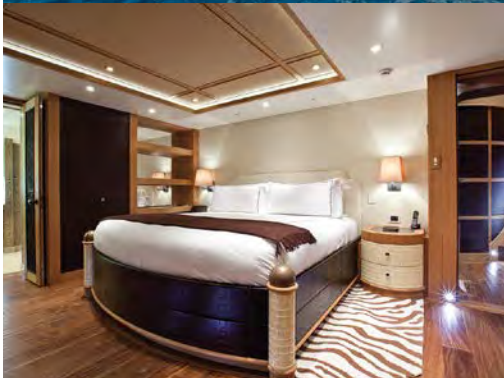
Guests 12 in 5 cabins  
(4 double, 1 twin)  
Crew 10  
Built by Pendennis  
Year 2011 (refit 2016)  
Speed 11/13 knots

## CRUISING GROUNDS

West & East Mediterranean

## PRICES FROM

Low season €189,000 per week  
High season €217,000 per week





44.2m (144')

## At Last

### SPECIFICATIONS

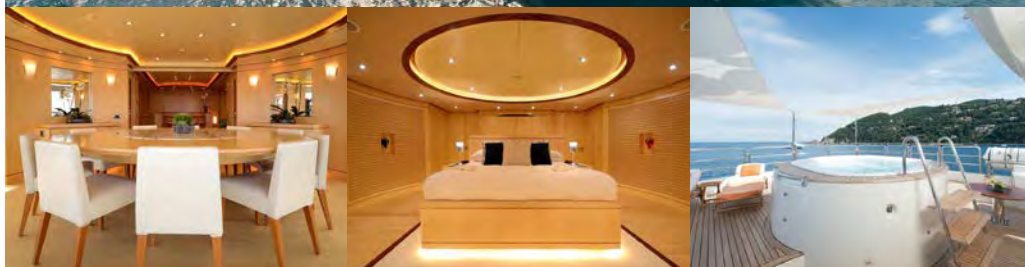
Guests 11 in 5 cabins  
(4 double, 1 twin)  
Crew 8  
Built by Heesen  
Year 1990 (refit 2014)  
Speed 14/19 knots

### CRUISING GROUNDS

The Caribbean

### PRICES FROM

Low season \$135,000 per week  
High season \$145,000 per week



44m (144'4)

## Blue Vision

### SPECIFICATIONS

Guests 10 in 5 cabins  
(3 double, 2 twin)  
Crew 9  
Built by Benetti  
Year 2007 (refit 2016)  
Speed 12/15 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

Low season €130,000 per week  
High season €160,000 per week



43.6m (143')

## Silver Wind

### SPECIFICATIONS

Guests	8 in 4 cabins (4 double)
Crew	8
Built by	ISA Yachts
Year	2014
Speed	26/32 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

Low season €155,000 per week  
High season €155,000 per week



43.5m (143')

## Baron Trenck

### SPECIFICATIONS

Guests	12 in 6 cabins (3 double, 3 twin)
Crew	9
Built by	Eurocraft
Year	2011 (refit 2016)
Speed	10/14 knots

### CRUISING GROUNDS

West & East Mediterranean

### PRICES FROM

Low season €135,000 per week  
High season €150,000 per week





43m (141')

## Eclipse

### SPECIFICATIONS

Guests	12 in 6 cabins (3 double, 3 twin)
Crew	10
Built by	Feadship
Year	1993 (refit 1997, 2008, 2011)
Speed	12/13.5 knots

### CRUISING GROUNDS

East Mediterranean

### PRICES FROM

Low season €125,000 per week  
High season €125,000 per week



43m (141')

## CD Two

### SPECIFICATIONS

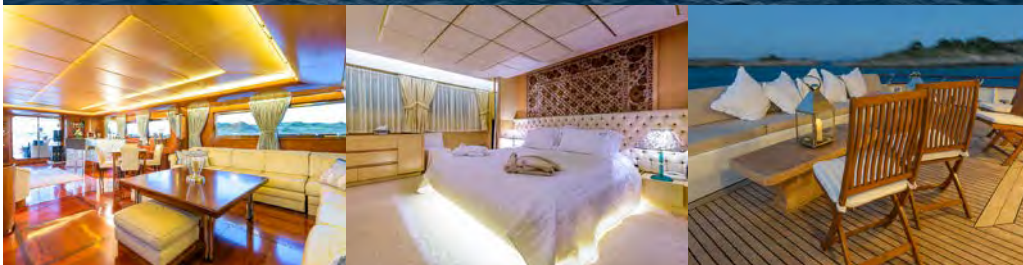
Guests	12 in 7 cabins (3 double, 3 twin, 1 single)
Crew	9
Built by	Nicolini
Year	1995 (refit 2007, 2008, 2010, 2012, 2013)
Speed	12.5/17 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

Low season €95,000 per week  
High season €95,000 per week





42.6m (140')

## Hana

### SPECIFICATIONS

Guests	10 in 5 cabins (4 double, 1 twin)
Crew	9
Built by	CRN Ancona
Year	2008
Speed	11/13 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

Low season €135,000 per week  
High season €150,000 per week



42m (138')

## E&E

### SPECIFICATIONS

Guests	10 in 5 cabins (3 double, 2 twin)
Crew	9
Built by	Cizgi Yacht, Istanbul
Year	2011
Speed	11/14 knots

### CRUISING GROUNDS

East Mediterranean

### PRICES FROM

Low season €115,000 per week  
High season €135,000 per week





42m (137')

## Clicia

### SPECIFICATIONS

Guests	11 in 5 cabins (3 double, 2 twins, 1 of which is convertible, 1 with Pullman)
Crew	9
Built by	Baglietto
Year	2009
Speed	13/18 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

Low season €135,000 per week  
High season €150,000 per week



41m (134'6)

## Destination

### SPECIFICATIONS

Guests	8 in 4 cabins (4 double)
Crew	6
Built by	Alloy Yachts
Year	2002 (refit 2011)
Speed	10/13 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

Low season, please enquire  
High season, please enquire





40m (131'5)

## Thumper

### SPECIFICATIONS

Guests	10 in 5 cabins (3 double, 2 convertible)
Crew	9
Built by	Sunseeker
Year	2014
Speed	12/24 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

Low season €155,000 per week  
High season €165,000 per week



39.6m (130')

## Lionshare

### SPECIFICATIONS

Guests	11 in 5 cabins (4 double, 1 twin, 1 Pullman)
Crew	8
Built by	Heesen
Year	1987 (refit 2008, 2012, 2013)
Speed	12/19 knots

### CRUISING GROUNDS

Bahamas & Caribbean

### PRICES FROM

Low season \$105,000 per week  
High season \$140,000 per week





39m (127')

## Le Pietre

### SPECIFICATIONS

Guests	8 in 4 cabins (3 double, 1 convertible)
Crew	6
Built by	ADA Turizm - Özgür Deli
Year	2009
Speed	10/13 knots

### CRUISING GROUNDS

East Mediterranean

### PRICES FROM

Low season €34,000 per week  
High season €41,000 per week



39m (127')

## Taransay

### SPECIFICATIONS

Guests	10 in 5 cabins (2 double, 3 twin)
Crew	7
Built by	Rossinavi
Year	2015
Speed	12/14 knots

### CRUISING GROUNDS

West & East Mediterranean

### PRICES FROM

Low season €80,000 per week  
High season €90,000 per week



38.6m (126'7)

## Cheetah Moon

### SPECIFICATIONS

Guests	10 in 5 cabins
Crew	7
Built by	Cantieri Navali Nicolini
Year	1986 (refit 2012)
Speed	13.5/14.5 knots

### CRUISING GROUNDS

West & East Mediterranean

### PRICES FROM

Low season €65,000 per week  
High season €75,000 per week



38.4m (126')

## Le Montrachet

### SPECIFICATIONS

Guests	10 in 5 cabins (3 double, 2 twin)
Crew	7
Built by	Broward Marine
Year	1986 (refit 2002)
Speed	12/17 knots

### CRUISING GROUNDS

Bahamas

### PRICES FROM

Low season \$59,500 per week  
High season \$62,500 per week



37m (121'5)

## Elena Nueve

### SPECIFICATIONS

Guests	12 in 5 cabins (3 double, 2 twin with Pullman)
Crew	7
Built by	Benetti
Year	2007
Speed	10/14 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

Low season €105,000 per week  
High season €125,000 per week



36.6m (120')

## Pure Bliss

### SPECIFICATIONS

Guests	12 in 5 cabins (5 double, 2 of which are convertible from Queens to twins with an additional pullman berth)
Crew	8
Built by	Benetti
Year	2008 (refit 2016)
Speed	13/17 knots

### CRUISING GROUNDS

Bahamas

### PRICES FROM

Low season \$100,000 per week  
High season \$110,000 per week





36.6m (120')

## Seablue'z

### SPECIFICATIONS

Guests	10 in 5 cabins (3 double, 2 twin)
Crew	8
Built by	Benetti
Year	2006
Speed	14/15 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

Low season €105,000 per week  
High season €110,000 per week



36.6m (120')

## Touch

### SPECIFICATIONS

Guests	8 in 4 cabins (4 doubles)
Crew	7
Built by	Louisbourg
Year	2004 (refit 2016)
Speed	10/13 knots

### CRUISING GROUNDS

The Caribbean

### PRICES FROM

Low season \$65,000 per week  
High season \$75,000 per week





36.2m (118'9)

## Metsuyan IV

### SPECIFICATIONS

Guests	10 guests in 5 cabins (3 double, 2 twin)
Crew	7
Built by	CBI Navi
Year	2006 (refit 2013)
Speed	12 knots

### CRUISING GROUNDS

East Mediterranean

### PRICES FROM

Low season	€98,000 per week
High season	€110,000 per week



36m (118')

## Savannah

### SPECIFICATIONS

Guests	8 in 4 cabins (3 double, 1 twin)
Crew	6
Built by	Intermarine Savannah
Year	2000 (refit 2014)
Speed	12 knots

### CRUISING GROUNDS

Bahamas & New England

### PRICES FROM

Low season	\$56,000 per week
High season	\$56,000 per week





35.3m (116')

## Easy Rider

### SPECIFICATIONS

Guests	8 in 4 cabins (3 double, 1 twin)
Crew	5
Built by	Hatteras
Year	1997 (refit 2010, 2014)
Speed	14/17 knots

### CRUISING GROUNDS

Florida & Bahamas

### PRICES FROM

Low season \$49,500 per week  
High season \$54,500 per week



34m (111'7")

## Solis

### SPECIFICATIONS

Guests	8 in 4 cabins (2 double, 2 convertible twins)
Crew	6
Built by	Mulder
Year	2015
Speed	11/13 knots

### CRUISING GROUNDS

Bahamas

### PRICES FROM

Low season \$120,000 per week  
High season \$140,000 per week



33.8m (110')

## Unplugged

### SPECIFICATIONS

Guests	10 in 5 cabins (1 double, 4 twin)
Crew	6
Built by	Valdettaro
Year	1993 (refit 2014, 2015, 2016)
Speed	8/10 knots

### CRUISING GROUNDS

Please enquire

### PRICES FROM

Low season, please enquire  
High season, please enquire



32.9m (107')

## Casino Royale

### SPECIFICATIONS

Guests	8 in 4 cabins (2 double, 2 twin)
Crew	4
Built by	Sunseeker
Year	2004 (refit, 2015, 2016, 2017)
Speed	22/45 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

Low season €65,000 per week  
High season €75,000 per week





30.5m (100')

## Allures

### SPECIFICATIONS

Guests	8 in 4 cabins (2 double, 2 twin)
Crew	5
Built by	Compositeworks
Year	2006 (refit 2014)
Speed	12/20 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

Low season €50,000 per week  
High season €60,000 per week



30.2m (99')

## Rapture

### SPECIFICATIONS

Guests	8 in 4 cabins (2 double, 2 twin)
Crew	4
Built by	Southern Wind
Year	2007
Speed	10/15 knots

### CRUISING GROUNDS

South Pacific

### PRICES FROM

Low season \$45,000 per week  
High season \$55,000 per week





27.99m (91'1)

## Georgina

### SPECIFICATIONS

Guests	10 in 4 cabins (2 double, 2 convertible twins)
Crew	5
Built by	Sunseeker
Year	2009 (refit 2013)
Speed	22/28 knots

### CRUISING GROUNDS

Please enquire

### PRICES FROM

Low season €50,000 per week  
High season €54,000 per week



25.8m (84'8)

## Sultana

### SPECIFICATIONS

Guests	8 in 4 cabins (2 double, 2 convertible twins)
Crew	4
Built by	Feadship
Year	1969 (refit 2008, 2012)
Speed	10/12 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

Low season €35,000 per week  
High season €40,000 per week





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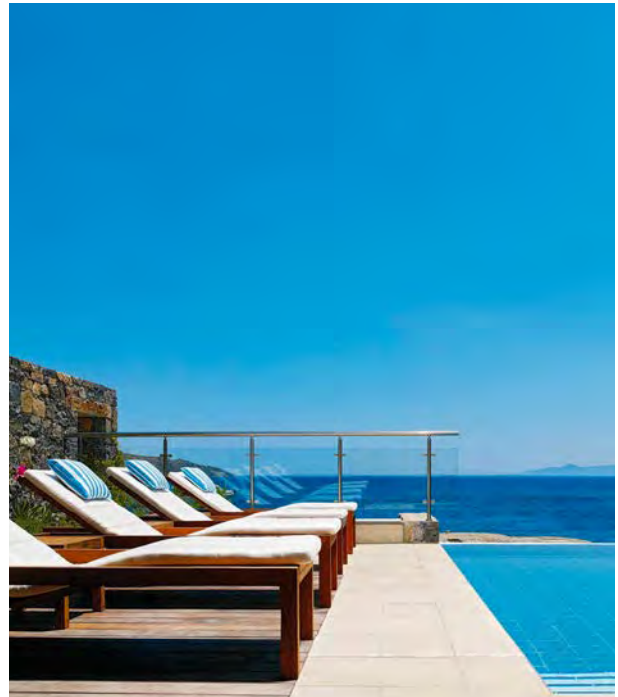
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# SEA+I

SEA+I is a magazine for the world's most discerning travel & yachting connoisseurs – those who have made luxury travel a way of life. It celebrates the exceptional, the extraordinary, the priceless, the indulgent, the esteemed and the ultimate that the world can offer.

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**Front cover**  
The 51.75m (170'7") sailing yacht *Q* won the first race in her Class at the 2017 St Barths Bucket. *Q* is available for charter through Camper & Nicholson's.

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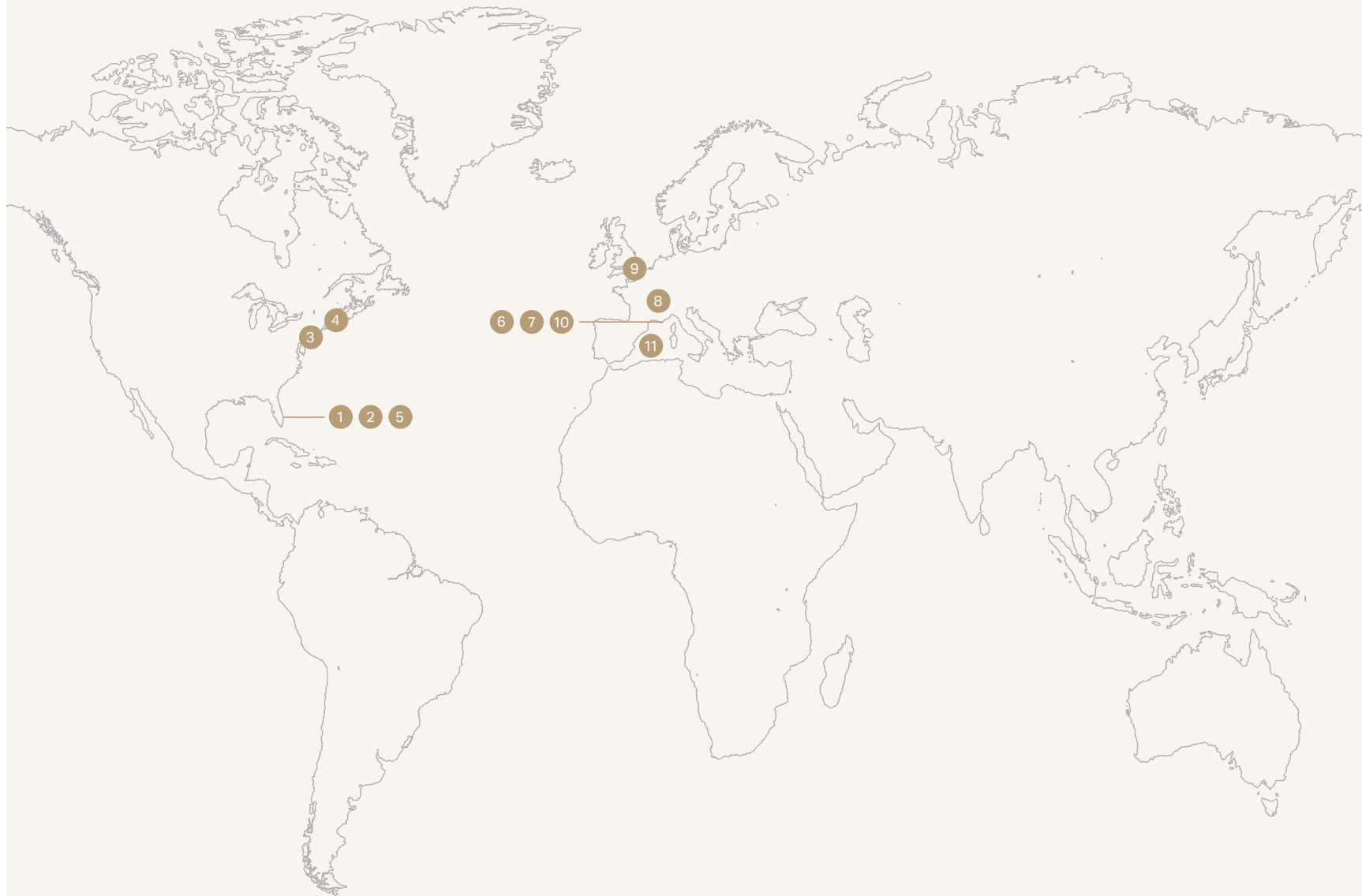
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CHAPTER#1

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