

SEA+I

AUTUMN | WINTER 2016



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FOREWORD

Camper & Nicholson's has long been setting the gold standard for the superyacht industry. We recognise that yachting is a timeless luxury experience, and the investment clients make in buying a superyacht is not just financial.

For many, it is an investment founded on a need to connect with family and friends, and the opportunity to escape the confines of everyday reality. In this issue, we talk to owners and charterers about their most memorable occasions on board; one thing they all have in common is the multitude of experiences that are possible on board a superyacht. The cruising experience is, indeed, multi-faceted and capable of engaging all the senses, drawing together incomparable luxury activities. With this in mind, SEA+I is once again packed with travel highlights, the latest trends in yachting, and a showcase of the finest things in life.

As this issue of SEA+I goes to press, many of our owners are enjoying their yachts in high summer, perhaps reflecting on time well spent with loved ones and making plans for the future. To aid you in your plans we bring you the best new yachts for sale along with an analysis of the market, including a bi-annual update to the *Camper & Nicholson's State of Wealth, Luxury & Yachting*. It makes for interesting reading.

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CONTENTS

Unlock the world of
Camper & Nicholson's

SECTION 1: HERITAGE

- 12-17 The race is on – America's Cup
- 18-21 Celebrating *Pacha III*
- 22-25 *Marala*: A piece of yachting history

SECTION 2: SALE & PURCHASE

- 28-33 In the know: Sales results
- 34-51 On the market
- 52-57 Back to the drawing board

SECTION 3: ON BOARD

- 60-63 A look behind the scenes of superyacht art
- 64-69 The finest tableware
- 70-77 Memorable cruising experiences
- 78-81 The perfect pairing
- 82-93 On board the 58m *Illusion V* in Malta
- 94-95 A Mediterranean marvel
- 96-100 Deck style

SECTION 4: TRAVEL & CULTURE

- 102-105 Luxury & adventure – you can have it all
- 106-111 An island hopping itinerary in the Bahamas
- 112-123 Desert island idyll: Over Yonder Cay
- 124-133 Vine voyages

SECTION 5: CHARTER FLEET

- 136-137 What, where and when to charter
- 138-139 The Caribbean
- 140-141 The Bahamas
- 142 South America
- 143 Antarctica
- 144 Indian Ocean
- 145 Southeast Asia
- 146 Australia
- 147 New Zealand
- 148-197 Winter Charter Fleet

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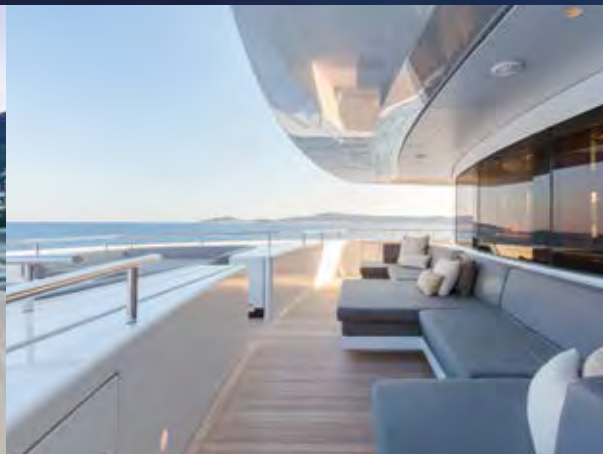
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YACHTING SINCE 1782

Living on the sea

Camper & Nicholsons International

YACHTING SINCE 1782



Icon 67.5m (221'5)

Icon Yachts, 2010/2014 | €56,500,000

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Motor yacht *Icon* is an elegant and sleek superyacht designed by Redman Whiteley Dixon and built at Icon Yachts by a team that has created some of the most attractive yachts of their size at the yard. Blending performance with comfort and luxury, *Icon* is considered a pioneering benchmark in superyacht design. Recently refitted and extended an extra five metres, she continues to evolve with the latest technologies and now boasts a spectacular new pool, an expanded beach club, a larger gymnasium, a new hammam and a sauna.

CAMPERANDNICHOLSONS.COM

SECTION 1

HERITAGE

“As far back as you look, Camper & Nicholsons has been the hallmark of quality, luxury and prestige. C&N’s craftsmanship and innovation have secured their place in yachting history, while their unblemished reputation and dedication to excellence means the world’s most discerning clientele trust C&N beyond all others”

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

THE RACE IS ON – AMERICA'S CUP 12-17
CELEBRATING PACHA III 18-21
MARALA: A PIECE OF YACHTING HISTORY 22-25

HERITAGE

The race is on

WRITTEN BY CAMILLA CRESSY

With roots firmly embedded in our innovative British maritime history, the America's Cup is particularly close to the heart of Camper & Nicholsons. From its inception, the event has showcased the latest developments in yacht racing and design. As the action hots up in the run up to the grand finale of the 2017 35th America's Cup, SEA+I takes a look at the story so far.

The America's Cup is a global event featuring high tech catamarans capable of speeds in excess of 40 knots. Competition is as fierce today as it was in 1851 when an American syndicate was invited to compete in the Royal Yacht Squadron's annual Isle of Wight regatta to win the Auld Mug. The schooner, named *America*, coasted home to victory. Legend has it that Queen Victoria, watching the unparalleled winner cross the finish line, asked who was second. She was told, 'Your Majesty, there is no second', and so the America's Cup was born.

The sterling silver cup, made by Garrard of London, the world's oldest jewellers, was held by the New York Yacht Club as a 'perpetual challenge trophy to promote friendly competition among nations'. Adopting the name of the winning schooner, the America's Cup attracted challengers from Britain hoping to bring the trophy home, including the Camper & Nicholsons built J-Class *Endeavour*, which is still considered to be the most credible British challenger to the Cup to this day.

IMAGE Designed by Charles E Nicholson in 1934, the 39.5m (130') J-Class *Endeavour* is still considered to be one of the finest racing yachts of all time





For 132 years, America successfully fended off all challengers – but their reign ended in 1983. The Cup finally left American shores when it was taken by the Royal Perth Yacht Club and a radical new winged keel, *Australia II*. On the whole, rapid advances in racing yacht design meant a number of defenders would lose to their challengers. So, in the following decades the Cup moved hemispheres again, with New Zealand and Swiss teams keeping the Cup out of America for a further 15 years.

The 35th America's Cup will be defended in Bermuda by the 2010 and 2013 winner, *Oracle Team USA*. With high speed hydrofoiling catamarans going up against the defender, teams competing in the America's Cup World Series will earn points towards the 2017 America's Cup qualifiers and playoffs, where the ultimate challenger will be decided. Challengers include Sweden, New Zealand, Japan, France and a new British challenger – the Land Rover Ben Ainslie Racing team. Helmed by the most successful sailor in Olympic history, Ainslie also sailed to victory as *Oracle Team USA's* tactician at the 34th America's Cup. It's the team's aspiration to return the trophy to the United Kingdom for the first time since 1851.

The halcyon J-Class era

"The J-Class era of the America's Cup is widely recognised as being among the best in the Cup's history," says Russell Coutts, director of the America's Cup Event Authority. In fact, three of the famed J-Class yachts built by Camper & Nicholsons competed in the America's Cup races of the late 19th and early 20th centuries.

The America's Cup
is said to be not only
the oldest trophy in
sport, but also the
most difficult to win

The fleet includes *Shamrock V*, commissioned by Sir Thomas Lipton, and the two J-Class yachts commissioned by Sir Thomas Sopwith, *Endeavour* and *Endeavour II*. As Coutts recounts, "When racing for the America's Cup, the J-Class yachts embodied grace and power with cutting edge design and engineering"

Designed by Charles E Nicholson and built by Camper & Nicholsons in 1934, *Endeavour* was the only J-Class to beat the original *Rainbow* – while the 15th America's Cup was the closest Britain has been to bringing the Cup home. Sir Thomas Sopwith who commissioned the yacht, and whose background was in aircraft manufacturing, used his aeronautical experience to lavish pioneering innovations on *Endeavour*. Often described as the most beautiful J-Class ever built, she remains the jewel of the J-Class fleet. Her story reflects the history of the J-Class and has helped shape the modern fleet of the America's Cup designs we know today.

Fast forward 80 years, and the iconic J-Class yachts will return to their origins, competing once more during the 35th America's Cup. Taking place between the America's Cup challenger playoffs and the America's Cup match in June 2017, the race management team will organise a showcase race for the J-Class regatta. The current seven-strong fleet includes *Endeavour*, *Hanuman*, *Lionheart*, *Rainbow*, *Ranger*, *Shamrock V*, and *Velsboda*.

Their graceful, slim and undeniably beautiful lines will cut a stark contrast to the futuristic hydrofoil multihull racing machines taking part in the much-anticipated finals. It's an iconic event that will showcase tradition and progress side by side – since all of the America's Cup challengers and defenders have been at the forefront of design and development during their time. "Having the J-Class join us in Bermuda will create a spectacular blend between the old and new," says Coutts. Camper & Nicholsons are proud to have our pedigree and fabled history once again on display to the world.



TOP *Shamrock V*, *Endeavour* and *Velsheda* are just three of the J-Class yachts that will return to the America's Cup to compete in their own four-day classic regatta. **BOTTOM** *Lionheart* and *Rainbow* are both Spirit of Tradition yachts; *Lionheart* being a replica based on *Ranger* and *Rainbow* a replica based on the original *Rainbow* from 1934. **NEXT PAGE** High speed hydrofoiling catamarans compete to challenge the defender at the 35th America's Cup



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America's Cup

Bermuda 2017

Key dates

26 May - 5 June: *Qualifiers*

7 June - 12 June: *Challenger Playoffs*

17 June - 27 June: *Match, the 35th Defense*

Be part of the action

The host of the America's Cup 2017, Bermuda, is a group of 181 islands that covers 21 square miles. Renowned for crystal blue water and beautiful pink sand beaches, Bermuda's Great Sound will form a natural amphitheatre for the race course while the planned America's Cup Village at the Royal Naval Dockyard, will be at the heart of the America's Cup experience. Make your yacht charter reservations now to watch this spectacle up close.

For those who really want to be intimately associated with the Cup and its history, they now can – since some of the renowned J-Class yachts making a triumphant return, are listed for sale. Namely, *Endeavour*, and the beautiful replica of the original *Ranger*, which won the 1937 America's Cup. These offer the racing enthusiast a unique opportunity to take part in the next Cup, since both are classed as J-Class, and can be raced in the J-Class regatta.

FOR FURTHER INFORMATION ON PURCHASE OPPORTUNITIES
OR CHARTERING A YACHT IN BERMUDA, GO TO
WWW.CAMPERANDNICHOLSONS.COM

With a rich heritage, and tradition dating back to 1851, the America's Cup is 45 years older than the first modern Olympic Games

HERITAGE

Celebrating *Pacha III*

WRITTEN BY DR WILLIAM COLLIER

When it comes to pedigree, some yachts have it in spades. Since 1993 *Pacha III* has been an ornament to the Port of Monaco. To classic yacht aficionados her Camper & Nicholsons pedigree is immediately apparent. To those versed in the Grimaldi family's yachting history, the name tells its own story.

Following in the tradition established by Prince Rainier with his yacht *Stalca* (Stephanie, Albert and Caroline), *Pacha* combines the names of HRH The Princess of Hanover's children Pierre, Andrea and Charlotte. *Pacha III* is the fifth name the 80 year old yacht has carried. Designed by Charles E Nicholson who was the dominant force in the evolution of the inter-war motor yacht, *Pacha III* was recognised as outstanding from the start. Her owner Walter Crook had demanded the best and she was hailed as, 'A new motor yacht which one feels confident cannot fail to meet the demands of the most exacting enthusiast.'

Ordered in February 1936, she was launched in August and ready for handover in October. Even by the standards of the time this was fast, but the speed of construction did not imply any compromises on quality. The new *Arlette II* displayed 'that careful attention to detail which goes so far towards the realisation of the perfect power yacht.'

With the outbreak of war, *Arlette II's* first owner was forced to part company with his yacht which served as an examination vessel protecting the port of

Falmouth. Post-war she would be restored and briefly join the Royal Yacht Squadron list before migrating south and becoming Mediterranean based. Briefly named *Priamar*, then *Cardigrae V*, by the Rolls Royce and Bentley distributor Richard Dutton Forshaw, she was renamed *Briseis* in 1962 when acquired by Jean-Louis Renault of car manufacturing fame.

In 1967, Renault sold *Briseis* to Jean-Louis Barthelemy who in turn sold her to the well-known expressionist painter Bernard Buffet. From Buffet, *Briseis* passed through the hands of Ian Silverstone and Brett Davidson. Based on the Côte d'Azur through these years, *Briseis* cruised extensively and whilst lapses in maintenance took their toll, she was brought back into Lloyds Register class in 1980 and modernised in the style of the day.

In 1989, Princess Caroline was in the vanguard of those who recognised classic yachts for their original beauty. She acquired the tired *Briseis* and commissioned the restoration that would return her to the elegant condition in which she arrived at her new home port of Monaco in 1993.



IMAGE The 36m (119') *Pacha III* was designed by Charles E Nicholson and built at the Camper & Nicholsons Gosport yard in 1936
FOLLOWING PAGE In 1989, Princess Caroline acquired the tired *Briseis* (then her 4th name) and commissioned the restoration of what is today *Pacha III*

Princess Caroline
acquired the tired *Briseis*
and commissioned the
restoration that would
return her to the elegant
condition in which she
arrived at her new home
port of Monaco in 1993





HERITAGE

Marala: A piece of yachting history

WRITTEN BY DR WILLIAM COLLIER

From racing, to wartime duties, and back to pleasure cruising,
Marala has had a long, varied, and illustrious history

She was created for Montague Stanley Napier, an automotive and aviation magnet, to meet his conditions that his new motor yacht be quiet and vibration-free. This specimen of a yacht was completed in 1931 – sadly, before Napier had the chance to enjoy it. And so, *Marala* started out life known simply as *No. 388* – her Camper & Nicholsons yard number.

Subsequent owners all commented on her “astonishing range... and splendid performance.” Among them, Sir Richard Fairey, a leading figure in the British aeronautical industry, and keen participant in the British yacht racing season, who snapped her up and christened her *Evadne*, after Poseidon’s daughter. Fairey and *Evadne* together entertained the whole racing fraternity, even hosting Crown Prince Olaf of Norway in 1937. But with the outbreak of war, *Evadne* was passed over to the Royal Navy.

Now known as *HMS Evadne*, she was outfitted with an array of Lewis guns and depth charges, so she could protect against mines and hunt for submarines. A task she successfully completed around the world. Her war tally? Sinking one German U boat, and downing a Heinkel III.

After peace returned, she returned to her pleasure cruising duties, eventually finding her way into the hands of Arturo Lopez-Willshaw in 1952. This larger than life Chilean heir to a vast guano fortune would rename her *Gaviota IV* (Spanish for seagull). He was a meticulous owner, who preserved a lot of the original interior that Fairey had refurbished post-war, with some additions by the celebrated French decorator, Georges Geffroy. It is this interior which survives largely unchanged today.

Finally, *Gaviota IV* passed to Robert de Balkany, a visionary developer of modern urban living, who renamed her *Marala*, after his two daughters, Marina and Alexandra. He was a keen yachtsman and proud owner of *Marala* for 53 years. Under his ownership she would frequently grace Venice’s Grand Canal and continue to be a discreet centre of old European society – of the type that many thought had vanished.

De Balkany made some alterations to *Marala*, but the authentic fabric of the 1931 Camper & Nicholsons veteran was never changed. In 2015 the yacht he shared a birthday with, would outlive him, and so this piece of yachting history has once more become available for purchase.

As *HMS Evadne*, she was outfitted with an array of Lewis guns and depth charges, so she could protect against mines and hunt for submarines



FOR FURTHER INFORMATION ON *MARALA*
CONTACT C&N BROKER JEAN-MARIE RECAMIER,
JMRECAMIER@CAMPERANDNICHOLSONS.COM



IMAGES Refurbished post-war, *Marala's* interior survives and is largely unchanged today





Natori

42m (138')

Baglietto, 2009 | €10,250,000

CONTACT Jeremy Comport
jcomport@camperandnicholsons.com

This stunning Baglietto *Natori* boasts distinctive and avant garde exterior styling by Francesco Paszowski and interior design by Bannenberg & Rowell. *Natori* offers a great variety of spacious indoor and unsurpassed outdoor areas, comparable to space normally found on much larger yachts. *Natori* is fairly unique as not only is she a tri-deck motor yacht but she is also semi displacement which means she can reach speeds of 19 knots, enabling her to get away from changing weather patterns, or simply reach the best anchorages first.

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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. 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

IN THE KNOW: SALES RESULTS 28-33
ON THE MARKET 34-51
BACK TO THE DRAWING BOARD 52-57

THE STATE OF WEALTH, LUXURY & YACHTING

Brokerage Review

First half 2016

Camper & Nicholsons data is based on sales of yachts over 30 metres with figures in the public domain. Our Market Intelligence division and brokers keep a watch on the market in order to be able to provide clients with the most informed market analysis of both published and unpublished intelligence.

Section 1: Yacht sales in numbers

YACHTS SOLD FIRST HALF 2016

153

TOTAL YACHTS

136

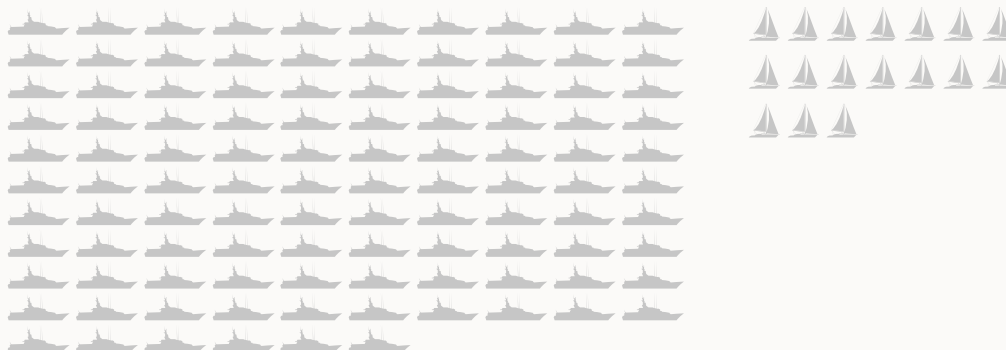
MOTOR YACHTS

17

SAILING YACHTS

Comparing the first half of 2016 to the first half of 2015, we can see that the number of yachts sold has risen by 15%

First half 2015
133 yachts sold (126 MY/7 SY)



SUPERYACHTS	
FIRST HALF 2016	
6,090m	39.5m
TOTAL LENGTH OF SUPERYACHTS SOLD	AVERAGE LENGTH
FIRST HALF 2015	
4,207m	40m
TOTAL LENGTH OF SUPERYACHTS SOLD	AVERAGE LENGTH

MOTOR YACHTS	
FIRST HALF 2016	
5,437m	
TOTAL LENGTH OF MOTOR YACHTS SOLD	
FIRST HALF 2015	
39.7m	
AVERAGE LENGTH OF MOTOR YACHT SOLD	

SAILING YACHTS	
FIRST HALF 2016	
653m	
TOTAL LENGTH OF SAILING YACHTS SOLD	
FIRST HALF 2015	
36.3m	
AVERAGE LENGTH OF SAILING YACHT SOLD	

The brokerage market in 2016 shows an increasing picture of stability

LARGEST YACHTS SOLD, FIRST HALF 2016

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

	MOTOR YACHT	SAILING YACHT
2016	 <p>U77 77m (256'6) Marco \$15,900,000</p>	 <p>Twizzle 57.49m (188'6) Royal Huisman, 2010 €39,750,000</p>
2015	 <p>Serene 133.9m (439'3) Fincantieri, 2011 POA</p>	 <p>Red Dragon 51.7m (169'6) Alloy Yachts, 2008 €17,950,000</p>

Section 2: Yacht sales in value

\$1.525 b

VALUE OF ALL YACHTS SOLD FIRST HALF 2016

The total value of all motor and sailing yachts (30m+) sold in the first half of 2016 was approximately \$1.525 billion, with an average value of approximately \$9.15 million per superyacht.



\$1.4 b

VALUE OF ALL
MOTOR YACHTS SOLD
FIRST HALF 2016



\$125 m

VALUE OF ALL
SAILING YACHTS SOLD
FIRST HALF 2016



\$10.3 m

AVERAGE SELLING PRICE
OF MOTOR YACHT
FIRST HALF 2016

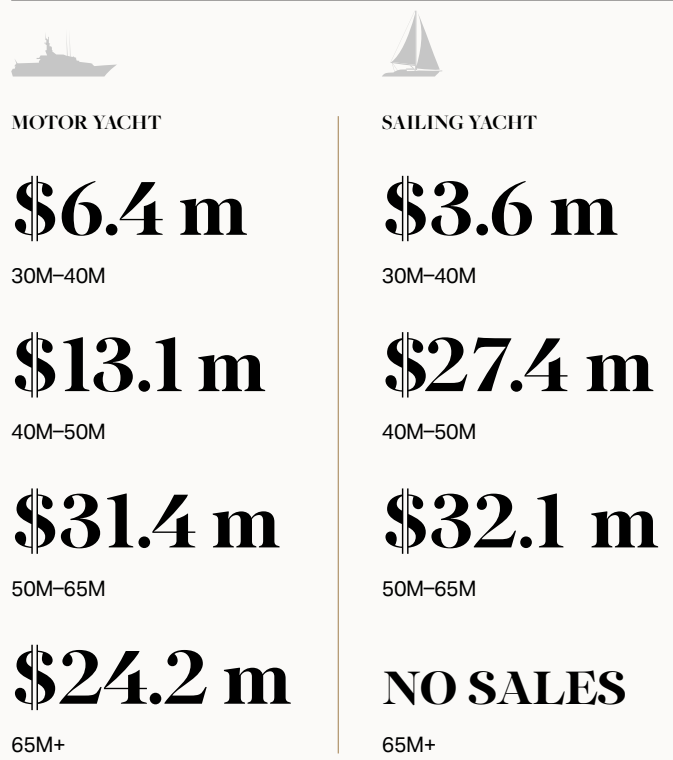


\$7.3 m

AVERAGE SELLING PRICE
OF SAILING YACHT
FIRST HALF 2016

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

Source: Camper & Nicholsons



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

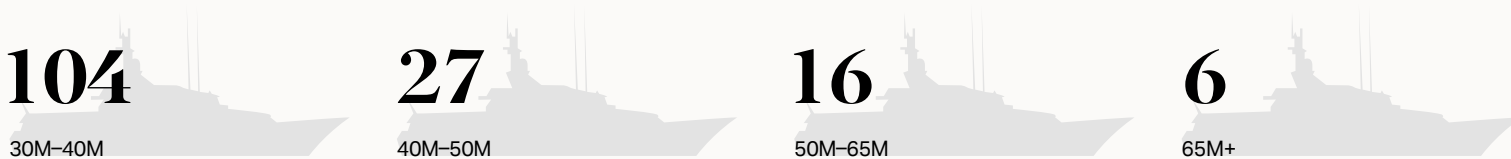
Source: Camper & Nicholsons



Section 3: Yacht sales in size, type and age

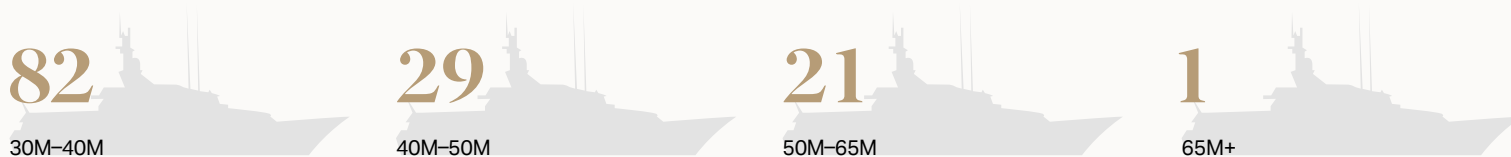
SIZE OF SUPERYACHT SOLD, FIRST HALF 2016

Source: Camper & Nicholsons

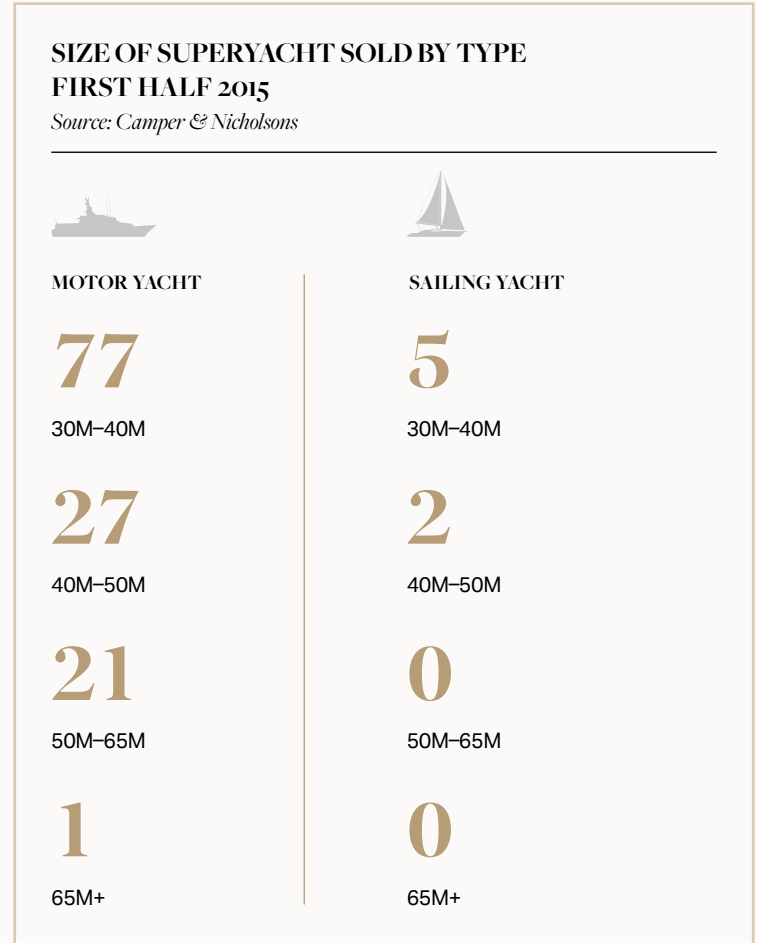
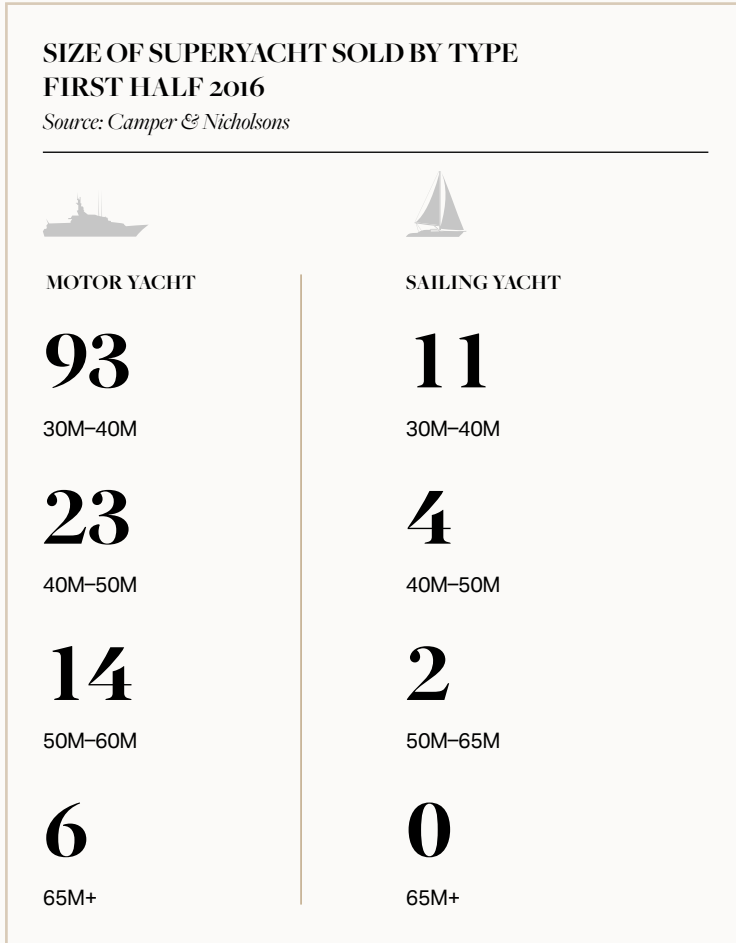


SIZE OF SUPERYACHT SOLD, FIRST HALF 2015

Source: Camper & Nicholsons



The first half of 2016 showed an increase in the sales of yachts in the larger mega yacht segment with 6 sales in the 65m+ size range compared to just 1 sale in the first 6 months of 2015





TYPE OF YACHT SOLD, FIRST HALF 2016

Source: Camper & Nicholsons



The first half of 2016 saw 10 more sailing yachts sold compared to the same period in 2015. Sales for the first half of 2016 were split 89% motor yacht and 11% sailing yacht, while the first half of 2015 this split was 95% motor yacht and only 5% sailing yacht.

Section 4: The brokerage fleet (over 30m)

NEW TO THE MARKET FIRST HALF 2016	BROKERAGE FLEET TODAY	TYPE OF YACHTS	SIZE OF CURRENT FLEET	
319 279 MOTOR YACHTS 40 SAILING YACHTS	994 TOTAL YACHTS	 84.25% MOTOR YACHTS	581 30M-40M	267 40-50M
		 15.75% SAILING YACHTS	106 50M-65M	40 65+

Review: First half 2016

Yacht sales in numbers

The superyacht brokerage market has shown strong signs of recovery over the past few years, with the number of sales in the first half of 2016 looking very healthy compared to the low point of 2009. 153 superyachts over 30 metres have been sold to date in 2016 (January – June), with a length totalling 6,090 metres. Compare this to the 133 superyachts sold during the same period of 2015, with a total length of 4,207 metres, or even compared to the 268 superyachts sold for the whole of 2015, this shows a picture of increasing stability in a landscape reshaped by the Global Financial Crisis.

Yacht sales in value

In the last edition of *The State of Wealth, Luxury and Yachting*, we reported that although the last five years (2011 – 2015) have seen a year on year increase in the average number of yachts sold, the rise in the number of units sold has not resulted in a rise in the total value of superyachts sold, which has decreased. However we also stated that a large proportion of this surprising statistical anomaly related to exchange rates and

in particular the strengthening of the US Dollar over the period in question. During this period the strong US Dollar had made Euro priced yachts worth 17.5% less in 2015 compared to 2011 once the Euro figures were translated into US Dollars. The exchange rate has not fluctuated to such an extent between the first 6 months of 2015 and the first six months of 2016 and the average value of yachts sold remains at a similar level.

Those size and type segments where the average sales value differs significantly are so small in the number of actual sales that it really is down to the individual yacht value. For example, the 65m+ motor yacht average value was \$24,235,812 in the first 6 months of 2016, when we saw 6 sales, while in the first 6 months of 2015 the average was \$54,475,969 but then only one yacht was sold in this size bracket. One of the 6 sales in this size bracket for the first 6 months of 2016 was an older vessel from a lesser known shipyard and the sales value of this one yacht reflects the almost 50% reduction in the average sales value.

**153 superyachts
over 30 metres
sold in the first
half of 2016**

Superyachts sold in the first half of 2016 valued at \$1.525 billion

The 40-50m sailing yacht sector proved the same but with the first 6 months of 2016 seeing the higher average value per sailing yacht at \$27,395,167 compared to an average value of \$7,470,133 in the first 6 months of 2015. Again, when looking at the numbers there were double the number of sailing yachts sold in the first 6 months of 2016 as there were in 2015. However, the number of actual sales was so small that every yacht value significantly impacted the average sales value. It is when you look at the average sales value of the size and type bracket, which sees the most sales (ie motor yachts 30-40m and 40-50m) that you see the average sales value remaining level for both periods.

How fluctuating exchange rates will affect the sales values for the remaining 6 months of 2016 is now the hot question with the Euro strengthening against Sterling post Brexit but further weakening against the US Dollar. The 2017 edition of *The State of Wealth, Luxury and Yachting* will be eagerly anticipated to see how these currency movements affect the superyacht industry.

The total value of all motor and sailing yachts (30m+) sold to date is estimated at \$1.525 billion with an average asking price of \$9.15 million per yacht (figures based on asking price at time of sale). Despite the increase in the number of yachts sold during the first 6 months of 2016 compared to the first 6 months of 2015, the average value of \$9.15 million per superyacht is actually a decrease on the average value of superyacht for the same period of 2015, and is just under one million dollars less than the average value achieved for sales over the whole of 2015, so a significant decrease.

The sailing yacht market

Of the 153 superyachts sold in the first half of 2016, just 17 were sailing yachts with a combined total length of 653 metres giving an average per yacht of 36.3 metres. This is a marked increase on last year, when the entire 12 months of 2015 saw just 19 sailing yachts sold with a total length of 706 metres, and just 7 sailing yachts sold in the same 6-month period. This shows a whopping increase of 143% in the number of sailing yachts sold in the first half of 2016. The sailing yacht market had seen a 45% decrease year on year, while the number of motor yachts sold remained almost the same. The sailing yacht market has always been difficult to predict as the numbers involved are always low, but the increase in sales for the first half of 2016 shows

Sailing yachts *back in vogue*: 2016 saw an increase of 143% in the number of sailing yachts sold

some return to confidence in this market segment. However, sellers would be wise not to get overconfident, since supply still far outweighs demand and the market segment still remains among the most competitive in the industry.

A preview of the remaining 6 months of 2016

The number of yacht sales are up in 2016 compared to 2015, with 153 yachts sold in the first six months of the year compared to 133 in the first half of 2015, a 15% increase. Although still a buyer's market, good value quality yachts are still in high demand and there is a shortage of yachts built between 2010 and 2014 available because of the lower number that were built in these years. Stockmarket confidence and post Brexit economic shocks could still prove an issue in the latter half of the year, but there is certainly an element of "the new normal" in the yachting market's reaction to economic bad news these days. At some point people just want to get on with their lives regardless of the economic news of the day, and the yachting market certainly seems to be reacting less to the economic news cycle than it once did.

ON THE MARKET

New to the market

A selection of highly rated yachts that are in a class of their own for build, quality, performance, condition and impeccable style have recently come on to the market

1. **Blush** 47.25m (155')

Sunseeker, 2014 | £19,500,000

CONTACT Alex Lees-Buckley
aleesbuckley@camperandnicholsons.com

CONTACT Gaston Lees-Buckley
gleesbuckley@camperandnicholsons.com

2. **Icon** 67.5m (221'5')

Icon Yachts, 2010/2014 | €56,500,000

CONTACT Jean-Marie Recamier
jmrecamier@camperandnicholsons.com

1





3. **Pachamama** 43.65m^(143'2)

Baglietto, 2015 | €19,500,000

CONTACT Jeremy Comport
jcomport@camperandnicholsons.com

CONTACT Fernando Nicholson
fnicholson@camperandnicholsons.com



4. **Dragon** 41.1m^(134'1)

Palmer Johnson, 2007/2016 | \$11,500,000

CONTACT Fernando Nicholson
fnicholson@camperandnicholsons.com

CONTACT Rytis Babravicius
rbabravicius@camperandnicholsons.com



5. **Natori** 42m^(137'1)

Baglietto, 2009 | €10,250,000

CONTACT Jeremy Comport
jcomport@camperandnicholsons.com



6



New to the market (*cont'd*)

6. **Cheetah Moon** 38.6m^(126'7)
Cantieri Navali Nicolini, 1986/2012 | €4,800,000

CONTACT Jonathan Syrett
jsyrett@camperandnicholsons.com

7. **Petrus II** 40.2m^(131'1)
Benetti, 2012 | €14,000,000

CONTACT James Rayner
jrayner@camperandnicholsons.com

8. **Easy Rider** 35.36m^(116')
Hatteras, 1997/2015 | \$3,825,000

CONTACT Michael Rafferty
mrafferty@camperandnicholsons.com

9. **Gaja** 35m^(115')
Hotchya, 2006/2013 | €6,900,000

CONTACT Rytis Babravicius
rbabravicius@camperandnicholsons.com

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10. **Evnike** 32.5m^(106'7)
 Lowland Yachts, 1996 | €2,950,000
CONTACT Gaston Lees-Buckley
gleesbuckley@camperandnicholsons.com

11. **White Pearl** 30.6m^(100'4)
 Custom Line, 2014 | €6,700,000
CONTACT Steen Christensen
schristensen@camperandnicholsons.com



1



ON THE MARKET

Sailing yachts

The following sailing yachts are just a showcase of great opportunities for buyers looking for yachts with great performance and with good resale potential.

- 1. Wellenreiter 46.1m (151'2)**
Jongert, 2003 | €7,500,000
CONTACT Alex Lees-Buckley
aleesbuckley@camperandnicholsons.com
CONTACT Gaston Lees-Buckley
gleesbuckley@camperandnicholsons.com
- 2. Helios 45.26m (148'6)**
Perini Navi SpA, 2007 | €11,900,000
CONTACT Alex Lees-Buckley
aleesbuckley@camperandnicholsons.com
*Not for sale or charter to
US residents while in USA waters*
- 3. Damahwil 37m (121'4)**
Bayards Constructors, 2010 | €6,900,000
CONTACT Tim Langmead
tlangmead@camperandnicholsons.com



4. **Innocean 41m** (134'6)

Fitzroy, 2008 | €7,700,000

CONTACT Rytis Babravicius
rbabravicius@camperandnicholsons.com

Sailing yachts (*cont'd*)

5. **Caroline 1** 34.5m^(116'9)
Alloy Yachts, 1994/2015 | €5,950,000
CONTACT Simon Turner
sturner@camperandnicholsons.com
6. **Southern Cross** 33.4m^(109'6)
Yarrow & Co, 1962 | €1,950,000
CONTACT Jonathan Syrett
jsyrett@camperandnicholsons.com
7. **Parsifal III** 53.8m^(176'6)
Perini Navi SpA, 2005 | €20,500,000
CONTACT Alex Lees-Buckley
aleesbuckley@camperandnicholsons.com
8. **Alas Libres** 30m^(98'5)
Thackwray, 1984/2012 | €1,395,000
CONTACT Jonathan Syrett
jsyrett@camperandnicholsons.com





9. **Onelilo** 36m (118'1)

Abeking & Rasmussen, 1988/2015 | €2,450,000

CONTACT Jean-Marie Recamier
jmrecamier@camperandnicholsons.com

10. **Alexa** 37.5m (123')

Gdansk Yacht Builders, 1992/2013 | €3,500,000

CONTACT Arne Ploch
aploch@camperandnicholsons.com



ON THE MARKET

New construction opportunities

Camper & Nicholson's brokers are always paying inspection visits to the world's leading yards and the following are just a selection of fantastic opportunities to purchase yachts in build and projects in the pipeline from well-known builders in Europe to yards further afield.

1. **Maybe 59m** (193'6)
MetalSHIPS & Docks, 2016 | €31,900,000
CONTACT Jonathan Syrett
jsyrett@camperandnicholsons.com
2. **Project Ruya 46.7m** (154'1)
Heesen Yachts, 2017 | €29,900,000
3. **Baglietto 55 #10225 55m** (180'5)
Baglietto, 2018 | €38,500,000
CONTACT Jeremy Comport
jcomport@camperandnicholsons.com
CONTACT Fernando Nicholson
fnicholson@camperandnicholsons.com

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4

4. **Sanlorenzo 52M** 52m (170'6")
Sanlorenzo, 2017 | €30,800,000

5. **Project Alida** 55m (180'5")
Heesen Yachts, 2017 | €37,000,000



5





New construction opportunities *(cont'd)*

6. **Du Voyager** 49.7m^(163')
Ruea Yachts, 2018 | €21,900,000
CONTACT Simon Turner
sturner@camperandnicholsons.com
7. **Grand Voyager** 43.9m^(144')
Kingship Marine Limited, 2017 | \$16,900,000
CONTACT Fernando Nicholson
fnicholson@camperandnicholsons.com
*Not for sale or charter to
US residents while in USA waters*
8. **Columbia II** 43m^(141')
Eastern Shipbuilding Group, 2017 | \$21,500,000
CONTACT A.J. MacDonald
ajmacdonald@camperandnicholsons.com
9. **Global Explorer** 41.14m^(135')
JFA (Inace), 2017 | €12,800,000
CONTACT Jeremy Comport
jcomport@camperandnicholsons.com
CONTACT Fernando Nicholson
fnicholson@camperandnicholsons.com
10. **Ocea 125XP** 38m^(124'8)
Ocea, 2018 | €17,900,000
CONTACT Foulques de Raigniac
fderaigniac@camperandnicholsons.com
11. **Admiral Sail-Wave** 38m^(124'8)
Admiral – The Italian Sea Group, 2018 | €16,600,000
CONTACT Simon Goldsworthy
sgoldsworthy@camperandnicholsons.com





1. **Baraka** 58m^(190'3)
 Turquoise Yachts, 2010 | €24,950,000
CONTACT Charles Ehrardt
 cehrardt@camperandnicholsons.com

2. **Cleopatra** 56.73m^(186')
 Amels BV Holland, 1985/2005 | \$12,500,000
CONTACT Jean-Marie Recamier
 jmrecamier@camperandnicholsons.com

3. **Polaris I** 48.3m^(158'5)
 Rossi Navi, 2014 | €27,000,000
CONTACT Rytis Babravicius
 rbabravicius@camperandnicholsons.com

4. **Triumphant Lady** 47.25m^(155')
 Sterling Yachts, 1985/2009 | \$6,900,000
CONTACT John Weller
 jweller@camperandnicholsons.com

ON THE MARKET

40 to 60-metre motor yachts

20 years ago a 40-metre motor yacht was considered extraordinary but today there is an increasing demand for yachts of this size and, with the number being produced, there is genuine value in this mid-size market.

5. **Idyllwild** 44.2m (145')
Benetti, 2005/2015 | €11,250,000

CONTACT Jean-Marie Recamier
jmrecamier@camperandnicholsons.com

6. **At Last** 44.1m (144')
Heesen Yachts, 1990/2014 | \$7,800,000

CONTACT Andrew LeBuhn
alebuhn@camperandnicholsons.com

CONTACT Michael Rafferty
mrafferty@camperandnicholsons.com

7. **Silver Wind** 43.63m (143')
ISA Yachts, 2014 | €16,500,000

CONTACT Jeremy Comport
jcomport@camperandnicholsons.com



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7



8



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10



11

40 to 60-metre motor yachts (cont'd)

8. **CD Two** 43m (141')
 Cantieri Navali Nicolini, 1995/2015 | €5,250,000
CONTACT Jonathan Syrett
 jsyrett@camperandnicholsons.com

9. **Lighea** 42.95m (140'1")
 Maiora, 2005/2015 | €10,500,000
CONTACT Rytis Babravicius
 rbabravicius@camperandnicholsons.com

10. **Mi Vida** 42.75m (140'3")
 Baglietto, 2009 | \$13,500,000
CONTACT Fernando Nicholson
 fnicholson@camperandnicholsons.com

11. **Forty Love** 42.06m (137'11")
 West Coast Custom Yachts, 2003/2008 | \$7,900,000
CONTACT Bob O'Brien
 bobrien@camperandnicholsons.com

12. **Ocean Emerald** 41.1m (134'8")
 Rodriguez Spa, 2009/2015 | €5,800,000
CONTACT Adam Papadakis
 apapadakis@camperandnicholsons.com

13. **Okko** 41.1m (134'8")
 Mondomarine, 2013 | €16,000,000
CONTACT Rytis Babravicius
 rbabravicius@camperandnicholsons.com



ON THE MARKET

Classic yachts

Classic yachts have an unequalled allure, be they a classic replica or part of a nation's yachting heritage with pedigree and a great legacy. The following yachts boast both classic pedigree and appeal.

- 1. La Sultana 65.4m** ^(214'6)
George Dimitrov, 1962/2015 | €17,000,000
CONTACT Charles Ehrardt
cehrardt@camperandnicholsons.com
- 2. Marala 58.84m** ^(193')
Camper & Nicholsons, 1931 | €10,000,000
CONTACT Jean-Marie Recamier
jmrecamier@camperandnicholsons.com
- 3. Tiziana 35.16m** ^(116'9)
Abeking & Rasmussen, 1963/2006 | €4,900,000
CONTACT Jean-Marie Recamier
jmrecamier@camperandnicholsons.com
CONTACT Arne Ploch
aploch@camperandnicholsons.com
- 4. Elettra 24.42m** ^(80'1)
Perini Navi SpA, 1987 | €1,690,000
CONTACT Gaston Lees-Buckley
gleesbuckley@camperandnicholsons.com

1





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5. **Lamadine** 29.6m (971)

Camper & Nicholson's, 1967/2012 | €1,500,000

CONTACT Adam Papadakis
apapadakis@camperandnicholsons.com

CONTACT Tim Langmead
tlangmead@camperandnicholsons.com



4

5



HEAD TURNERS

Back to the drawing board

WRITTEN BY RISA MERL

A trio of the world's top superyacht designers share how design inspiration begins and grows – and why drawing is the supreme form of communication.

Decades ago, the late great superyacht designer Jon Bannenberg sat in a restaurant in Italy sketching on a paper tablecloth stained in sauce and dusted with parmesan cheese. The sketch that emerged from this modest drawing turned out to be none other than the 1980 Benetti launch *Nabila* – now named *Kingdom 5KR* – which at 86-metres is still amongst the largest yachts in the world.

“That was the original ‘napkin story’,” says London-based designer Andrew Winch, as he recalls this exact sketch that was framed in Bannenberg’s office where Winch started his career. We have all heard the tale about the superyacht that started from a napkin, proving inspiration can strike anywhere and lasting design can start from the humblest of places. But in today’s world of computer aided designs and 3D models, how important is hand sketching? Is the literal drawing board as vital to designers as it once was? And do the world’s largest yachts ever start from a napkin anymore? We ask a trio of top designers from the UK, Holland and Italy to weigh in.

Design starts with a conversation, or as Mario Pedol of Italy’s Nauta Design describes it, an “investigation”. A process that thoroughly examines the owner’s every desire, need and aspiration for their new yacht and interprets this into a physical entity.

IMAGE Winch Studios employs two full-time illustrators who draw in pen and ink





“The important thing is to talk to the client at the very start and find out what he wants to achieve, his taste, his lifestyle,” Pedol says. “Sometimes they aren’t even clear themselves what they truly want, so that’s where the experience of the designer and architect comes in.”

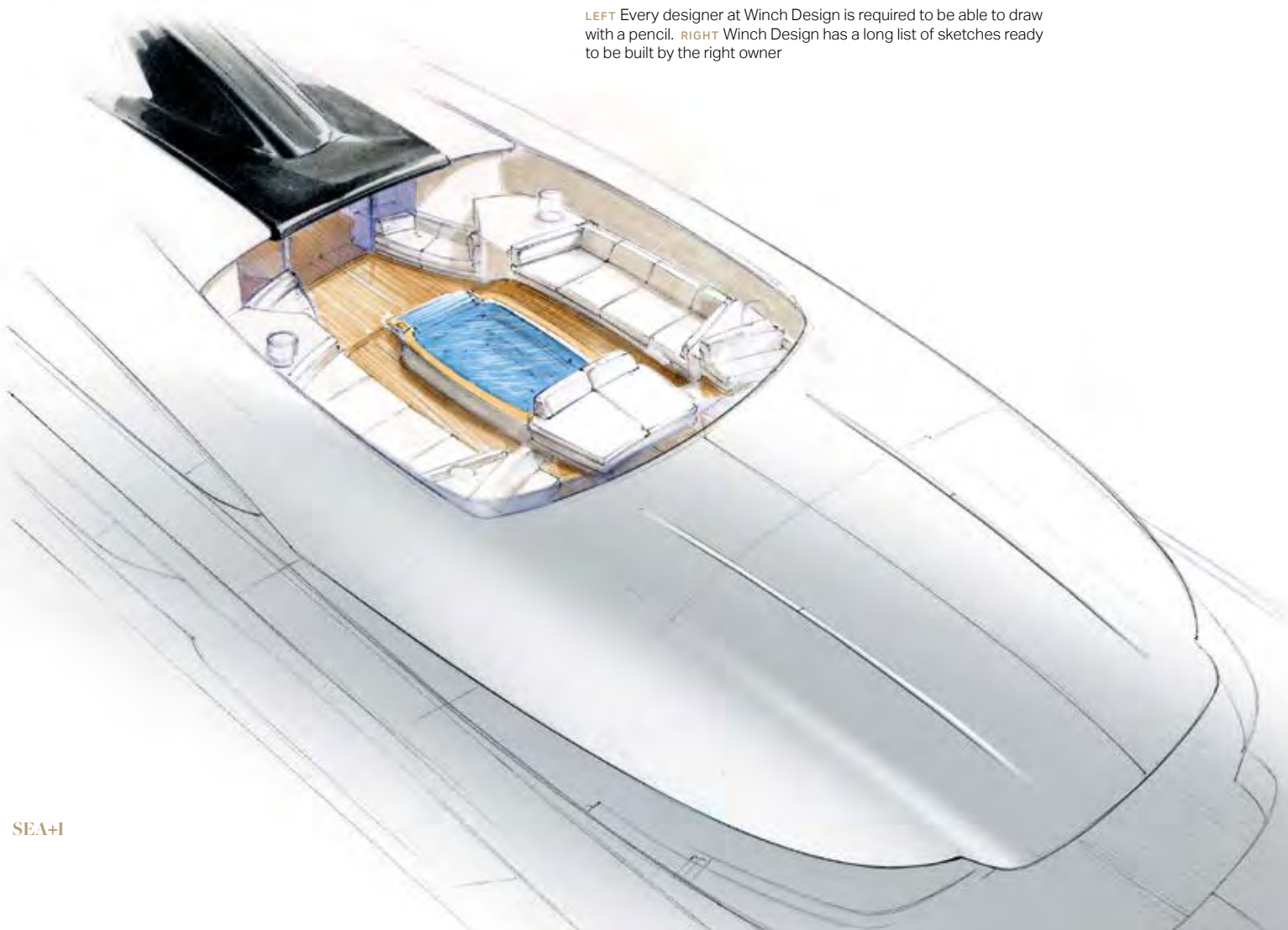
Marnix Hoekstra and Bart Bouwhuis, Creative Directors of Vripack in The Netherlands, agree. “Design literally starts with asking a tremendous amount of questions: How will you use this boat? Why do you want this yacht? What will make it special compared to the one you have? How will it serve a purpose in your life? Who will you take on board?” says Hoekstra. “By asking a lot of these ‘why’ questions you start to understand the human needs behind the idea of the boat.”

Sketching is what brings these answers to life. For Hoekstra, it’s blank Moleskin notebooks over tablecloths, an artist’s tool that was famously favoured by both Picasso and Hemingway. Hoekstra also loves that the books can be organised in his office and looked back on in a moment.

It’s an advantage to have all these sketches at the ready as previous projects are often a starting point for successful superyachts, which Pedol knows well. One he is particularly fond of is an 80-metre concept for Fincantieri called *Light*, which started from hand-drawn sketches. “It was quite innovative at the time,” says Pedol, “the volumes of the superstructure were different from anything on the market, with the superstructure impact in relation to the hull length very light, and set more amidships”. The inspiration came from elegant passenger ships of a bygone era and had plentiful open decks. This style seeped into Pedol’s design for the largest yacht in the world, 180-metre *Azzam*. “*Light* was put on hold because of the global financial crisis, and we were quite happy to get the chance to do another project where the relationship between the amount of closed decks and hull was also ‘light’.”

Winch Design also has a long list of sketches ready to be built by the right owner, including a very fast, carbon boat powered by turbines and a James Bond-worthy island that moves. The design studio employs two full time illustrators that draw in pen and ink, and they also require that every designer on the team be able to draw with a pencil.

LEFT Every designer at Winch Design is required to be able to draw with a pencil. **RIGHT** Winch Design has a long list of sketches ready to be built by the right owner

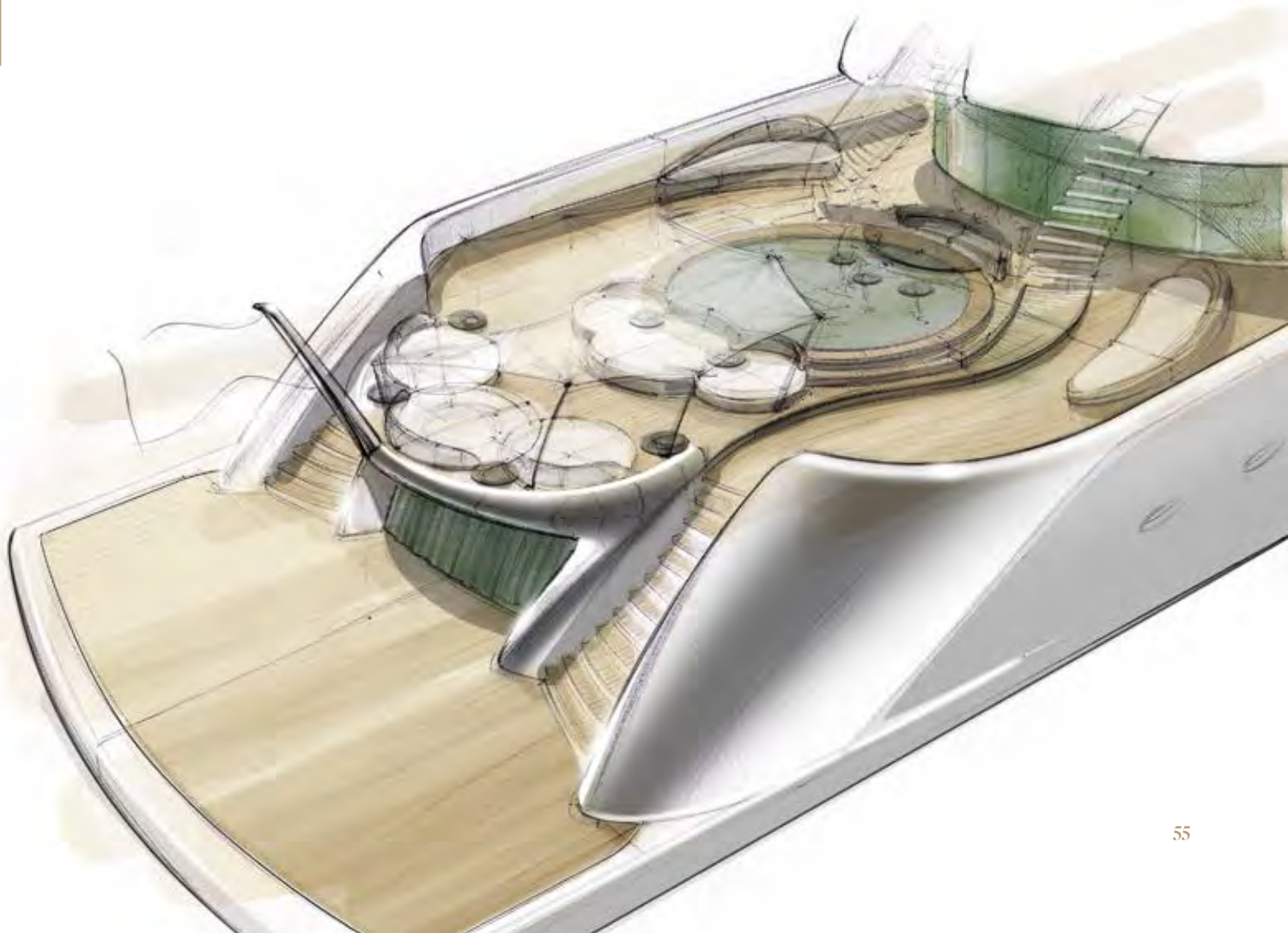



“Sketching for us at Winch is a language. We have 16 nationalities at Winch, 26 languages spoken, 70 staff members. The one language that is consistent is visual,” says Winch, noting this goes for clients as well. “Drawing is an international language, whether Japanese, Chinese or Russian – it is in essence the purest form of communication, able to transcend language barriers. Computers and CAD (computer aided design) then come in to strengthen this communication.

Sketching for us at Winch is a language. We have 16 nationalities at Winch, 26 languages spoken, 70 staff members. The one language that is consistent is visual.

“The benefits of computer technology are huge, it allows you to explore so many options,” says Pedol. “When we started in the 80s it was all pencil, then ink drawings, so imagine how much time it took to explore each option!” Pedol points out another big change has been 3D software, which allows the client to really see the project from any angle. Of course, computers have their downsides. The designs can take more time and not add more relevance. And, people can get “stuck” in a computer design, thinking it’s final. When done correctly, sketching and computers work together brilliantly. The intricate murals found inside Feadship’s *Sea Owl*, by Winch Design, is a prime example where a pencil drawing became a technical drawing then transformed to a colour drawing.

“We view the computer very much as a tool, along with pencils and paintbrushes. We also have 3D printers and virtual reality in our office now,” says Hoekstra. He says computers can speed up the process of finding the right design and ease communication in big teams of designers, where a 3D image can speak a thousand words. But in Vripack, the literal drawing board is still a coveted tool – there are three drawing boards which have to be booked as they are so popular.





I did ask a young out of college student, *do you know pencil?* And he said, *I don't know that programme!*

Andreas Iseli, head of exteriors at Winch Design, finds it surprising how few young designers submit development sketches when interviewing for a job. “I think it’s almost forgotten. I did ask a young out of college student, do you know pencil? And he said ‘I don’t know that programme!’ But we had him in for a week and he proved he could sketch.”

Sketching is something that Andrew Winch sees as essential. “When we sit down with a client, we aren’t in front of a computer, we are sitting with pens and paper, we need to be able to draw upside down and in front of a client, and they need to see the dream come alive before their eyes.” This ability to draw anywhere is why, despite the advent of computers, sketching by hand will never go out of style.

Inspiration for these designers can strike nearly anywhere as well. Iseli finds the architecture in the Mayfair neighbourhood of London full of inspirational shapes, while the Vripack team is inspired by the streets on the edges of cities. “Where it’s more rough than polished - where young, not yet well-paid artists create their murals and statues,” says Hoekstra.

Being close to the water can help, and being literally in the water might help even more. “I dream in the bath,” says Winch. “I have a lovely bathroom with a wonderful view over my garden, and it’s a place I think and dream.”

Winch is not alone in this, as Pedol admits, “Funnily enough, my best ideas come in the morning while in the shower, maybe because it deals with water.”

Wherever the dreams originate, a tablecloth, bathtub or city street, putting pen to paper is what brings them to life and allows the ideas to be transmitted fluently in any language the world over.



CLOCKWISE FROM TOP LEFT Virpack drawing board; Virpack designer using a wand to illustrate his design; inspiration in design at the Virpack studio; visuals are used at Winch Design as a method of communication; Winch believes that the ability to create anywhere is essential; a Virpack design meeting is all about putting pencil to paper



Blush

47.25m (155')

Sunseeker, 2014 | £19,500,000

CONTACT Alex Lees-Buckley
aleesbuckley@camperandnicholsons.com

CONTACT Gaston Lees-Buckley
gleesbuckley@camperandnicholsons.com

Blush is a 47.25m (155') Sunseeker offering cutting-edge configuration that is spread over three internal decks. An expansive, fully open sun deck offers a Jacuzzi pool and sunbathing areas forward, a centrally located bar and dining area, with individual sun loungers aft. The upper deck offers a spacious saloon with bar area and folding balconies on each side. With speeds up to 20 knots and stabilizers for maximum on board comfort at anchor and underway, *Blush* offers the perfect combination of performance, comfort and luxury.

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

A LOOK BEHIND THE SCENES OF SUPERYACHT ART 60-63
THE FINEST TABLEWARE 64-69
MEMORABLE CRUISING EXPERIENCES 70-77
THE PERFECT PAIRING 78-81
ON BOARD THE 58M *ILLUSION V* IN MALTA 82-93
A MEDITERRANEAN MARVEL 94-95
DECK STYLE 96-100





IN THE DETAIL

A fine art

WRITTEN BY ELLIE BRADE

Superyachts are works of art in their own right, but the perfect piece of artwork can be the crucial finishing touch to a yacht's interior. It would be unusual to find a yacht without at least one piece of art on board and many carry entire collections, some worth millions of dollars. Working with owners to select and place art on board their yacht can be a key part of the design process, with the choice of art often influenced by the heart.

THIS PAGE Bespoke nautically-inspired abstract paintings on board the 30m (98'5) Moonen *Bijoux* **NEXT PAGE** The art on board the 50m (164') *Resilience* complements her contemporary interior

Not every owner will invest time in personally selecting artwork for their yacht, instead trusting the decisions on artwork to their design team. But when art is to be an important part of the yacht's overall design, owners or their designers will often turn to art experts to help them manage the process and choose the perfect piece(s) of art. The path the art selection process takes will usually vary from case to case. Some owners will come in to the process with a piece that they want to drive the whole style of the interior, whereas at other times the challenge is finding a piece of art, whether a commission or an existing piece, that both appeals to the owner and complements the décor.

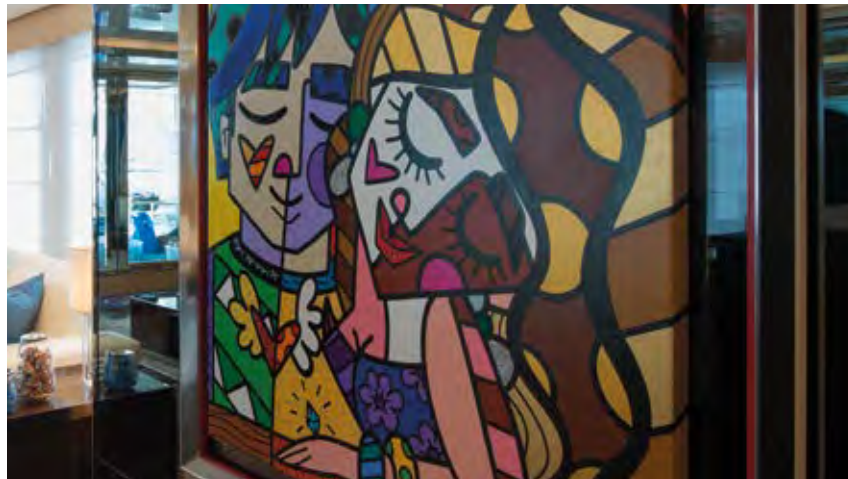
“When selecting a work of art one should always allow the collector's heart to command, then, if possible, you help the collector to acquire the best example of the selected artist's work,” says Carla Holgate of Gladwell & Paterson Fine Art gallery, which specialises in placing art on yachts. “There are clients whose collections can also be curated based on an overarching strategy that will maximise the value, quality, coherence and significance of the art – as well as the enjoyment of the client. Whether the motivation is passion, investment, or both, the most important thing is to understand the client's taste and passions so a great job can be done with no fear of failing their expectations.”

Having a range of options to present to an owner can often mean the best end result. “An owner might have something specific in mind that they want for the space, but even if that is the case we usually view the space and also suggest other pieces we feel might work,” says David Allott, Director at Peter Hill Fine Art, which supplies and undertakes commissions by British fine artist Peter Hill for a wide range of clients including yacht owners. “As well as allowing the artist to get a feel for the space and the sizing constraints of any pieces, this approach has a double benefit in that our suggestion might be perfect for the space or help the client decide what they might want from a custom commission.”

A recent commission for Peter Hill Fine Art was for the owner of 30m Moonen *Bijoux*, with Hill creating two bespoke nautically-inspired abstract pieces for the yacht. As was the case for *Bijoux*, arranging something extremely personal to the owner and yacht is always the goal for the Peter Hill team. “Often when we do commissions, people are quite moved by the whole experience of creating something especially for them,” says Allott. Peter Hill is very approachable and he loves the challenge of creating something special to suit a space; everything is done with the client in mind.”

Experts also play a role in helping to guide owners on what might suit the yacht from the perspective of practicality – some pieces simply aren't suitable for being placed on a yacht. While well suited to carrying art on board, yachts can often present more of a challenge than a traditional location such as a private residence or gallery. “It might seem like you have an open brief when selecting pieces for a yacht, but actually you haven't because your choice has got to fit in with everything else on the yacht,” says Allott. In addition to design and space constraints an added consideration is also the environment on board the yacht, with experts suggesting a piece that will do well in the desired location or ensuring the art is hung or placed in a way that ensures it is not damaged. This is particularly important when dealing with the more valuable end of the spectrum, where insurance clauses will require that the art is properly placed and maintained.

When all of this hard work comes together, the result is an interior with art that perfectly suits, complements and enhances the yacht and that owners can draw immense enjoyment from. “Yachts are ideal places for owners to enjoy their collections wherever they are in the world because it's during that time away in calm waters that one can admire and appreciate the yacht's artistic surroundings,” says Holgate. “Design can bring comfort and luxury but the art within should subtly inspire dreams, provoke imagination and prolong enjoyment while travelling.”



INTERIOR DESIGN

The art of tablescaping

WRITTEN BY RISA MERL

Some say the devil is in the detail, which certainly holds true for a superyacht, where even the grandest of projects will depend on the success of the smallest technical components working perfectly. But when it comes to superyachts' tableware, it's the details that make the divine.

Carefully chosen accessories and custom pieces set the scene and make the moment. "The table is without a doubt socially the most important space on the entire yacht," says Alexander Mavros of luxury brand Patrick Mavros. "It is where all of the most meaningful interactions and relationship building activities happen, so having the ability to create something especially for the table as a key anchor point is really important. It can set the tone for so many things."

Start simple and build

"I would always include candlesticks of some kind to light up the table and give the centerpiece elevation," says Mavros, on an easy start to building a table.

Sabrina Monteleone, founder of Sabrina Monte-Carlo, has built a design empire in the South of France and knows a thing or two about the art of tableware scene setting. She recommends, "using one simple set for everyday use (such as Hemisphere de Coquet), a more elaborate one for guests, elegant dinners and special occasions - what we here call "service d'apparat" and a more fun, colourful one for breakfasts or lunches outside (such as Bestiaire de Haviland or Cristobal Corail). Don't forget flowers and table accessories, they make all the difference."

Tableware should fit the room

The table setting should add to the atmosphere of the boat and not detract from it. "For us a great table setting is something that adds to the ambiance of the boat and adds great beauty and charm, but sits comfortably within the design and aesthetic."

Jason Hales, Sales Director of Kevin Glancy and Jonathan Fawcett, agrees. "When we are creating a design for a formal dining room, we start to look at influencers, which can come from what is in the room, the marquetry within the table or detailing in the bulkheads," he says. "It has to be complementary, it should never fight with the design and detract from the whole environment."

The best table setting should also be most appropriate to the occasion, warns Monteleone. "You won't put coral accessories and turquoise tableware on at Christmas Eve! It's all about putting the right things at the right moment for the right people."

Go for the wow-factor

A grand, custom piece can make the ensemble and be a talking point for meals in years to come. "We do get commissioned to do special pieces, especially with silver," says Hales. "We have some incredible



silversmiths who are able to do amazing centrepieces.” Hales describes a champagne bucket designed to hold six magnums of champagne that was made from 36 individual pieces of silver, all crafted by hand with a method called hand chafing, which is scalpel-scraping the surface to create texture. “It’s unbelievable, a special one-off commission – the design and detail is very personal to the owner.” Kevin Glancy has also created big centrepieces to share caviar and seafood platters shaped like crabs in which the lid opens to reveal the seafood feast inside. “Really bespoke things unique to a client. Everything is possible.”

Mavros also specialises in creating bespoke table centrepieces. “This is what fuels us and for what we are best known,” says Alexander. “We have recently finished two phenomenal and monumental silver commissions, one of flying Manta Rays swirling down a 40-foot table, and a scene of silver turtles swimming through staghorn coral candlesticks.”

It’s OK to play favourites, and Monteleone has a few. “I have worked on over 90 yachts so it would be hard to list every item! But I love the Cristobal Turquoise Raynaud by Alberto Pinto and Raynaud Silver on *Silver Fast*, the Mosaïque au 24 Chinese set on *Galactica Supernova*, and the Cheval d’Orient from Hermés on *Kismet*.”

Customise at will

“Bespoke doesn’t necessarily mean more expensive, you can have things bespoke and not necessarily more expensive than a brand,” says Hales. Choosing custom items doesn’t always mean creating a one-off piece from scratch, but can be a matter of putting your personal stamp on a ready-made accessory from your favourite brand. “If there is an existing stemware, crystal or linen the client adores, we can decorate it with gold or pattern work, and we can even have special cuts of crystal especially made for them,” says Hales, name dropping the likes of Pratessi, Cristoffel,

Baccarat, Loro Piana and Hermés. “We use best brands, but create something unique with the brands for those clients... It’s a win-win, get the brands they want but get their own unique pieces.”

Likewise, many brands like Lalique offer customisation and do beautiful products. “Anything is possible,” says a Lalique representative, “and all products are created in the Alsace factory.” Customising ensures your tabletop is unique from anyone else’s and gives the opportunity to create something with sentimental appeal.

Commit to a theme

Jungle theme is a trend for the autumn/winter season, which Sabrina Monte-Carlo stores are stocking. “Check out Hermés’ new Jardin d’Equateur Collection,” says Monteleone. “It’s also all about modern touches of gold right now, such as “Sublime Or” china from Haviland.”

She loves a good theme, whether it’s picking a colour palette (all turquoise) or an occasion or season and has done everything from ‘Under the Sea’ to Japanese tables. Whatever theme is chosen, if you’re going to go for a theme, go all out. “Pick a theme and stick to it,” she says. “I love full tables where everything matches from the china to the flowers.”

Whatever the theme, every piece – from the egg cup to coffee cup – should be complementary to the other. This just doesn’t mean matching exactly, Hales points out. “It’s not just about putting the design on every piece,” he says. “Each piece should be a bit different so it’s unique but complements each other and is pleasing to the eye.”

Allow time to get bespoke pieces made

“Customising pieces is always an exciting and creative departure that requires planning and thought from our clients and us,” says Mavros. “Depending on the project, this can take several months to a year.”


THIS PAGE Mario Luca Giusti acrylic glasses are used for the beach club on board the 77m (252’6) *Silver Fast*
PREVIOUS PAGE, CLOCKWISE FROM TOP LEFT, THEN CENTRE Baccarat figurine ‘The Night by Maillol’; Patrick Mavros Equatorial Palm silver candle holders; Patrick Mavros Sea Urchin family sculpture; Baccarat Memoire Dromeday perfume burner; Patrick Mavros coffee spoons; Lalique Carafe; Baccarat Jardin de Cristal; Patrick Mavros Sea Urchin candle holder in chrysoprase

A photograph of a boat deck with outdoor furniture and a table set for a drink, overlooking the ocean and a distant island. The deck is made of light-colored wood. In the foreground, there is a large, light-colored, textured armchair. To its right, a small, light-colored, textured table holds a blue pitcher and two glasses. Further back, another similar armchair is visible, along with a white tray holding a white teapot and cups. The background shows a blue sea and a distant island with buildings and trees under a clear blue sky. The text "The best table setting should also be most appropriate to the occasion" is overlaid in the top right corner in a light brown font, with a thin brown crosshair graphic above it.

The best table setting should also be most appropriate to the occasion



TOP Elegant table setting on board 95.2m (312'4) *Kismet*, with Coquet china and Oxymore by Saint Louis tumblers BOTTOM Metropolis glasses by Saint Louis and Arcade cutlery by Robbe & Berking on board a build by *San Lorenzo*



When we are creating a design for a formal dining room, we start to look at *influencers*, which can come from what is in the room, the marquetry within the table or detailing in the bulkheads.


The champagne bucket mentioned took four months to design and 10 months to create, so 14 months in total. “If it’s bespoke, how long it takes is to a degree arbitrary,” says Hales. “If a client wants something, they will wait.” A simple monogram can be much quicker, three to four months, all coming down to the specific design. No two products ever have the same lead-time.

Think about the tableware from the beginning

Just like any design element on board, the table settings should be thought of from the beginning. “Ordinarily, we like to be involved in a yacht project at least 12 months before launch,” says Hales, who says his team is currently in discussions for a very large yacht project that is two-and-a-half-years away, but all materials are being procured now.

Planning storage and cabinets is a big part of the discussion at an early stage. “Even on 100m+ yachts, storage space is always an issue,” says Monteleone. “Special cases have to be designed to store all the china, silverware, stemware and accessories, which is often designed by the shipyard. The key is being organised.”

Glancy Fawcett will collaborate with designers and owners from the beginning, warning that if they are engaged too late, owners will be limited on what they can have and be relegated to buying off the shelf only. “Then it’s just another dinner service or set of crystal you’ve seen before.”



“Without doubt the experience of being in London, berthed in the City and cruising up the Thames to a specially arranged opening of Tower Bridge aboard *Forever One* was a once in a lifetime memorable occasion”

Owner, *Forever One*, 54.5m (178'8), ISA Yachts

ON BOARD

Firm favourites

WRITTEN BY MIRIAM CAIN

In the first of a new series of client polls we discover your favourite memories and the yachts that were an essential part of that experience



Discovering new places on board a ship isn't something new – after all, Christopher Columbus discovered America back in the 15th century in just this manner. But the idea of hitting the high seas for fun only truly came into being during the 1950s. This was the period when things were beginning to change within the yachting industry as rapidly advancing technology and innovative new builds created opportunities for yachting to expand. With this expansion came the pursuit of yachting as a leisure activity. Luxury yacht chartering has its spiritual home on the Côte d'Azur, where it remains just as popular today.

Meanwhile, technologies continue to expand, as does the ability to go virtually anywhere in the world. With 70 per cent of our planet's surface covered by oceans, and less than five per cent of it having been explored, that leaves 65 per cent yet to be discovered. In the last few years there has been a veritable surge in demand for yachts venturing further afield, to lesser known, previously undiscovered waters, like the polar ice caps. But the well trodden paths remain as popular as ever. These include cruising grounds from St Tropez to Sardinia, and every port in between.

Whether you opt to take a fast sportster yacht between ports along the French Riviera or an explorer vessel through the Northwest Passage, there is something special about the unique experiences that no other leisure pursuit can match. But how do the cruising experiences compare? We wanted to put to bed the debate about how the traditional cruising grounds of the Western Mediterranean and Caribbean compare to the far flung shores of the South Pacific and Southeast Asia, or the dramatic landscapes of the Pacific Northwest and the Baltic? Whether you would rather be cruising on board a large displacement motor yacht or raising the sails on a traditional sailing yacht?

The responses were surprising in many ways. For one thing we discovered that owners and charterers are either exceedingly diverse in their preferences, or so happy to be on board that they don't really mind where they are cruising. Almost every one of our clients has cruised in the Mediterranean, many have sailed through the islands of the Caribbean, but an overwhelming majority of clients were quite clear that if offered the chance to step on board an explorer vessel they would just as easily head for the remote waters of the Antarctic or take a cruise through the Northwest Passage.

“There have been so many special moments on board *Dorothea III*. We are now on our second circumnavigation of the Pacific Ocean since buying *Dorothea III* in the summer of 2011, and she now has just over 75,000 miles on her; she has visited over 55 countries, and is still in amazing condition.”

Owner, *Dorothea III* 45m, (147'6) Cheoy Lee

“Memories from our cruise aboard *Parsifal III* in the British Virgin Islands are those we will always remember. These islands have the best of everything. One day you can wander around centuries-old ruins such as Fort George on Tortola, on another you can dive fantastic bays and reefs, then go ashore for some fun. *The options are endless.*”

Charter guest, *Parsifal III*, 54m (177'2) Perini Navi SpA



IMAGE *Parsifal III*, 54m (177'2), Perini Navi SpA

“We have cruised aboard the spectacular sailing yacht *Athos* through the Caribbean, Mediterranean and Pacific. From flying in her inflatable boat, to causing a traffic jam while anchored outside Portofino, allowing for her picture to be taken, to endless parties on board, swimming with the whales in Tonga... so many unique memories.”

Charter guest, *Athos* 62m (203'5), Holland Jachtbouw



LEFT TO RIGHT The 64.5m (211'6) displacement motor yacht *Silver Angel* is an extremely popular charter yacht; Built in 1963, the classic sailing yacht *Tiziana* was totally rebuilt in 2006 and today offers all the amenities found on board a modern yacht with the timeless elegance of a classic sailing yacht; the 52m (169'8) *Q* is a perfect example of a modern ketch-rigged sailing yacht offering an outstanding combination of performance excellence and sophistication.

“Cruising along the coastline of Antarctica has to be the ultimate experience. Indelible memories include the magic of the silver light that enveloped us through the night during the height of the Antarctic summer; visiting Shackleton’s grave on Elephant Island, and the truly unforgettable smell and sounds of the colonies of penguins on South Georgia.”

Charter guest, *Hans Explorer* 48m (158'), Fassmer Werft



The most popular yachts

Most clients favour the style of a modern motor yacht, but some prefer the history of a classic yacht, while others love the exhilarating romance of a sailing yacht. The majority chose the yacht based on the number of cabins required. A large, modern, motor yacht is suitable for families, first time charterers and large groups. It remains the most popular choice because of its size, spaciousness, stability and focus on being designed for pure comfort.

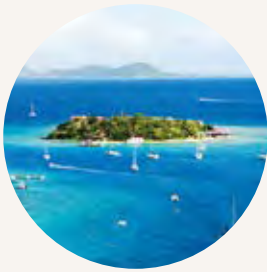
Those who were looking to explore more of the coastline in a shorter amount of time, without compromising on the kudos and adrenalin that goes with superyachts, went for smaller performance motor yachts. However, almost a quarter of clients opted for a modern sailing yacht as it is ideal for those who want the size, comfort and facilities of a motor yacht, but with the flexibility to hoist the sails on occasion.

Finally, a handful of clients wanting a genuine sailing experience, or who wanted to capture the real romance and thrill of yachting, opted for a classic sailing yacht.

OVER THE PAGE
OUR CLIENTS' TOP 5 CRUISING GROUNDS

CLIENT POLL

Top 5 cruising grounds



British Virgin Islands

Thanks to their balmy climate, steady easterly trade winds and an abundance of sheltered anchorages, the British Virgin Islands were made for the waterborne and our clients certainly agree. The most popular cruising area around the BVIs is the channel named after Sir Francis Drake, where sailing between anchorages is never more than a few hours.



St Barths

When it comes to cruising in the Caribbean, St Barths is one of the best-known and loved of the Windward Islands. It's located right at the centre of the archipelago, and accounted for a third of all responses, with plenty of owners and charterers wanting to return time and again.



The Côte d'Azur, Corsica & Sardinia

Maybe it's not surprising, but the most popular cruising itinerary for the majority was along the coastline of the Côte d'Azur, preferably, it seems, outside of the peak summer months of July and August. The favoured ports of call varied between St Tropez and Porto Cervo in Sardinia, with the social scene in these places drawing clients back year after year.



The Amalfi Coast

Just a few opted for the Amalfi Coast, but those who did raved at the cultural highlights that the small towns dotting the coastline provided. From Positano to Sorrento, stepping ashore in these quaint, historic fishing villages conjured up favourite memories for many.



The Dalmatian Coast

A few charterers preferred the Dalmatian coastline with Dubrovnik, Hvar and Split being mentioned repeatedly for their stunning backdrops and quieter pace of life. It's easy to see why. The cruising grounds of Croatia offer an almost perfect combination of drama, breathtaking coastal scenery, great beaches and the ability to get away from it all.

CUISINE

The perfect pairing

WRITTEN BY KIM KAVIN

How do you create the perfect combination of onboard culinary delights and memorable onshore dining – for the duration of your cruise? SEA+I talks to chefs on the ground about their culinary experiences and how they combine Michelin-starred cuisine with local fair.


The fabulous restaurants dotting the Caribbean like a veritable Michelin trail are renowned for good reason: Jacqui O's with its freshly caught mahi mahi on the beach in Antigua; The Eden Rock Sand Bar offering pretzel dusted calamari on the beach in St Barts; and Karibuni on Pinel Island off St Martin preparing some of the finest grilled lobster of all the islands. Word of mouth might also have pointed you to the best tucked away spots for home style favourites: the crispy, fried conch fritters at Robinson's Seafood Delight on Grand Bahama Island; the spiced-just-right chicken roti at The Fig Tree on Bequia, the actual sandwich that inspired Jimmy Buffett's famous song "Cheeseburger in Paradise" (which every restaurant from Florida to Grenada claims was theirs and theirs alone).

There is no question that some of these places should be on your yacht cruising itinerary in the Caribbean this winter, but how to choose? How does one balance the desire to dine ashore a few times during a week long charter with the enticing smells coming from the galley aboard the yacht itself?

As with so many things about luxury yachting experiences, the answer often lies within you. Even the combination of onboard and shore-side dining can be tailored to your personal tastes. "Every charter guest or group is totally different," says Jessica Waddell, chef aboard the 65.2m (213'1) *Callisto*. "Some love to experience local cuisine and want to eat with their toes in the sand, while others prefer canapés and a five-course degustation every evening. *Callisto* treats every trip and every guest individually, doing everything in our power to create the unique trip of a lifetime."

Waddell doesn't even shrug when guests seek recommendations for a change of pace with a night of dining ashore. In the Caribbean, she often sends them to Sheer Rocks near Coco Beach on Antigua, which she says has unbeatable food, a vast cocktail menu – and even a plunge pool if guests want to cool off between courses. Back on board *Callisto*, Waddell blends the best local ingredients she can get with imported delicacies that she knows guests won't be able to find anywhere in the islands – to ensure a





“The more informed we are, the more magic we can generate. If you know you want a specific experience, let us know and we will make it happen. Candlelit beaches for a romantic dinner for two, or an all-out beach party with DJs and live bands are all possible – and par for the course.”

Jessica Waddell, Chef aboard the 65.2m (213'1) *Callisto*

contrasting, but equally amazing, dining experience. “I think the local fresh seafood is best, while also having anything else the guests could possibly want available,” she says.

On board the 44.1m (144'1) *At Last*, chef Mike Power takes a similar approach. When guests want to head ashore for lunch or dinner, he recommends Compass Cay Marina in the Bahamas for the best beer and burgers with a view. Equally high on his list is the Dasheene restaurant at Laderea Resort on St Lucia. Here you can enjoy everything from Caribbean lamb salad to plantain gratin with coconut rum sauce while overlooking the world-famous Pitons. (Dasheene also has a private dining experience available in its wine cellar for marriage proposals, anniversaries and other romantic occasions).

Back on board *At Last*, Power makes sure that he's not repeating what the guests have enjoyed ashore. Instead he complements it with his own gourmet twist. “I will always try to include local delicacies on the menu depending on the guests' preferences and seasonal availability,” he says. “Caribbean lobster, blue-fin tuna, land crabs, local fruit and spices are quite easy to source and are always a winner on the menu.”

Both Waddell and Power say the key to creating the perfect combination of dining aboard and ashore is communicating your preferences in advance to the crew. Tell them what you like, what you love and what you absolutely must have while you are in the Caribbean. Let them know whether you like to dine ashore once a day, once a week, or not at all. They won't make a hard-and-fast plan, but instead will come up with loose options that fit your profile based on their local knowledge – with options you can change at a moment's notice after you get aboard. Most importantly, see how you feel from one day to the next.

THE 65.2M (213'1) *CALLISTO* IS AVAILABLE TO CHARTER IN THE CARIBBEAN THIS WINTER SEASON FOR UP TO 12 GUESTS. PRICES START FROM \$415,000 PER WEEK.

THE 44.17M (144'1) *AT LAST* IS AVAILABLE TO CHARTER IN THE CARIBBEAN & THE BAHAMAS THIS WINTER SEASON FOR UP TO 11 GUESTS. PRICES START FROM \$135,000 PER WEEK.

CONTACT YOUR NEAREST CAMPER & NICHOLSONS BROKER FOR FURTHER INFORMATION.



CLOCKWISE FROM TOP LEFT The Eden Rock Sand Bar, St Barths; Jacqui O's, Antigua; Sheer Rocks, Antigua; Dasheene at St Lucia's Laderea Resort



ILLUSION V

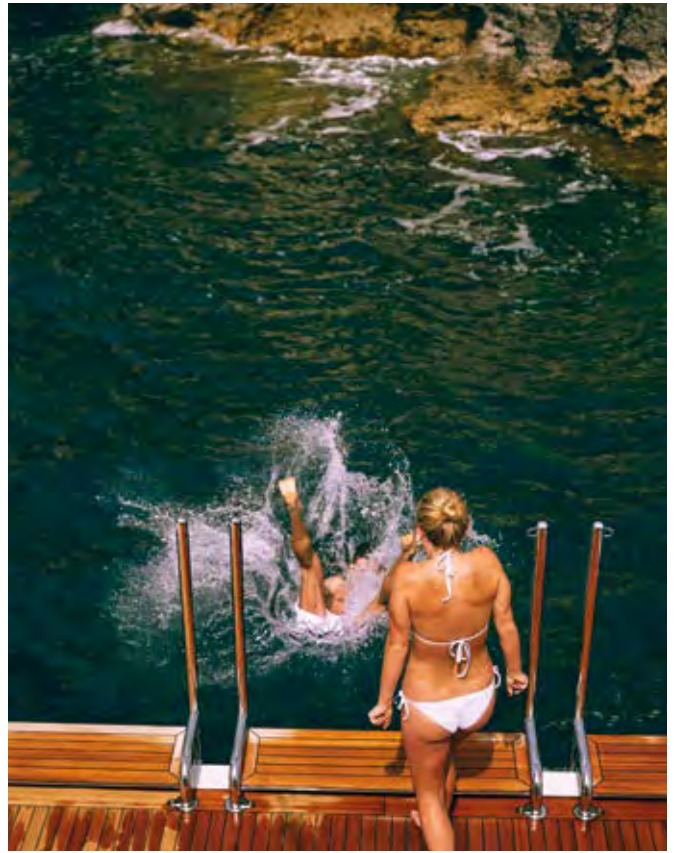
Hot, yet chilled

WRITTEN BY MIRIAM CAIN

Sit back and relax on board the 58-metre *Illusion V* as she escorts you around the Mediterranean island of Malta









The sun deck on board *Illusion V* is spectacular, offering clear uninterrupted views from the rear sunloungers to the raised foredeck Jacuzzi area









Illusion V is the perfect yacht for exploring the Mediterranean shores in style. Designed as a relaxed and stylish family home at sea, *Illusion V*'s external design is the result of the Benetti design team, with considerable input from the design duo Green & Mingarelli



With a spacious beach area on her lower deck, and spectacular sun deck area, *Illusion V* is designed for relaxed entertaining





THE 58M (190'3)
ILLUSION V IS
AVAILABLE TO CHARTER
IN THE CARIBBEAN AND
THE BAMAHAS THIS
WINTER SEASON FOR UP
TO 12 GUESTS. PRICES
START FROM \$350,000
PER WEEK.

PHOTOGRAPHY
Adam Fussell

STYLING
Holly Macnaghten

GROOMING
Laura Dexter using
Tom Ford

PHOTOGRAPHY
ASSISTANT
Bryce Torrance

Shot on location
in Malta with the
Gentleman's
Journal

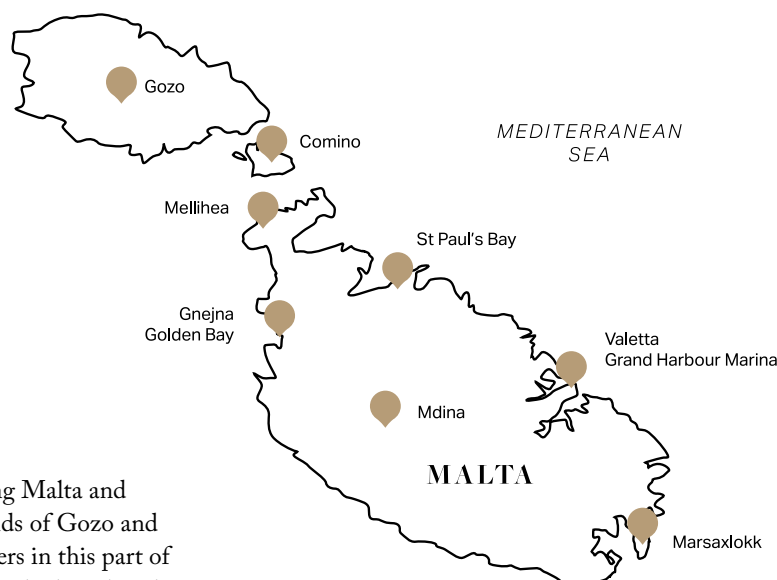
CRUISING GUIDE

A Mediterranean marvel

WRITTEN BY MIRIAM CAIN

With a pleasant year-round climate, deep natural harbours, extensive superyacht refit and repair facilities, and fantastic infrastructure, Malta is an ideal gateway to the popular cruising grounds of the Mediterranean.





The currents surrounding Malta and the neighbouring islands of Gozo and Comino, keep the waters in this part of the Mediterranean crystal clear, which makes them ideal for all manner of activities. The ocean floor abounds with shipwrecks that make for fantastic diving experiences, while for those looking to relax, swim and snorkel, the islands have plenty of sandy beaches. The coastline stretches some 200 kilometres around the three islands, offering a range of harbours and anchorages including one of the Mediterranean's largest natural harbours, including the deepwater port of Grand Harbour Marina right at the heart of Malta.

Ideally located for yachts looking to explore the islands or as a place to keep your yacht for the winter season, the Grand Harbour Marina offers 33 berths for superyachts of 30m – 100m, all of which are fully serviced by Camper & Nicholson's Marinas. The marina's waterfront has a backdrop of watchtowers, monuments, archways and ancient merchant houses as well as plenty of amenities, shops, and a nautical museum.

Opposite the marina, the Maltese capital of Valetta has plenty to offer in terms of culture, dining and leisure pursuits. A UNESCO World Heritage site, Valetta is resplendent with ancient buildings including cathedrals, palazzos and fortifications from the period of the knights who were driven off the island by Napoleon in the late 18th century. The waterfront has a number of restaurants, bars and clubs. The Harbour Club is a great place to view the marina and yachts as you enjoy dinner on the terrace. Alternatively, the Quarter Deck Bar in Valetta is great for early evening drinks, as is the recently opened Pearl Beach. Further cultural hotspots can be found in the ancient capital of Mdina. Known as the Silent City, the citadel is testament to Malta's long and often troubled history and abounds with historic sites including the

Mdina Church and Dungeon, several museums and an underground labyrinth of ancient catacombs carved into the rock. Further inland, Hal Safieni Hypogeum is another underground necropolis that was excavated around 2500BC. The only known example of a subterranean structure of the Bronze Age, the hypogeum consists of a series of elliptical chambers to which access is gained from different tunnels.


Cruising around Malta, you will come across picturesque fishing villages, beautiful anchorages, grottos and secluded bays. From Island Bay to Marsaxlokk to Golden Bay and Gnejna in the south, to Mellieha, Selmun, and St Paul's Bay in the north, the island has plenty to offer the waterborne.

For those looking to explore further, the island of Comino is a short sail away and offers protected anchorages, crystal clear waters, and fantastic beaches. The sleepy island of Gozo is also worth circumnavigating before returning to Malta. The island remains relatively undeveloped and inland you will find remnants of monuments and forts spanning back over the past six millennia.

FOR FURTHER INFORMATION ON CRUISING AROUND MALTA AND HER SURROUNDING ISLANDS, OR FOR WINTER HOME BERTHING IN THE GRAND HARBOUR MARINA, CONTACT YOUR NEAREST CAMPER & NICHOLSONS BROKER, WWW.CAMPERANDNICHOLSONS.COM

THE 58M (190'3) *ILLUSION V* IS AVAILABLE TO CHARTER IN THE CARIBBEAN AND THE BAHAMAS SEASON FOR UP TO 12 GUESTS. PRICES START FROM \$350,000 PER WEEK.

IMAGE *Illusion V* glides into Malta's Grand Harbour Marina with a backdrop of watchtowers, monuments and ancient merchant houses



FASHION

Deck style

CURATED SELECTION BY **BEYOND BESPOKE**

As well as planning your winter cruising wardrobe, stock up on the latest accessories to see you through the coming yachting season







LEFT COLUMN, TOP TO BOTTOM

The St Mawes Panama, Penmayne of London
PENMAYNE.COM

Crepe mini dress, MCQ Alexander McQueen
NET-A-PORTER.COM

Sweetheart earrings in pink, Tessa Packard
London
TESSAPACKARD.COM

MIDDLE COLUMN, TOP TO BOTTOM

Grace Bay mini raffia bucket bag, Heidi Klein
HEIDIKLEIN.COM

Honolulu halter padded bikini, Heidi Klein
HEIDIKLEIN.COM

Daisy off shoulder maxi dress, Self-Portrait
SELF-PORTRAIT-STUDIO.COM

RIGHT COLUMN, TOP TO BOTTOM

Carla leopard-print jacquard wedge espadrilles,
Sophia Webster
NET-A-PORTER.COM

Black jungle embroidered silk top, Matthew Williamson
MATTHEWILLIAMSON.COM

1202 party leopard, Cutler and Gross
CUTLERANDGROSS.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. Whether that is moving on to seek different landscapes, places and habitats, or being able to access remote, relatively untouched places that are only accessible by boat.”

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

LUXURY & ADVENTURE – YOU CAN HAVE IT ALL 102-105
AN ISLAND HOPPING ITINERARY IN THE BAHAMAS 106-111
DESERT ISLAND IDYLL: OVER YONDER CAY 112-123
VINE VOYAGES 124-133





FURTHER AFIELD

Luxury and adventure – you can have it all

WRITTEN BY MIRIAM CAIN

Once you have seen the Riviera and the popular ports of call of the Mediterranean and Caribbean, then what? Increasingly, clients want to contrast the experience of 5 star luxury with adventure. Since yachting allows freedom of the seas, clients can decide where they go, and when.

Recently we have seen a growing desire for access to remote locations such as the Galapagos, Antarctica, the Arctic, and Asia; cruising grounds that are the antidote for those who are tired of the well trodden paths of the Caribbean and Mediterranean. As a result the number of explorer vessels, and yachts with ice-breaking hulls is increasing as the demand from more intrepid travellers grows. The latest exploration vessel to be launched is the formidable 77.4m (254') *Legend* – an icebreaker that pushes the boundaries of exploration with the potential to cruise anywhere in the world in absolute luxury – from the Arctic to the Antarctic, and everywhere in between.

Having just completed an extensive, two year rebuild with a new superstructure and a 3.6-metre extension to her ice-breaking hull, *Legend* is in a class of her own. Above the waterline she is a megayacht with all the usual trimmings (and more), but below the waterline her hull is optimised for navigating through iceberg-strewn oceans. The first truly ice-breaking superyacht in the world, she opens up the spectacular Polar regions to charterers looking for something different.

Chasing the polar summers on board *Legend*

Few have experienced the enormity of Antarctica. The most adventurous of cruising grounds, this last wilderness on earth is the perfect area to discover on board *Legend*. Adventure cruising does not mean it's all expeditions and exploration. With fine dining, a cinema room, a Balinese spa with sauna, massage room and beauty saloon, it can be as laid back and luxurious as you like. Simply take in the stunning surroundings – drink Champagne in the hot tub whilst gliding passed an iceberg, spot wildlife, and admire the courtship of seabirds and the comedic antics of King penguins from the sun deck. Or, witness the dramatic break up of the pack ice, only to step ashore and see newborn seal pups and penguin hatchlings. December and January welcomes the sun for 20 hours a day, while February and March is the best time to journey deeper into the Polar Circle as the pack ice is at a minimum.

A short season of long days, the Arctic summer offers sunsets that linger until almost dawn. As the winter snow melts, waterfalls and glaciers come to life, the latter creating mesmerising icebergs of every shape and colour.

Iceland awakens through the summer, bringing lush green landscapes, long hours of daylight and pleasant temperatures. From early June to mid July the sun barely sets, illuminating the fjords and mountains in a near continuous golden glow. From the intense greens of the mountain slopes along the south coast to the jet black volcanic rocks, and the plethora of colours from the abundant alpine flowers, the landscape bursts into colour throughout the summer months.

Greenland is dominated by the world's second largest icecap. Only a narrow fringe of rugged mountains and green valleys remain ice-free as the fleeting Arctic summer brings nearly 24 hours of daylight. During the summer months, the pack ice breaks up and giant icebergs drift through the fjords, best discovered on board *Legend*. Discover Greenland's rugged coastline, stepping ashore to explore its wide-open spaces and sparsely inhabited coastline.

Embarking on a charter along the Inside Passage of Alaska on board *Legend* you will encounter ancient glaciers, rustic fishing villages and startling wildlife. The scenic stretch of coastline has become the most popular cruising destination in Alaska. In this vast terrain of ocean you will discover ancient snowfields, glaciers, fjords, conifer forests and mountains, and many of the world's most elusive creatures as you steer a course between the mainland and the off-lying islands of southeast Alaska.

LEGEND 77.4M (254') 26 GUESTS, PRICES FROM €455,000 PER WEEK. FOR FURTHER INFORMATION ON CHARTERING LEGEND AS SHE CHASES THE POLAR SUMMERS PLEASE CONTACT YOUR NEAREST CAMPER & NICHOLSONS BROKER. WWW.CAMPERANDNICHOLSONS.COM

Legend's ice-breaking capabilities

Originally built as a Soviet military icebreaker, *Legend* has a sharply sloping bow which allows her to slice through the ice while deflecting it at the same time. Her propeller is 4-metres in diameter and generates enough torque to push her bow up on to the ice. The ice is crushed by her weight and travels to her stern where a 50mm thick solid steel ice knife above her propeller cuts the ice like a sword before the huge propeller chops it into small pieces. This allows *Legend* to reverse back through the ice should she come across something that even she cannot move.



People hanker after what's new and exciting. Where haven't we gone yet? Let's start travelling further afield, seeing new destinations, new places.

Jan Verkerk, Owner, 77.4m (254') *Legend*







ABOARD AND ASHORE

An island hopping itinerary

WRITTEN BY MIRIAM CAIN

What's half the fun of being on an island? Hopping on and off it, of course – making the Bahamas the ideal cruising ground. With more than 700 islands, cays and islets at your fingertips, there is an abundance of fun to be had.

From visiting friends nearby, and exploring the inland sights, to fishing from the comfort of your yacht and taking in the Hollywood-worthy locations – in the Bahamas you'll truly be spoiled for choice. Often the various islands are just minutes from each other, so exploring the area on a yacht is like a glimpse of heaven. Here, we give you a breakdown of the region's highlights – and top tips from those in the know.


The most popular cruising grounds in the Bahamas are found in the district known as the Exumas. Don't let the moniker 'popular', however, make you think they're crowded. They're anything but. The island chain comprises some 365 islands, cays and islets, so there is plenty of space to find privacy even during the peak cruising season.

Start your journey by boarding your yacht in the vibrant capital Nassau and cruise towards the Exumas to the south, where you'll find exotic wildlife and spectacular beaches. Over the next few days you'll glide from idyll to idyll as you relax on board. First stop, Allan's Cay. Made up of three islets, this is a quiet haven of unhurried calm. "Take the tender to Leaf Cay and feed bananas to the local family of wild iguanas before returning for your first evening on board," recommends charter broker, Cristabel Nye.

IMAGE Extend your cruise to the southern islands of the Exumas, spending a few days ashore at the exclusive private island of Over Yonder Cay

THE 44.2M (144') *AT LAST* IS AVAILABLE TO CHARTER IN THE BAHAMAS THIS WINTER SEASON FOR UP TO 11 GUESTS, PRICES START FROM \$135,000 PER WEEK.





“With her shallow draft and waterjet propulsion, *At Last* is uniquely suited to the shallow cruising grounds of the Bahamas and guests are able to take advantage of all the archipelago has to offer”

Captain Vincent Lauro, *At Last*

Being located so close to Florida and the shipping channels, the islands have history and culture aplenty, with each one enjoying a distinct personality and appeal all of its own. On the larger islands you'll find quaint restaurants and bars, golf courses, and boutiques. While the smaller isles, remote and unspoilt, offer luxuries that money can't buy. Sampling a bit of both worlds is the ideal combination.

Captain Vincent Lauro aboard the 44.17m (145') *At Last* recommends an exclusive Exumas itinerary to include ample opportunities, from fine dining, vibrant culture, luxurious spas to amazing snorkelling and scuba diving, fishing, and watersports. “Each island is unique and every day guests can experience something new,” says Captain Lauro. “With her shallow draft and waterjet propulsion, *At Last* is uniquely suited to the shallow cruising grounds of the Bahamas and guests are able to take advantage of all the archipelago has to offer.”


On the second day you will discover Compass Cay, a natural paradise with 15 beaches to explore, the most spectacular being the mile-long Crescent Ocean Beach. Here, Cristabel recommends throwing hot dogs to the nurse sharks that swim around the shallow waters, and then diving in to swim with them. Admittedly, that's not an activity for everyone. So, “The less adventurous of the charter party can go with the crew on the tender and bonefish in Compass Cay Marina.”

You can spend the evening berthed in Compass Cay Marina, then take the tender around to the spectacular horseshoe beach on the east side. From here, take the tender across to cruise the archipelago of mangroves known as Shroud Cay. If you manage to catch high tide, this is the place to try the famous Mangrove Run aboard a jet ski. Once back on board, cruise to Staniel Cay.

“The hub for cruising in the Exumas, Staniel Cay, is the place to fish and I would recommend that any itinerary should consider including fishing, be it bonefishing or deep sea, either for the novice or the experienced. The waters off the east coast of the island are a mecca for mahi mahi, wahoo, tuna and marlin,” says charter broker Agnes Howard. “The 38m (126') motor yacht *Le Montrachet* is the ideal yacht for cruising the Bahamas and offers an extensive array of water toys for all kinds of watersports activities, including a 35' Marlin tender in tow, rigged for fishing.”

Staniel Cay is also the best base from which to discover Thunderball Grotto, of James Bond fame. The grotto is a hollowed-out island that, tides permitting, is ideal for swimming and snorkelling among the dazzling plethora of colourful fish.

Captain Todd Lee aboard the 56.38m (185') *My Seanna* has been cruising in the Bahamas for over 15 years and believes that the cruising grounds of



“The Caribbean and especially the Exumas, are the perfect place to experience *Solis*. She was designed and built specifically with nature in mind”

Captain Olof Templeman, *Solis*

The Exumas are some of the best in the world. “The pristine turquoise seas of the archipelago, along with the islands’ secluded bays and white sandy beaches make for a perfect charter,” says Captain Lee. “For a fine dining restaurant in the Exumas the Staniel Cay Yacht Club is amongst the best; whilst the Chat ‘n’ Chill bar on Stocking Island is a great local venue where you can experience island life at its best.”

Charter broker Suzette McLaughlin has also sampled some of the activities on offer. “The potential of the Bahamas as a charter destination is all too often overlooked,” explains Suzette. “The vast cruising area is easily accessible from both Europe and the Americas and offers some of the most pristine tropical waters and an incredible range of experiences.” Suzette recommends cruising aboard the 63.5m (208’4) *Lioness V*. “The outside lounging areas on board *Lioness V* are outstanding,” says Suzette. “From the elevated pool area to the inviting soft sunbathing cushions on the sun deck, to the large swimming platform and abundance of water toys, she is the perfect yacht to relax and have fun on.”

Another highly recommended yacht available in the Bahamas this winter is the 58m (190’3) *Illusion V*. She boasts a long list of water toys that all come out

when anchored off Big Major’s Spot and Warderick Wells Cay – the best place in the archipelago for all manner of watersports. The latter is home to brilliant coral reefs and exotic marine life that are part of the Exuma Cays Land and Sea Park – a 35-mile long nature sanctuary with numerous cays, islets, and unspoilt beaches. Charter broker Tina Montzka has experienced the Bahamas dives sites and snorkelling hotspots first hand. “There are many highlights for divers and snorkellers throughout the island chain,” explains Tina.

Still within the Land and Sea Park, Hawksbill Cay offers rolling hills, beautiful beaches, great snorkelling and diving. Further north, lying directly off Highbourne Cay is a drop off that faces the Exuma Sound – a vertical wall teeming with fish. If deep sea fishing captures your imagination, a trip can easily be arranged. While those left behind can still enjoy the marine life from more shallow waters, as there are plenty of rays to spot in the port of Highbourne Cay. From Highbourne Cay you can also cruise back to Eleuthera and enjoy the sights once you’ve disembarked. Or you can extend your cruise to the southern islands of the Exumas, spending a few days ashore at the exclusive private island of Over Yonder Cay.



1. THE 58M (190'3) *ILLUSION V* IS AVAILABLE TO CHARTER IN THE BAHAMAS THIS WINTER SEASON FOR UP TO 12 GUESTS, PRICES START FROM \$350,000 PER WEEK.

2. THE 38.4M (126') *LE MONTRACHET* IS AVAILABLE TO CHARTER IN THE BAHAMAS THIS WINTER SEASON FOR UP TO 10 GUESTS, PRICES START FROM \$59,500 PER WEEK.

3. THE 34M (111'7) *SOLIS* IS AVAILABLE TO CHARTER IN THE BAHAMAS THIS WINTER SEASON FOR UP TO 8 GUESTS, PRICES START FROM \$120,000 PER WEEK.

4. THE 56.4M (185) *MY SEANNA* IS AVAILABLE TO CHARTER IN THE BAHAMAS THIS WINTER SEASON FOR UP TO 12 GUESTS, PRICES START FROM \$300,000 PER WEEK.

5. THE 63.5M (208'4) *LIONESS V* IS AVAILABLE TO CHARTER IN THE BAHAMAS THIS WINTER SEASON FOR UP TO 12 GUESTS, PRICES START FROM \$425,000 PER WEEK.

ABOARD AND ASHORE

Desert island idyll

WRITTEN BY MIRIAM CAIN

For a thoroughly exciting yet relaxing experience, mix up your cruise around the islands to combine gourmet dining, diving, fishing, and golf with plenty of relaxation on board or on shore on your very own deserted island, Over Yonder Cay.

This once remote fishing outpost has been developed, in an eco-friendly way, into a 72-acre island estate featuring luxurious villas, a golf course, marina and a pavilion. What's more, the island generates over 95% of its energy needs from natural elements including the wind and sun – of which there is plenty. So much, in fact, that the island currently produces more energy than is required to service the four villas and their hot tubs, fire pits and ample entertainment, fitness and water sports facilities.

Charter broker, Katie Macpherson, has experienced Over Yonder Cay first hand and believes that combining a stay at the private island retreat with a charter through the Exumas is the ideal holiday for those looking for some peace and privacy. "The service experience at Over Yonder Cay is akin to that found on board a superyacht – in fact the ethos of the owners is for the island to provide an 'on land yacht' approach to hospitality." From fine cuisine and wine, to butler service (the island has a team of 30 staff for up to 28 guests) and well-being facilities, this island escape is the perfect location for guests wishing to spend a few days ashore before or after a cruise around the mesmerising Exuma island chain, or as an additional base for larger groups. The deep water marina is for exclusive use by the island's guests and can accommodate up to eight yachts up to 50-metres.

IMAGE Relax with friends and family on Over Yonder Cay in total privacy







IMAGES, TOP TO BOTTOM Each of the four individually designed villas is built to fit in with the natural surroundings; the beach club is the perfect place to gather for lunch, sip sundowners by the dip-pool or simply lounge under the shade of the palms and relax



IMAGES, TOP TO BOTTOM Larger groups can come together for a game of beach volleyball; there are four individually designed villas on the island, each positioned to take full advantage of the breathtaking views, sunrise, sunset and sea breeze



ABOVE The 72-acre island estate of Over Yonder Cay features luxurious villas, a golf course, marina and a pavilion RIGHT The exclusive private island resort is the ultimate relaxing retreat







ABOVE Soar above the turquoise waters and lagoons in a 9 passenger seaplane
RIGHT The island escape is the perfect location for guests wishing to spend a few days ashore before or after a cruise around the mesmerising Exuma island chain





RIGHT An extensive wine list is available which includes a wide range of rare vintages





IMAGES, LEFT TO RIGHT Over Yonder Cay's unique nine-hole-par-three golf course takes you on an island-wide tour; from kitesurfing, windsurfing, wakeboarding and waterskiing, to sailing on the classic custom-built sloop and Lasers, guests can take advantage of the surroundings; take a guided tour of the area on the jet skis



A WINE LOVER'S CRUISE

Vine voyages

WRITTEN BY MIRIAM CAIN

The world's wine growing regions are as diverse as they are beautiful, offering very different experiences to intrepid oenophiles. SEA+I explores the best cruising grounds to pair with visits to vineyards while chartering a superyacht.

Why not take off on a cruise that delivers an intriguing insight into a fascinating industry? Combining stunning scenery with gastronomic excellence at every turn of your wine-lovers' itinerary, you simply step ashore, get into a waiting limousine and are whisked off to some of the finest chateaux and vineyards of the respective area. Your captain, or charter broker, will arrange everything for you in advance to create a bespoke itinerary. This will include plenty of wine tastings, guided tours of vineyards, meeting winemakers and sommeliers – not to mention browsing the cellars of the most acclaimed vineyards and restaurants.

Evenings will hold just as much to look forward to, with delicious meals on board that are specially prepared to complement the wines you have tasted or bought that day. You may also choose to dine ashore in the best restaurants of the area which, it goes without saying, have the most exquisite and sought-

after wines in the world. The following are just a few suggested wine tasting regions and vineyards across the globe that are accessible by yacht.

For many, touring vineyards during a superyacht cruise has great appeal. Since everything is bespoke to you and all the elements that are important to you are incorporated into your itinerary – whether that's relaxing on board, fun ashore, trips to places of interest, like vineyards, watersports, shopping – or simply exploring the natural habitat of your destination. If your guests or charter party are interested in something in particular – be it culture, cuisine, sport, history or wildlife, for example – we can tailor your itinerary to bring you the best of what you love most.

FOR FURTHER INFORMATION OR TO CREATE YOUR OWN BESPOKE WINE TASTING ITINERARY, PLEASE CONTACT YOUR NEAREST CAMPER & NICHOLSONS BROKER.
WWW.CAMPERANDNICHOLSONS.COM







CHÂTEAU LAFITE | PROVENCE

Côte d'Azur

While chartering along the Côte d'Azur step ashore to Château Lafite Rothschild.

The estate is the most elegant of the great Médoc wines and Lafite is the largest of all the first growths, with a surface area of 440 acres. Wine has been produced here since the 13th century, but it became popular in 1755 when the Marquis de Ségur introduced Lafite to Louis XV's court, thus becoming the 'wine of kings'. A guided tour through the history, growth and production affords an invaluable insight into what makes each wine a legend and how best to optimise your experience of each bottle. »

IMAGE Wine has been produced at Château Lafite since the 13th century

FEUDI DI SAN GREGORIO | CAMPANIA

Amalfi Coast

No other country has more to offer in terms of indigenous grape varieties and off-the-beaten-track wine regions than Italy.

Just an hour from Naples lies the region of Taurasi, where stunning, powerful wines from the grape Aglianico are produced. Another highly recommended white is Fiano d'Avellino, which is rich, yet refreshing, with notes of peach and herbs. An excellent producer is Feudi di San Gregorio. The beautiful vineyards are spread out over lush hills in Sorbo Serpico, about an hour from Naples and Mount Vesuvius. The winery itself has its roots in the ancient varieties and traditions of Campania, which it combines with the new state-of-the-art wine cellars ensuring each vintage comes as close to perfection as possible. The modern winery is seriously stylish with a dramatic and atmospherically lit barrique cellar, a wine tasting room, wine bar and restaurant, where you can enjoy a late lunch after a wine tasting and tour of the vineyard. »

IMAGE The beautiful vineyards of Feudi di San Gregorio are spread out over lush hills in Sorbo Serpico, about an hour from Naples and Mount Vesuvius.









CLEARVIEW ESTATE | HAWKE'S BAY

New Zealand

Most people know Marlborough, in the north of New Zealand's South Island, as the Sauvignon Blanc capital of the world.

In fact, it almost looks like one giant vineyard. But even better situated for visitors on superyachts are the vineyards at Hawke's Bay. The Estate grows 11 grape varieties from 19.4 hectares (48 acres) of Te Awanga vineyards. The Hawke's Bay area is one of New Zealand's finest producers due to fresh breezes that help moderate the heat at the height of summer and also help prevent frost in winter. Celebrated for its Red Shed restaurant, one of the earliest restaurants on the island with a winery, the Clearview Estate offers a complete package for a boutique winery. »

IMAGE New Zealand's Hawke's Bay area is one of the finest wine producing regions in the country, and is where you will find the Clearview Estate and the Red Shed restaurant – a perfect place to stop while cruising North Island



HALL WINES | NAPA VALLEY

California

The world capital of wine tourism is the Napa Valley in California. An hour north of San Francisco, the vineyards have wine tasting down to a fine art.

One of the finest is the HALL Estate. Comprising two estates, the main location is at St Helena, which primarily produces Cabernet Sauvignon, and the Rutherford estate located off the Silverado Trail, which is the site of HALL's 100 point Sacrashe vineyard winery. The former features a state-of-the-art Gold LEED certified winemaking facility and tasting room; the beautiful historic Bergfeld building, and an impressive modern art collection; while the latter boasts a magnificent chandelier room and caves.

IMAGE HALL St. Helena is an impressive facility that welcomes guests for tastings





Parsifal III

53.8m (176'6)

Perini Navi SpA, 2005 | €20,500,000

CONTACT Alex Lees-Buckley
alesbuckley@camperandnicholsons.com

Custom built for experienced owners, *Parsifal III* is no ordinary sailing yacht. Created by Perini Navi SpA in 2005, she offers amenities rarely found on board a sailing yacht, maintaining high levels of comfort whilst still offering exceptional performance. From her one-off exterior design with striking black hull to the exquisite craftsmanship of her stunning Rémi Tessier designed interior, she can only be described as exceptional.

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 on board 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

WHAT, WHERE AND WHEN TO CHARTER 136-137

THE BAHAMAS 138-139

THE CARIBBEAN 140-141

SOUTH AMERICA 142

ANTARCTICA 143

INDIAN OCEAN 144

SOUTHEAST ASIA 145

AUSTRALIA 146

NEW ZEALAND 147

WINTER CHARTER FLEET 148-197

CHARTER

What, where and when to charter

WRITTEN BY MIRIAM CAIN

A Camper & Nicholsons charter takes your dreams and makes them a reality. The yachts gracing the following pages are all out of this world. Add to that compelling destinations and impeccably crafted itineraries, and you're about to have the holiday of a lifetime. Although there are no hard and fast rules, the more you share with your charter broker about your interests, hobbies and travel ambitions, the more equipped they'll be to conjure the charter of your dreams. Here are the main points to start thinking about.



Time of year

Different destinations peak at different times of the year. Having said that, off-season charters are often a good option. You may not get the perfect weather, but you will avoid the crowds and have more choice when it comes to selecting a yacht. Your charter broker can advise you on all you need to know, but the typical winter season runs from November through to April in the Caribbean, Bahamas, Seychelles, Maldives, South America, Antarctica, Southeast Asia, Australia and New Zealand.

Destination

The following pages give you a snapshot of each cruising ground and what it can offer. The more popular destinations are great for all-round charters – combining watersports with great beaches, gourmet restaurants and a good dose of local culture. However, if you want your charter to focus on something in particular, such as wildlife, golf, archaeology or nightlife you will need to be more discerning in your choice of destination.

Type of charter

There are no real ‘types’ of charter, the great appeal of a C&N cruise is that it is bespoke to you and incorporates all the elements that are important to you. 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. Your charter broker will help you establish which yacht, destination and itinerary will work for your charter party.

Type of yacht

To get a real idea of which yacht would best suit your charter party, browse through the following pages at the yachts available this winter. To help you, the below is an at-a-glance guide to the different ‘types’ of yachts and how they may compliment your charter.

Type of yacht	Who will it suit?	Why?
Large, modern motor yacht	Families, first-time charterers, large charter groups	Large, spacious, stable and designed for pure comfort. Equipped with peerless watersports and entertainment facilities.
Smaller, performance motor yacht	Those who want to explore more of the coastline in a shorter timespan and are looking for the real kudos and adrenalin that goes with superyacht chartering	Sleek lines, enviable style and power, and speed at the touch of the throttle makes them a popular choice out at sea and in port
Megayacht	Exceptionally large charter parties or corporate charters	The ultimate in size, facilities and luxury, these vast yachts can accommodate larger parties and have anything and everything from swimming pools to discos, cinemas, conference rooms, spas and gyms
Explorer motor yacht	Intrepid explorers keen to discover the world’s remotest oceans	Built for pure fun and adventure, the new breed of exploration yacht will escort you in absolute luxury
Modern sailing yacht	Those who want the size, comfort and facilities of a motor yacht but with the flexibility to unfurl the sails on occasion	All the amenities of a motor yacht with the undisputed appeal of sailing
Classic sailing yacht	Those wanting a genuine sailing experience or who want to capture the real romance and thrill of yachting	These may not have quite the level of luxury or comfort of a motor yacht but for genuine sailors there is surely no other choice



DESTINATIONS

Winter cruising guide

Our winter cruising guides bring you a true taste of the exotic. From the sun-baked shores of the Caribbean and the Bahamas we continue around the world beyond the traditional cruising grounds to South America, the far-flung South Pacific, Southeast Asia and the Indian Ocean. If your sense of adventure extends even further then turn your attention to the stunning waters of Antarctica. Despite the remote settings of many of these areas, these Camper & Nicholsons charters nevertheless remain the height of luxury.



SEASON | YEAR ROUND

The Bahamas

The Bahamian chain comprises 700 islands and cays scattered over 100,000 square miles of Atlantic Ocean in a gentle east-to-west curve just 50 miles south of Florida.

The shallow waters are home to more than 30 diving destinations, unspoiled reefs, shallow fishing waters, a plethora of wrecks, and the spectacular Blue Holes (entrances to an underwater world). Providing the perfect combination of lively fun and laid-back charm, the cosmopolitan capital Nassau and neighbouring Paradise Island lie in stark contrast to the peace and solitude of the many uninhabited islets and cays.

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

SEASON | DECEMBER-APRIL

The Caribbean

Just whispering the word ‘Caribbean’ conjures images of swaying palm trees backing onto soft beaches, sparkling blue waters and the taste of delicious rum punches. With a colourful mosaic of culture, cuisine and language courtesy of the different colonial powers that have laid claim to various parts of the West Indies, every island has a character and charm that is totally unique.

A haven for waterborne travellers, coral reefs team with fish, and isolated rocky coves are ideal for all manner of watersports. With a balmy climate, steady easterly trade winds and an abundance of secluded anchorages, the Virgin Islands entice sailors, big-game fishermen and divers. Further south, the Leeward Islands are ideal for island hopping from tiny deserted cays to fashionable harbours. From the sophisticated French island of St Barths to the unpretentious, old-world charm of Antigua, the Leeward Islands are an exotic concoction of modern chic and laid-back charm.

The Windward Islands are strewn down the eastern Caribbean, stretching from Martinique in the north to Grenada in the south, with the Grenadines archipelago lying in between. The islands are superbly undeveloped, supremely unspoilt and sufficiently inaccessible to stay that way.

IMAGE The islands of the Caribbean are a haven for waterborne travellers





SEASON | YEAR ROUND

South America

Located in the southern reaches of Chile and Argentina, Patagonia offers an alternative type of charter experience to the traditional winter cruising grounds and is ideal for those willing to explore.

Immerse yourself in local culture while moving along a coastline of wind swept plains, glaciated mountain ranges and stunning flora and fauna.

RIGHT The Perito Moreno Glacier, located in the Los Glaciares National Park in Argentina **BELOW** The majestic peaks of Torres del Paine





SEASON | DECEMBER-FEBRUARY

Antarctica

Antarctica and South Georgia offer some of the world's most adventurous cruising grounds.

Cruise through a maze of protected channels found along the Antarctic Peninsula's west coast with minke and humpback whales; discover the vast icecap along the east coast, and follow in Shackleton's wake along the Scotia Arc to discover a wildlife oasis unlike any other.

ABOVE Snow capped mountains, shrouded in fog
RIGHT The regal Emperor Penguins of Antarctica



SEASON | DECEMBER-APRIL

Indian Ocean

The main cruising grounds of the Indian Ocean are split into two halves – the Seychelles to the west and the Maldives to the east.

Just south of the equator, the archipelago of 115 islands that make up the Seychelles is widely regarded as one of the most stunning locations in the world. Island hopping provides the perfect opportunity to experience the subtle changes between the pristine islands where powder-white sand beaches, fringed by crystal clear waters and coconut palms provide a major draw.

Like a string of pearls scattered over the sparkling Indian Ocean, the many islands of the stunning Maldives are a rich melting pot of culture and natural beauty. Perfect for pure escapism, unashamedly lazy days focus on the beach or below the waters which are teeming with colourful fish.

RIGHT The famous over-water bungalows of The Maldives
BELOW The Mahé coastline, Seychelles





SEASON | DECEMBER-MAY

Southeast Asia

With its tropical climate, legendary hospitality and stunning scenery, Southeast Asia welcomes visitors with a wealth of attractions.

Lands suffused with Chinese and Indian influences, the cruising grounds of Thailand, Malaysia and Indonesia are perfect for those looking to combine culture with idyllic cruising.

ABOVE Komodo National Park, Indonesia
RIGHT Boheydulang Island, Darvel Bay, Malaysia



SEASON | YEAR ROUND

Australia

Encompassing the spectacular, the enchanting, the weird and the wonderful, Australia is a land of huge contrasts.

Dotted around the east coast are sophisticated cities such as Cairns, Brisbane, Melbourne and Sydney – an attraction in itself with its famous Opera House, Harbour Bridge and bustling waterfront. Combine a charter along the city's shores with a visit inland to the oldest wine-growing region, Hunter Valley. Alternatively, trace the coastline of Queensland and explore the underwater world of the legendary Great Barrier Reef.

RIGHT Whitehaven Beach, Whitsundays

BELOW The iconic Sydney Opera House and Harbour Bridge





SEASON | DECEMBER-APRIL

New Zealand

For an unparalleled multi-centre cruising destination, the two islands of New Zealand are utterly enchanting.

From their sheer diversity, sporting and cultural attractions, to the mountains, deep fjords, rainforest, glaciers and bubbling geo-thermal pools, no other country offers such a vast landscape.

ABOVE Lake Wanaka and Mt Aspiring
RIGHT Taupo Bay, New Zealand



99.1m (325')

Christina O

SPECIFICATIONS

Guests	34 (17 double)
Crew	38
Beam	11.12m (36'6)
Draft	4.27m (14')
Built by	Canadian Vickers
Naval architecture by	Costas Carabelas
Interior design by	Apostolos Molindris
Year	1943 (refit 2001)
Engines	2 x 2775hp MAN
Fuel consumption	650 lph
Speed	14/19 knots

KEY FEATURES

- Historically renowned & iconic yacht
- 17 staterooms sleeping 34 guests
- Strong culinary experience
- 5 decks serviced by elevator
- Music lounge with an authentic Steinway piano
- The legendary Ari's bar
- Refined Onassis Suite & Lapis Lounge
- Mosaic swimming pool convertible into a dance floor
- Mahogany tenders & numerous water toys
- Integral wellbeing with Life Evolution Spa
- Well-equipped gym & fitness area

WINTER CRUISING AREA

Caribbean & the Bahamas

PRICES FROM

Low season €560,000 per week

High season €560,000 per week





Much more than a yacht, *Christina O* is a part of cruising history. The legendary yacht of Onassis, she has regularly entertained some of the world's most powerful and famous people. Continually refurbished and refitted, she retains her fantastic opulence.



77.4m (253'11)

Legend

SPECIFICATIONS

Guests	26 (13 staterooms)
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	Verkerk Yachting Projects/ Diana Yacht Design
Year	1974/2016
Engines	2 x 3400hp SMIT BOLLNES
Fuel consumption	540 lph
Speed	10/16 knots

KEY FEATURES

- 7,640 nautical mile range
- Certified helipad
- 3-man submarine
- Ice-breaking hull
- Snow scooters
- Balinese spa
- Cinema
- Swimming pool
- Medical suite

WINTER CRUISING AREA

Antarctica & South America

PRICES FROM

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



74m (242'9)

Cocoa Bean

SPECIFICATIONS

Guests	12 (4 double, 2 twin)
Crew	19
Built by	Trinity Yachts
Year	2014
Speed	13.5/15.5 knots

WINTER CRUISING AREA

Please enquire

PRICES FROM

Low season \$600,000 per week
High season \$600,000 per week





69.7m (228'6)

Sherakhan

SPECIFICATIONS

Guests	26 (7 double, 6 twin, 2 convertible to double or twin)
Crew	19
Built by	Verkerk Yachting Projects
Year	1968 (refit 2005, 2010, 2012)
Speed	11/13 knots

WINTER CRUISING AREA

Caribbean

PRICES FROM

Low season \$385,000 per week
High season \$425,000 per week



69.3m (227'4)

Suerte

SPECIFICATIONS

Guests	12 (4 double, 2 twin, 1 convertible to a double)
Crew	12
Built by	Tankoa
Year	2015
Speed	11/16.5 knots

WINTER CRUISING AREA

Caribbean

PRICES FROM

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

67.5m (221'5)

Icon

SPECIFICATIONS

Guests	12 (4 double, 2 twin, nanny/security)
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

WINTER CRUISING AREA

Caribbean

PRICES FROM

Low season \$540,000 per week

High season \$600,000 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 (4 double, 1 twin convertible to a double)
Crew 11
Built by Alloy Yachts
Year 2011
Speed 13/18 knots

WINTER CRUISING AREA

Caribbean

PRICES FROM

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



66m (216')

Okto

SPECIFICATIONS

Guests 11 (5 double, 1 single)
Crew 17
Built by ISA
Year 2014
Speed 16/18 knots

WINTER CRUISING AREA

Caribbean

PRICES FROM

Low season \$500,000 per week
High season \$500,000 per week



65.2m (213'11)

Lamima

SPECIFICATIONS

Guests	14 (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
- On board spa therapists
- Tour guide

WINTER CRUISING AREA

Southeast Asia

PRICES FROM

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





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.



65.2m (213'1)

Callisto

SPECIFICATIONS

Guests	12 (4 double, 2 twin)
Crew	16
Beam	11.65m (38'3)
Draft	3.8m (12'6)
Built by	Feadship
Interior design by	Terence Disdale
Year	2006
Engines	2 x 3516B Caterpillars
Fuel consumption	400 lph
Speed	12/16 knots

KEY FEATURES

- Fully equipped gymnasium
- Terence Disdale interior design
- Michelin-starred trained chef
- Extensive water sports equipment
- RYA centre
- Highly trained crew of 16

WINTER CRUISING AREA

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 and exceptional crew, this 65-metre Feadship is beyond impressive.



64.5m (211'7)

Silver Angel

SPECIFICATIONS

Guests	12 (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

- AI fresco dining options on all three decks, along with four bars
- Entertainment systems throughout
- Impressive array of water toys
- TEEIT golf machine
- Fantastic outdoor spaces
- Fully equipped gym
- Rejuvenating steam room
- Massage room with an on board massage therapist
- Inflatable slide
- Large mosaic pool with resistance jets
- Premium communications

WINTER CRUISING AREA

Indian Ocean

PRICES FROM

Low season \$450,000 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 (4 double, 2 twin)
Crew	18
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

- Super stylish design
- Well appointed decks
- Show stopping pool area
- Lavish cinema
- Several dining options
- Large swim platform
- Gymnasium & steam room

WINTER CRUISING AREA

Caribbean & the Bahamas

PRICES FROM

Low season \$425,000 per week
High season \$650,000 per week





Lioness V is a fine example of a traditional Italian style 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 (4 double, 2 twin)
Crew	16
Beam	10.8m (35'4)
Draft	3.6m (11'1)
Built by	Benetti
Naval architecture by	Benetti
Interior design by	Owner's design team
Year	2015
Engines	2 x Caterpillar Inc 3512C
Fuel consumption	500 lph
Speed	18 knots (max)

KEY FEATURES

- Unique axe bow design
- Custom Art Deco-inspired interior design
- Vast master suite with private sundeck
- Full-beam main deck VIP suite
- Sun deck & owner's deck jet pools
- Dedicated spa area with massage & steam room
- Exceptional entertaining spaces
- Excellent selection of water toys

WINTER CRUISING AREA

Caribbean & the Bahamas

PRICES FROM

Low season €650,000 per week

High season €650,000 per week





One of the most exciting superyacht launches of recent years, the Benetti built *11.11* is available to charter for the first time. Boasting an entire private sundeck complementing her vast master suite; her selection of water toys will keep even the most discerning of guests entertained.



62m (203'5)

RoMa

SPECIFICATIONS

Guests	12 (5 double, 1 twin)
Crew	17
Beam	11m (36'1)
Draft	3.12m (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

WINTER CRUISING AREA

Please enquire

PRICES FROM

Low season, please enquire

High season, please enquire



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

WINTER CRUISING AREA

Southeast Asia

PRICES FROM

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



60m (196'1)

Excellence V

SPECIFICATIONS

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

WINTER CRUISING AREA

Caribbean

PRICES FROM

Please enquire



60m (196'1)

Huntress

SPECIFICATIONS

Guests	12 (6 double)
Crew	15
Beam	11.43m (37'6)
Draft	3.5m (11'6)
Built by	Lürssen
Naval architecture by	Lürssen
Interior design by	Glade Johnson Design / Oldenburger Yacht Interior
Year	2010
Engines	2 x 1951hp Caterpillars 3512B
Speed	12.5/15 knots

KEY FEATURES

- Glade Johnson contemporary interior
- Large deck areas
- State-of-the-art audio visual equipment
- Vast array of water toys
- Disco/gymnasium
- Jacuzzi
- Bar

WINTER CRUISING AREA

Caribbean & the Bahamas

PRICES FROM

Low season \$425,000 per week
High season \$475,000 per week





Equipped with the latest technologies and fitted out with a clean lined, modern interior; the voluminous *Huntress* combines the quality you would expect of a Lürssen with impeccable indoor and outdoor spaces.



58m (190'3)

Illusion V

SPECIFICATIONS

Guests 12 (2 double, 3 twin,
1 convertible to a
double)
Crew 13
Built by Benetti
Year 2014
Speed 12/15 knots

WINTER CRUISING AREA

Caribbean & the Bahamas

PRICES FROM

Low season \$350,000 per week
High season \$399,000 per week





57.5m (188'7)

Twizzle

SPECIFICATIONS

Guests	8 (3 double, 1 convertible twin)
Crew	11
Built by	Royal Huisman
Year	2010
Speed	12/17 knots

WINTER CRUISING AREA

Caribbean

PRICES FROM

Low season \$215,000 per week
High season \$230,000 per week



56.4m (185')

Mondango 3

SPECIFICATIONS

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

WINTER CRUISING AREA

Caribbean

PRICES FROM

Please enquire



56.4m (185')

My Seanna

SPECIFICATIONS

Guests	12 (4 double, 2 twin convertible to double)
Crew	12
Built by	Delta Marine
Year	2001 (refit 2014)
Speed	13/15 knots

WINTER CRUISING AREA

Caribbean & the Bahamas

PRICES FROM

Low season \$300,000 per week
High season \$392,000 per week



55m (180'5)

Ocean Paradise

SPECIFICATIONS

Guests	12 (4 double, 2 twin convertible to double)
Crew	12
Built by	Benetti
Year	2013
Speed	15.5/17 knots

WINTER CRUISING AREA

Caribbean

PRICES FROM

Low season \$300,000 per week
High season \$340,000 per week



54.9m (180')

Huntress

SPECIFICATIONS

Guests 10 (1 double, 4 twin)
Crew 14
Built by Feadship
Year 1997 (refit 2014)
Speed 12/15 knots

WINTER CRUISING AREA

Caribbean & the Bahamas

PRICES FROM

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



53.5m (175'6)

Hurricane Run

SPECIFICATIONS

Guests	12 (3 double, 2 twin, 1 single with a Pullman berth)
Crew	12
Built by	Feadship
Year	2009
Speed	13/15 knots

WINTER CRUISING AREA

Caribbean & the Bahamas

PRICES FROM

Low season \$295,000 per week
High season \$350,000 per week



51.7m (169'7)

Prana

SPECIFICATIONS

Guests	10 (3 double, 2 single with Pullman berths)
Crew	9
Built by	Alloy Yachts
Year	2006 (refit 2014)
Speed	12/14 knots

WINTER CRUISING AREA

Caribbean

PRICES FROM

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



51.8m (169'9")

Q

SPECIFICATIONS

Guests 10 (3 double, 2 twin)
Crew 9
Built by Alloy Yachts
Year 2008
Speed 10/15 knots

WINTER CRUISING AREA

Caribbean

PRICES FROM

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



50m (164'1)

Jo

SPECIFICATIONS

Guests 12 (3 double, 2 twin with Pullman berths)
Crew 12
Built by Benetti
Year 2004
Speed 12/17 knots

WINTER CRUISING AREA

Caribbean

PRICES FROM

Low season €195,000 per week
High season €225,000 per week



50m (164')

Victoria del Mar

SPECIFICATIONS

Guests 12 (5 double, 2 twin)
Crew 11
Built by Delta Marine
Year 2006
Speed 10/15 knots

WINTER CRUISING AREA

Caribbean & the Bahamas

PRICES FROM

Low season \$235,000 per week
High season \$265,000 per week



49.8m (163'5)

Shake N' Bake TBD

SPECIFICATIONS

Guests	12 (6 double, 1 twin)
Crew	12
Built by	Campanella
Year	1981 (refit 2011, 2016)
Speed	12.5/15 knots

WINTER CRUISING AREA

Caribbean & the Bahamas

PRICES FROM

Low season \$160,000 per week
High season \$175,000 per week



49.7m (163')

Broadwater

SPECIFICATIONS

Guests	10 (4 double, 1 twin convertible to a double)
Crew	11
Built by	Feadship
Year	1990
Speed	12 knots

WINTER CRUISING AREA

Caribbean & the Bahamas

PRICES FROM

Low season \$185,000 per week
High season \$210,000 per week



47m (155')

One More Toy

SPECIFICATIONS

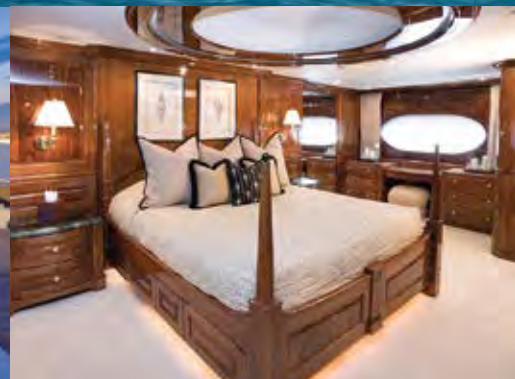
Guests	12 (6 double, 1 convertible to a twin)
Crew	9
Built by	Christensen
Year	2001 (refit 2007, 2012, 2013, 2014)
Speed	12/16.5 knots

WINTER CRUISING AREA

Caribbean & the Bahamas

PRICES FROM

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



47m (154'2)

Orient Star

SPECIFICATIONS

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

WINTER CRUISING AREA

Please enquire

PRICES FROM

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



47m (154')

Rhino

SPECIFICATIONS

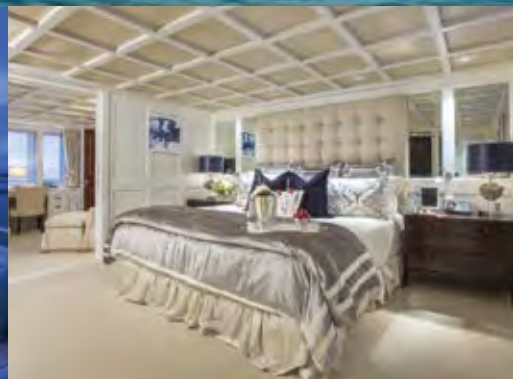
Guests 10 (3 double, 2 twin)
Crew 10
Built by Admiral Marine
Year 1998 (refit 2014, 2015)
Speed 12/15 knots

WINTER CRUISING AREA

Caribbean & the Bahamas

PRICES FROM

Low season \$140,000 per week
High season \$150,000 per week



44m (144'1)

At Last

SPECIFICATIONS

Guests	11 (4 double, 1 twin with Pullman berth)
Crew	8
Built by	Heesen
Year	1990
Speed	14/19 knots

WINTER CRUISING AREA

Caribbean & the Bahamas

PRICES FROM

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



42.3m (138'8)

Ninkasi

SPECIFICATIONS

Guests 10 (3 double, 2 twin)
Crew 9
Built by Holland Jachtbouw
Year 2010
Speed 14/16.5 knots

WINTER CRUISING AREA

Caribbean

PRICES FROM

Low season \$155,000 per week
High season \$190,000 per week





42.2m (138'5)

Moka

SPECIFICATIONS

Guests	10 (3 double, 2 twin convertible to doubles)
Crew	9
Built by	Sanlorenzo
Year	2015
Speed	11/16 knots

WINTER CRUISING AREA

Caribbean & the Bahamas

PRICES FROM

Low season \$200,000 per week
High season \$200,000 per week



41.5m (247'8)

Rüya

SPECIFICATIONS

Guests	10 (3 double, 2 twin with Pullman berths)
Crew	9
Built by	Alia Yachts Turkey
Year	2016
Speed	10/14 knots

WINTER CRUISING AREA

Please enquire

PRICES FROM

Low season €154,000 per week
High season €168,000 per week





41m (134'6)

Destination

SPECIFICATIONS

Guests	8 (4 double)
Crew	6
Built by	Alloy Yachts
Year	2003
Speed	10/13 knots

WINTER CRUISING AREA

Thailand & Myanmar

PRICES FROM

Low season \$96,000 per week
High season \$96,000 per week



39.6m (130')

Lionshare

SPECIFICATIONS

Guests	10/12 (4 double, 1 twin with Pullman berth)
Crew	8
Built by	Heesen
Year	1987 (refit 2004, 2008, 2012, 2013)
Speed	12/19 knots

WINTER CRUISING AREA

Caribbean & the Bahamas

PRICES FROM

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





39.4m (129'3)

State of Grace

SPECIFICATIONS

Guests	9 (3 double, 2 single, 1 with Pullman berth)
Crew	6
Built by	Perini Navi SpA
Year	2013
Speed	8.5/10 knots

WINTER CRUISING AREA

Caribbean

PRICES FROM

Low season	\$115,000 per week
High season	\$160,000 per week



38.4m (126')

Le Montrachet

SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	7
Built by	Broward Marine
Year	1986 (refit 2002)
Speed	12/14 knots

WINTER CRUISING AREA

Bahamas

PRICES FROM

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





38.1m (134'6)

Twilight

SPECIFICATIONS

Guests	8 guests (3 double, 1 twin convertible to double)
Crew	6
Built by	Oyster Marine
Year	2013
Speed	9 knots

WINTER CRUISING AREA
Caribbean

PRICES FROM
Low season \$90,000 per week
High season \$99,000 per week



36.6m (120')

Kai

SPECIFICATIONS

Guests	10 (3 double, 2 twin convertible, with Pullman berth)
Crew	7
Built by	Benetti
Year	2008
Speed	13/17 knots

WINTER CRUISING AREA
Caribbean & the Bahamas

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





36.6m (120')

Finish Line

SPECIFICATIONS

Guests	8 (4 double, 2 convertible to twin)
Crew	6
Built by	Trinity Yachts
Year	2013
Speed	18/23 knots

WINTER CRUISING AREA

Bahamas & Florida

PRICES FROM

Low season \$85,000 per week
High season \$90,000 per week



35.4m (116')

Easy Rider

SPECIFICATIONS

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

WINTER CRUISING AREA

Bahamas & Florida

PRICES FROM

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



35.6m (116')

Paradise

SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	6
Built by	Horizon Yacht Co Ltd
Year	2014
Speed	10/12 knots

WINTER CRUISING AREA

Australia

PRICES FROM

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



35.2m (115'6)

Shamanna

SPECIFICATIONS

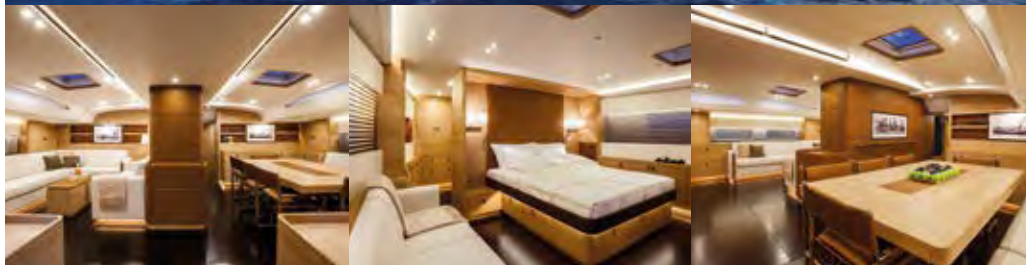
Guests	8 (2 double, 2 twin)
Crew	6
Built by	Nautor's Swan
Year	2016
Speed	10 knots

WINTER CRUISING AREA

Caribbean

PRICES FROM

Low season €68,000 per week
High season €80,000 per week





34m (117')

Solis

SPECIFICATIONS

Guests	8 (2 double, 2 twin convertible to doubles)
Crew	6
Built by	Mulder
Year	2015
Speed	11/13 knots

WINTER CRUISING AREA

The Bahamas

PRICES FROM

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



34m (112')

Jopaju

SPECIFICATIONS

Guests	8 (4 double)
Crew	4
Built by	Westport
Year	2012
Speed	12/25 knots

WINTER CRUISING AREA

Bahamas, Florida & Cuba

PRICES FROM

Low season \$55,000 per week
High season \$65,000 per week



SEA+I

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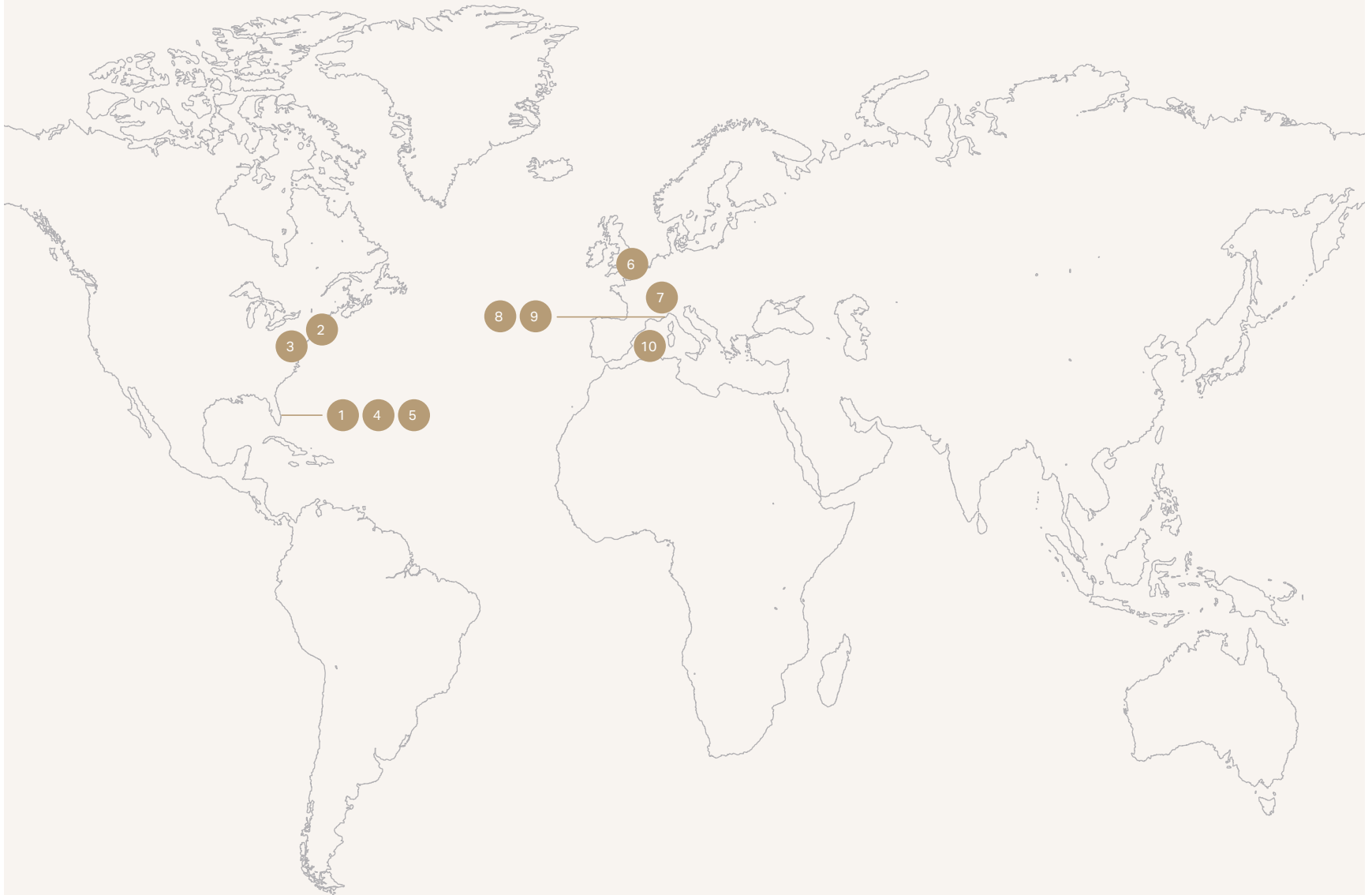
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