

SEA+I

ISSUE 39



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SEA+I

FOREWORD

Camper & Nicholsons moves towards sustaining the future of our marine environment

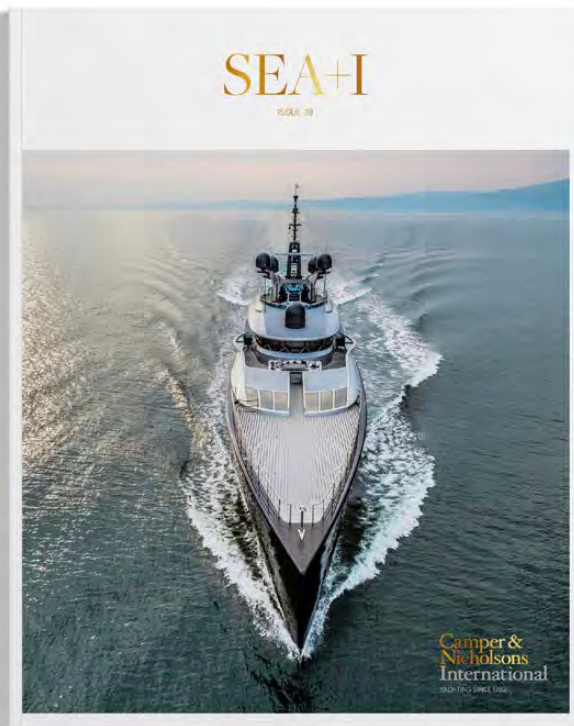


IMAGE As this issue goes to press, we highlight some exciting new builds including our cover star, *Okto*.

We begin by showcasing two of our offices – our first in Cannes and our most recent in Phuket. From there we take you on a journey of fast cars, exciting bobsleigh runs and long distance swimming races.

Our secret Mediterranean islands story highlights our blend of tradition with innovation, taking you from the hot-spots of St Tropez to the previously off-limits island of Cabrera. Further articles focus on other bluewater pioneers, including underwater sculptor, Jason deCaires Taylor and Alexis Vincent, who leads scuba teams to Antarctica, Cuba and other subaquatic frontiers.

The sailing and motor yachts featured in this issue can be chartered in many geographical locations from the South Pacific to the Baltic Sea. We share our oceans and therefore have a responsibility to safeguard them. We have united behind the industry's top designers, shipyards and agencies by becoming part of The Superyacht Life Foundation which aims to spearhead innovative yachts and collective philanthropy, securing our seas for future generations.

We hope you enjoy reading this issue of Sea+I, which also includes an update on market intelligence and yachts for sale.



Paolo Casani
Chief Executive Officer

Unrivalled knowledge. Unbeatable experience.





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SECTION 1

HERITAGE

HERITAGE

The decadent decade
in Cannes

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HERITAGE

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HERITAGE

The decadent decade in Cannes

WRITTEN BY **TRISTAN RUTHERFORD**

Cannes is where George Nicholson smashed the superyacht mould by opening the industry's first sales and charter office in 1961. The yachts sold by the former Camper & Nicholsons Chairman still grace Cannes' harbour today.





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la Cigale
CROISSETTE

Luxury Ambiance Restaurant

Event Organisation


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TEA-ROOM

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Nicholson's idea was simple. By opening a brokerage office in jet set Cannes, the first of its kind in the industry, orders could be transferred to the boatyard back in Britain

Yachting is all about sailing to new horizons. At Camper & Nicholsons the ethos is exactly the same. In 1782 the firm commenced production of luxury yachts in Gosport on Britain's southern coast. Over two centuries they pioneered a dozen innovations from flying boats to the world's first diesel-powered luxury cruisers. Former chairman George Nicholson recalls the later years. "Our Gosport yard was used to build the world's largest schooners. These include *Creole*, which was designed by Charles E Nicholson in 1927."

Like many classic Camper & Nicholsons yachts, *Creole* is not only still afloat, she also boasts a history as illustrious as the company itself. Delivered for an American industrialist, she passed to an English baronet, before performing wartime duties as a mine hunter. The schooner then sailed under the flag of a Greek shipping magnate, the Danish Navy, then the Gucci family who restored her to her original Nicholsons glory. For good reason she is still invited to regattas far and wide: at 63m in length, *Creole*

remains the largest wooden sailing yacht in the world. By the 1960s the yachting industry was changing. A growing market for leisure needs, rather than naval speeds, set the company on a different course. In 1961 George Nicholson, then a young employee, set sail for Cannes in the South of France. In May that year Alain Delon had opened the Cannes Film Festival, while Gina Lollobrigida wowed crowds by combining a straw hat with a necklace of pearls. A meeting that month in France between Charles de Gaulle and John F Kennedy inspired other Americans to cruise in.

Nicholson's idea was simple. By opening a brokerage office in jet set Cannes, the first of its kind in the industry, orders could be transferred to the boatyard back in Britain. "In 1959 we built *Destiny II*, the first of the larger Camper & Nicholsons motor yachts, then sold several more of her series through our Cannes office," Nicholson recalls. The 29m cruiser still turns heads in Cannes' old harbour. At Camper & Nicholsons purchasers don't merely buy a yacht, they buy an institution.

PREVIOUS PAGE Actress Sophia Loren being photographed at Cannes
THIS PAGE AND NEXT The Carlton Hotel has a reputation as legendary as its guests







Nicholson's success in Cannes inspired new sales and charter offices in Monaco and Palma. And where one blazes a trail, others follow.

Cannes sparkled throughout the 1960s. Films like *La Dolce Vita* scooped the Palme d'Or at the Cannes Film Festival, as starlets like Sophia Loren sashayed past the Camper & Nicholsons office at 36 La Croisette. Hollywood antics brought reporters from the world over on new Boeing 707 jets. Passenger numbers at Nice Cote d'Azur Airport topped one million. From the coastal airstrip a sea shuttle operated by Air France ferried passengers directly to Cannes itself.

George Nicholson's order book grew alongside Cannes' celebrity allure. "The largest motor yachts built at Southampton were from orders from the Cannes office", he explains. "These include *Chambel IV* in 1966 and *Terancar Nitani* in 1967." The former featured in *Architectural Digest*, which claimed that 'the beauty admirers have sighed over for more than 40 years remains unimpaired'. The latter, a prowling 46m with a navy blue hull, was recently marketed for a far greater sum than her original build price. As anyone on La Croisette might attest, style never goes out of fashion.

The record-breaking decade didn't end there. Nicholson's success in Cannes inspired new sales and charter offices in Monaco and Palma. And where one blazes a trail, others follow. Thanks to Camper & Nicholsons original presence, a dozen other yacht harbours boast with accoutrements of the luxury yacht industry. Indeed George Nicholson's original office is now sandwiched by Louis Vuitton and the Armani Caffè. Orders for fresh yachts - with an espresso macchiato thrown in - can be directed to a newer bureau in Port Pierre Canto at the eastern end of La Croisette.

Over the next 200 years, tastes will surely shift again. New yachts will be commissioned, perhaps with solar cells and pilotless tenders, that are barely conceivable today. Fortunately Camper & Nicholsons opening decade in Cannes proves one thing. As the company remains ever willing to conquer new horizons, the future looks shipshape. After all, it's what they have been doing since 1782.



PREVIOUS PAGE Aston Martin DB2 outside the Hotel Carlton, Cannes 1955 RIGHT, CLOCKWISE FROM TOP LEFT Meeting between Charles de Gaulle and John F Kennedy; Sophia Loren at the Cannes Film Festival; Cary Grant and Brigitte Auber; Cannes' La Croisette boulevard and the famous Carlton Hotel





HERITAGE

New horizons in Phuket

WITH CARMEN LAU STRATTON, CAMPER & NICHOLSON'S ASIA

Carmen Lau Stratton, Managing Director for Asia, showcases the firm's newest bureau in Phuket, the epicentre for another burgeoning yachting scene.





We offer surf charters in Sumbawa in Indonesia, cultural trips to the Spice Islands, even exotic wildlife tours of pristine Papua New Guinea with a botanist onboard.

In 1961 Phuket's sole industry was tin mining. Barges would park themselves on the virgin sands, then motor off with the occasional backpacker on board. Only later would Thailand's largest island be connected to the mainland by a bridge. Few locals would have heard of Gina Lollobrigida or Alain Delon. Even fewer read Vogue or Paris-Match.

In 2017 Camper & Nicholsons dropped anchor on this island, whose indomitable spirit remains unchanged. Like Cannes, Phuket is now home to 100 nationalities, while airplanes swoop in from as far as Helsinki and Hangzhou. But turtles still nest on Mai Khao Beach, a blissful 10km of undeveloped sand. The Sino-Portuguese Old Town still hums with tailors, temples, printers, potters and tropical juice cafés. And one hour out to sea, the golden sands of Ko Similan appear as they did at the dawn of time.

"Like George Nicholson in Cannes, we opened our Phuket office for commercial reasons," says Carmen Lau Stratton, Camper & Nicholsons' Managing

Director for Asia. "Our continent has tens of thousands of islands garlanded over a dozen countries, with Thailand among the most telegenic." One of Stratton's most popular charges is 41m *Ocean Emerald*. Designed by British architect Norman Foster, she casts a swooshing silhouette against the Andaman Sea and boasts two chefs: one Thai, one French.

"Compared to the past we notice strong trends towards unique experiences," continues Stratton. Years ago guests might have been content with a week sailing in the Mediterranean with family and friends. Now, many charter clients have 'been there, done that'." For Stratton, operating a wide range of yachts from several Asian offices plays to this trend. "We offer surf charters in Sumbawa in Indonesia, cultural trips to the Spice Islands, even exotic wildlife tours of pristine Papua New Guinea with a botanist onboard." Some of these voyages are conducted aboard *Kudanil Explorer*, a steel-hulled emergency rescue boat converted into a 50m surf-dive-entertainment vessel in 2018.

IMAGES, CLOCKWISE FROM TOP LEFT From Phuket, you can enjoy a surf charter in Sumbawa Indonesia; The 44m Feadship *Moon Sand*; Discover Indonesia's Spice Islands, an archipelago of more than 1,000 islands; Papua New Guinea is home to some of the most exotic wildlife on the planet, including the majestic bird-of-paradise



In Auckland right now is *Twizzle*, a luxurious racing yacht that could give the regatta's competitors a run for their money

For scuba, many clients are demanding Indonesia's Anambas Islands, a day sail from both Singapore and Malaysia. Here the 273m wreck of the *Igara*, an Italian iron ore carrier that struck an uncharted rock in 1973, has been colonised by turtles, angelfish and nurse sharks. "A yacht is perfectly suited for fantastic experiences in these exotic destinations within the luxury of a private 'floating villa'," says Stratton.

And next year's rising star? Stratton predicts Thanda Island, a boat-only eco-resort just across the Indian Ocean in Tanzania. Here, *Over the Rainbow*, a 1930s cruiser refitted in 2018 with fine marquetry and a chef fresh from Manhattan's finest restaurants, plies the cyan waters around the Zanzibar Archipelago. "We must also consider charter opportunities for the 2020 Olympics in Tokyo," says Stratton. "Plus the 2021 America's Cup in New Zealand. In Auckland right now is *Twizzle*, a luxurious racing yacht that could give the regatta's competitors a run for their money."

The new Camper & Nicholson's office in Phuket, combined with an established bureau in Hong Kong, points to the final plank of Stratton's Asian strategy. "The Made in China marque now extends to luxury yacht manufacture," she says. "Chinese yards are crafting stunning vessels for clients around the world."

Stratton is a key figure in this burgeoning market. In 2004 she was drafted into Kingship to create their first steel and aluminium superyacht. The Hong Kong based firm now melds American marine products with German engineers and Chinese craftsmen at its Lloyds and MCA compliant shipyard up the Pearl River. Recent deliveries include 27m exploration yacht *Belle Isle*, currently for sale with Camper & Nicholson's. Other China-based shipyards like McConaghy have expanded into Australia and New Zealand, creating futuristic superyachts of the type barely envisaged decades ago.

Such globalisation remains an overriding trend. "We are brokering yachts for Asian clients in the Mediterranean, like the 44m Feadship *Moon Sand*," says Stratton. "Yet at the same time our Mallorca office is brokering 51m motoryacht *Atlas* here in Hong Kong."

Wherever the industry sails to next, Camper & Nicholson's will be there. They started the trend back in 1961.

IMAGE The 57.49m custom *Twizzle*, built in 2010 by Royal Huisman





Annual sunlight hours
Cannes — 2,750
Phuket — 2,070



Peak average sea temperatures
August — 24°C (75°F)
April — 29°C (84°F)

COMPARISON

Cannes & Phuket: the numbers



Local airport annual passengers
Nice Cote d'Azur — 13.3m
Phuket International — 15.1m

Cost of cocktail
Vodka Luna Rosa
Hotel Martinez Bar, Cannes — €19
My Thai Caprissima
Coconut Island Resort, Phuket — €6

Twin towns
Cannes — Kensington & Chelsea, Beverly Hills
Phuket — Las Vegas, Nice



HERITAGE

50 years of experience

In the first of a series of regular biographies we celebrate our heritage through our valued staff beginning with two who have recently achieved their 25 year milestones.



Diana L. Brody
Charter Broker

Having grown up near the seashore in New Jersey, Diana learnt to enjoy and respect the oceans from a young age. Her early career was on private yachts cruising the coast of the Americas and Caribbean enabling her to earn her US Coast Guard captain's license for up to 100 gross tons.

With all this experience she was a natural choice to join CNI when it opened its first office in the United States, heading up its charter division. For over two weeks they worked on the floor, with a typewriter on a box; slowly the furniture arrived, but computers wouldn't arrive until many years later. Fax machines were still the most effective way to communicate!

From those early beginnings in Palm Beach, Diana has placed amazing charters in all parts of the world not just the Mediterranean and Caribbean, but locations such as Alaska, Bali, Australia and Antarctica to mention a few. She works tirelessly on behalf of her clients, many of whom return year after year. Her knowledge of yachts and destinations has given her the experience to continue leading her clients to exotic locations; she continues to be a lynchpin for the US team.

We have come a long way since the inception of CNI USA; new offices have opened, and the team has grown, cementing strong bonds between brokers, and making new friendships along the way.



Peter McCarthy
Director – Yacht Management Division

Peter has had a varied career since leaving New Zealand in 1975 on a 12m sailing yacht to Europe. During this 15 month journey he took time out in Djibouti and Israel. He spent the following nine years at sea as Captain on various yachts; ocean racing in the US and Europe, including taking part in two America's Cup events – Peter De Savary's *Lionheart* Syndicate in Newport 1982 and the *Crusader* Syndicate in Freemantle 1986/87. He also ran operations for the Irish Whitbread entry in 1989.

Peter should be considered as a pioneer in modern yacht management. When he joined CNI some 25 years ago, his mission was to create and recruit a professional yacht management team to assist our clients. He has taken this division into the 21st century with all the accompanying limitations imposed by current rules and regulations, and with his continuous efforts and high professional ethic, our yacht management division is recognised as one of the best worldwide, ultimately making every yacht he and his team oversee a seaworthy vessel for owners and guests alike to enjoy.

Together with his valued team they have managed many yachts over the years going through some tough emergencies in that time. His experience has been paramount in solving the many issues encountered. His reliability and strength has helped build the division into what it is today, with the largest vessel currently under management being a 140m.

CLASSIC

Monégasque princes, French aviators and British playboys pioneered the world's most fabulous sporting regattas. From the Bosphorus to the Bay of St Tropez, they initiated activities from bobsledding to cross-continental swimming. Best of all, each event still beguiles today, allowing spectators to rub shoulders with corinthian amateurs and gung-ho dilettantes.

SEASON

WRITTEN BY **TRISTAN RUTHERFORD**



XX^e 2017
RALLYE MONTE-CARLO
HISTORIQUE

XX^e 2017
RALLYE MONTE-CARLO
LE CASINO
MONTE-CARLO

AUTOMOBILE CLUB DE MONTE-CARLO

Veuve Cli
FOR
XX^e 2017
RALLYE MONTE-CARLO
HISTORIQUE



IMAGES The Cresta Run, then and now (Image copyright: SMTc)

ST MORITZ

Cresta Run

Underemployed gentlemen brought the sport of sledding to St. Moritz during the 1870s. With no dedicated run to speak of, the well-to-do troop careened through the icy Alpine streets, hazarding conservative villagers. A solution was found by Johannes Badrutt. The proprietor of Kulm Hotel, where the young aristocrats stayed, built a slaloming sled course using packed ice. Badrutt's guests delighted in the breakneck halfpipe with its ten menacing corners. The new run also stopped employees at the Kulm from being mowed down by the British yelling 'tally ho!'

The St. Moritz Tobogganing Club formalised Badrutt's course in 1885. Further innovation followed. In 1877 a Mr Cornish adopted a faster head-first descent. This bracing downhill position - a posture impossible with bobsleigh, luge and 'safer' downhill sports - would become known as 'Cresta' racing. The introduction of flexible skeleton sleds, which support hurtling passengers with a bone-like frame, coincided with the creation of an annual Grand National competition.

Nor did the Kulm Hotel rest on its laurels. The Badrutt family welcomed guests to their ever-expanding guesthouse with telephones, an elevator and warm air heating. They also hung Switzerland's first electric arc lamp above the dining room, a salon which now hosts a two-star Michelin restaurant.

Although the 1928 and 1948 Winter Olympics utilised the Cresta Run course, the club never forgot its dilettante roots. As Gary Lowe, secretary and CEO of the St. Moritz Tobogganing Club, explains: "Our values are essentially Corinthian. Riders are competitive, and race for trophies like the Grand National, but there is no financial gain." Lowe feels that camaraderie would be put at risk by any form of professionalism, a prospect he claims is "too frightening to contemplate". Indeed most of the organisation's members belong to the self-deprecatingly infamous Shuttlecock Club. "To qualify one needs to have fallen at the most notorious corner on the Cresta: Shuttlecock," says Lowe. "Whilst not quite a right of passage, being able to don the Shuttlecock tie allows one to feel a great sense of belonging."

Such amateurism is woven into club etiquette. Although former Shuttlecock Presidents have included Gianni Agnelli and Constantin von Liechtenstein, absolute beginners may contact the club to book a SFr52 downhill ride. Few are likely to beat the 49.92 second descent of Lord Wrottesley in 2015. The former Olympian and old Etonian barrelled out of the lower course at 80mph, while withstanding similar g-force to a Formula 1 driver. No wonder sledders celebrate with a Chambord Spritz in the Hotel Kulm's Sunny Bar.

MONACO

Rallye Monte-Carlo Historique

In 1911 Prince Albert of Monaco hit upon a fine idea. To promote Monaco's modernity, automobiles would race through winter from the four corners of Europe, then 'rally' together in the sunny Principality. The inaugural race started from 11 European cities. Over a week later, the competition was won by French racing driver and aviator Henri Rougier who averaged 13.8kph, around twice walking pace. (Rougier's previous exploits in a Voisin biplane, where he flew from Monaco to Nice until a storm at Cap d'Ail forced a crash landing in Port Hercule, made him a worthy winner.)

The glory years for the Rallye Automobile Monte Carlo spanned from 1955 to 1980. Winning automobiles read like a Who's Who of classic racing cars: the Mini Cooper S, Renault Alpine A110, Citroën DS and Lancia Stratos. Then as now the route included the Col de Turini. The 15km climb at 7.2%, with its tortuous descent to follow, was raced in the icy darkness, earning it the sobriquet 'night of the long knives' after vehicles' headlights sliced through the frigid sky. In the 1980s the race became a stage on the World Rally Championship. Back then Ford Fiestas and Subaru Imprezas competed with five times the horsepower of the 1960s entrants, but without the vintage élan. The race's most recent winner, Sebastien Ogier, averaged speeds of nearly 100kph.

How to recreate those halycon days? Enter the Rallye Monte-Carlo Historique. From the late 1990s, classic rally cars have been invited to hotfoot from across the continent for a more leisurely, but no less rivalrous, racing regatta through rural Provence. "For our 2019 race, spectators can watch from starting cities including Barcelona, Milan, Reims and Bad Homburg," says Gery Mestre, President of the Automobile Club de Monaco's Automobile Collection Commission.

"The last night of the Col de Turini is always magical," attests Mestre. This winter, drivers will bolt out of Monaco at 8.30pm uphill towards La Turbie. Then they will zigzag the Alpes-Maritimes' most curvaceous passes before completing the course at Port Hercule by 1.00am. The following day's prize-giving at the Monte-Carlo Sporting Club concludes the race's illustrious history in style. That's because the ceremony is sometimes performed in the presence of Prince Albert II, great-great-grandson of the event's creator.

IMAGE, THIS PAGE Poster for the 2019 Rallye Monte-Carlo Historique
IMAGE, NEXT PAGE Navigating the icy back roads of Provence

22^E RALLYE MONTE-CARLO

HISTORIQUE



**30 JANVIER
6 FEVRIER 2019**



50^e anniversaire de la victoire de l'équipage n°37
Waldegaard-Helmer sur Porsche 911S
au Rallye Monte-Carlo 1969



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CALCUTTA

Calcutta Polo Cup

During the 1990s the world's oldest polo organisation almost died of old age. "Polo is an expensive sport," explains Keshav Bangur, President of the Calcutta Polo Club. "And royal patronage isn't what it once was." Lucrative sponsorship was directed towards cricket in which the Indian national team excelled. Furthermore an "old guard" of officers seemed removed from the nation's burgeoning middle class. The ancient Bengali club, whose patrons had included the Nizam of Hyderabad and the Duke of Edinburgh, had nearly played its last chukka.

Fortunately Bangur comes from a business background. This allowed him to rebuild a tip-top club using his organisational acumen. The President started by subsidising student players. Each beginner would practise striking pucks with mallets, while their boots were stirrured to two bricks to simulate a horseback whack. Relationships were also fostered with other clubs that had survived on the sport's outer reaches, including the Polo Club of Miami, which still saddles up on the sands of South Beach.

Even Instagram was used to used create links with the wider polo fraternity. Bangur's staff now receive vintage photographs from the world over. The most recent of these was a horseback snap of Sandhurst graduate Herbert Augustus Moses, which was posted by his granddaughter. In the 1880s, Moses coached the Calcutta Club to success while moonlighting for the Maharaja of Jaipur's team.

Perhaps Bangur's most insightful idea was to reintroduce the Ezra Cup. The oldest instituted polo trophy in the world sparkles on the Calcutta social calendar. The action begins when mounted players are bagpipied onto the field by a military band. Teams of four from as far as Italy and Argentina then swing mallets from their ponies for each seven-minute chukka. Seated spectators wear the finest in Calcutta tailoring despite the 30°C humidity. Each has a clean line of vision beyond the field to the snow-white Victoria Memorial and the unctuous grey Hooghly River.

By saving the Calcutta Polo Club, Bangur also preserved a piece of history. Centuries ago a mounted ballgame was used to keep royal cavalries in trim across Asia, hence the 'Sport of Kings' moniker. As Bangur explains, in the 1850s two British officers, Captain Robert Stewart and Major General Joe Sherer, played a game of Pulu against locals in Manipur in northeastern India. "Back then there were no goalposts, there could be 20 players aside, and horsemen could push each other off," says Bangur. "It was a ruleless game right? But jolly fun to play."

The evolving sport, now anglicised and rule-bound as 'Polo', became the yardstick that Maharajas and British Indian armies could measure themselves against. The game became so popular that Sherer and Stewart were obliged to start the Calcutta Polo Club in 1862.

IMAGES Historic images of the Calcutta Polo Club, and of the Ezra Cup tournament this year

ST TROPEZ

Voiles de Saint-Tropez

The French Riviera's most fabulous regatta began with a friendly rivalry in 1981. Patrice de Colmont, proprietor of Club 55, challenged an America's Cup 12m to a race against a Swan 44. With no naval chart to hand, de Colmont used a road map to plot what would become the Voiles de Saint-Tropez.

Conveniently, the race route started at the Vieux-Port. It then turned right at the Nioulargue buoy, before finishing outside de Colmont's beach bar on plage de Pampelonne. The winner received a bibulous lunch at Club 55 plus a silver platter purloined from France's Marine Nationale. Local journal *Var-Matin* mistook the fuss for a full-blown regatta. The following day it led with the headline: "Une nouvelle America's Cup est née!" - 'A new America's Cup is born!'

According to Tony Oller, president of the Société Nautique de Saint-Tropez and organizer of les Voiles de Saint-Tropez, both heritage and humour remain intact. "The aim of our unique event is bringing together 300 of the world's most beautiful boats, and having fun," he says. The most anticipated race pits over 100 traditional yachts, most launched before the current Elizabethan era, in a sea of timeless sail. Camper & Nicholson's yachts are popular with

spectators and challengers alike. Regulars among the latter include America's Cup J-Class challenger *Endeavour* (1934). Plus Charles E Nicholson's first large yacht design, *Marigold* (1892), and the glorious gaff cutter he built for himself, *Folly* (1909).

Another fan favourite is the Maxi race. Here Wally Class yachts, sporting jet black sails, sprint like wraiths across the Bay of St Tropez. The entire regatta is easy to follow, claims Oller. "Viewers may climb the Citadelle or up to the Chapelle Sainte Anne for an extraordinary panorama of the races," says the yacht club president. "This year, for the first time, there will also be a giant screen in the harbour."

Indeed rosé and ribaldry go hand-in-hand at the Voiles de Saint-Tropez. "All the competitors meet in the Vieux-Port for drinks while debriefing," explains Oller. "This is also an opportunity for them to 'tease' their competitors". Most importantly, "our event's character is to be entirely open to the public, with nothing closed or barred". Thus one may check one's reflection in the polished brass of a classic yacht, before sinking a glass of Château Minuty, the rosé of choice back at Club 55.

IMAGE, THIS PAGE Classic yachts race through the Bay of Saint-Tropez (Image copyright: Gilles Martin-Raget)
IMAGE, NEXT PAGE The famous post-race crew parade (Image copyright: Gilles Martin-Raget)









ISTANBUL

Bosphorus Swim

A cross-continental swim through the world's busiest shipping lane has all the ingredients of a new classic. That's because the Bosphorus, a 30km-long waterway both unites and divides Istanbul's 15 million souls, is a stupendously treacherous stretch of sea. Sections of the straits bulge at 3km in width. Others shrink to a mere 700m across. That means that devilish currents from the Black Sea are squeezed into the Mediterranean at up to 8 knots, while a vicious countercurrent runs in the other direction deep below the waves. Only the brave or the foolhardy would dive right in.

The annual Bosphorus Swim from Asia to Europe welcomes both. This year 2,000 competitors from 55 nations will suit up in the ritzy Asian suburb of Kanlıca. In just three decades, the swim has become as international as the Bosphorus itself. Astride the surging waterway, an Ottoman elite distilled their empire's wealth from the Arabian Gulf to the Atlantic into 600 waterside yalı, or wooden villas. These include the rococo yalı of Ahmet Atif Pasha. This Turkish trader was so rich that he commissioned Alexandre Vallaury, the French architect who designed Istanbul's Pera Palace Hotel, to build it. Not that swimmers will focus on such elaborate architecture as they plunge into the Bosphorus. Their focus is purely on crawling their way to another continent.

Despite the surging seas, the annual swim is more "tricky than dangerous", says Simon Murie of SwimTrek. Murie organises entry to the Bosphorus race as well as other, more leisurely, long-distance swims in Croatia, the Caribbean and the Galapagos. "A key approach is to judge your angle correctly," explains Murie. "Turn too late and you risk being swept past the finish line. Turn too soon and you may get into the countercurrent, which will make your swim longer."

As participants near the European suburb of Kuruçeşme, cheering crowds provide a welcome boost. Because the Bosphorus Straits are closed to both container ships and passenger ferries for these precious hours, the city comes to a literal standstill, resulting in a welcome afternoon off for many waterside workers, who wave from both banks.

There's a keen sense of fellowship at the haulout line in Europe. Each participant receives a document certifying them as an 'Intercontinental Swimmer'. The oldest competitor has been a sprightly 85 years of age. Even Olympic champions Ian Thorpe and Mark Spitz have joined in to witness the fun. Any final tips? Murie suggests that "a hammam is a great way to relax tired muscles after the race". We heartily recommend the Kılıç Ali Pasha steambaths. This waterside hammam was donated to the city's sailing fraternity by an Ottoman Admiral in 1583.

IMAGE 2000 competitors take on the 30km-long cross continental swim



Central Agency Sales

Accelerated sales with the most
experienced team in yachting

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

CNI@CAMPERANDNICHOLSONS.COM

SECTION 2

SALE & PURCHASE

SALE & PURCHASE

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MARKET INTELLIGENCE

The Superyacht Insider

WRITTEN BY ADAM MOOREY

A constellation of global offices make Camper & Nicholsons the leaders of multi-billion Euro luxury yacht market. Some 40 brokers in their company's worldwide bureaux all call upon Adam Moorey, the company's intelligence go-to. Here he distills superyacht statistics from a record 2018, while weaving industry predictions for the coming decade.



We believe in all the yachts we broker. So much so that we are proud to charter a vast number of the yachts we sell.

Luxury yacht brokerage is an industry that doesn't sleep. Which means that I'm on call 24/7. As Market Intelligence Manager for Camper & Nicholsons, I feed data to our team of circa 40 brokers in 12 global bureaux. Their clients demand data that offers future insight. Quite rightly, buyers wish to base their purchase on an actionable industry trend. The telephone calls I take may help broker a sale worth millions, if not tens of millions, and perhaps even hundreds. That's why my iPhone is never switched off.

The figures I deal with aren't just immense. They're also growing. In 2013, pre-owned yacht sales over 24m totalled €2.5bn. By 2015, that statistic was €2.75bn. By 2017, purchased had topped €3bn. If 2018 sales continue, we're on course for another record year. By having such detailed intelligence at our fingertips, Camper & Nicholsons have maintained a market share among the industry's top 10 performing brokerage companies. Put simply, we are the oldest, largest and most prestigious name in luxury yachting. My job is to help keep it that way.

The figure of €3bn in annual sales tells only half the story. The devil's in the detail, as they say in my native Britain. These headline statistics mask the fact that individual yacht purchases have made only a slow and steady rise over the last decade. For example, from January to August 2017, 306 luxury yachts were sold worldwide. During the same period of 2018, 305 were sold. The average age of yachts purchased also remained almost exactly the same.


So what's the big change this year? One word: size. In 2017, five yachts over 70m were sold during the entire year. Whereas this year, even before the Monaco Yacht Show took place, six had already been purchased.

Most of these ultra-large yachts are considerable enough to be catapulted straight into world's top 100 largest superyacht lists. That's a club that now requires a 85m bow-to-stern entry.

Given such demand it's little wonder that our brokers have been busy matching buyers and sellers. Unsurprisingly, as the world's largest luxury yacht brokerage, we frequently have a client in mind when we take on a pre-owned vessel for sale. A case in point is *S/Y Blush* (formerly *Helios*) which was both brokered and sold by my colleague Alex Lees-Buckley in July 2018. This 45m sailing yacht was built by Perini Navi to a Ron Holland design. Twice a year she skips from the Mediterranean to the Caribbean, where 10 guests can switch from rosé to rum to befit the change in location. And just two weeks earlier Alex's son, Gaston Lees-Buckley, brokered another Perini Navi yacht, *S/Y Elettra*, in another in-house deal. The lessons passed from father to son have helped the Nicholson family to grow our business since 1782. The same maxim rings true today.

We believe in all the yachts we broker. So much so that we are proud to charter a vast number of the yachts we sell. A fine example is *M/Y Elegant 007* (see page 148), for which my Mayfair colleague Adam-Michael Papadakis acted for both buyer and seller. In 2016, this 72m superyacht proved to be one the largest sales of the year. Our charter team now manage her Mediterranean schedule, where a week on board for up to 30 guests costs from €550,000 per week. At 230m², her sundeck boasts a larger surface area than many yachts have in total. She has a staff ratio greater than 1:1.





The key reason we are so successful in this market is the deep relationships our staff have with shipyards

Market pressures have also resulted in a boom in new build sales. It seems there simply aren't enough older yachts to go around. As ever, the Italians dominate this sector. The nation that brought us the Olivetti typewriter, Ferrari Dino and Pendolino train is by far and away the world's most prolific yacht builder, producing around 50% of larger new build yachts.

Benetti has taken orders for delivery as far ahead as 2021. Based in Viareggio on the Tuscan coast, they are Italy's leading shipyard. They attract clients by offering both custom yachts as well as a forthcoming new fleet range, the *Oasis 135'*. This 41m evolves Benetti's DNA by fully opening to the sea, by way of balconies, terraces, beaches, hatches and panoramic windows. More than a superyacht, it's the planet's most fabulous beach club, with all the trappings of a boutique hotel. Benetti's legacy stretches back to 1873. Of course, that renders the shipyard a bambino compared with Camper & Nicholson, which has been in business for a full century longer.

My market intelligence adds value to our brokers' knowledge. But the key reason we are so successful in this market is the deep relationships our staff have with shipyards. We also have a secret weapon in the new build business: our Chief Commercial Officer, Fabio Ermetto. The trust needed to pursue an off-plan purchase of this scale requires delicate understanding

of both shipyard and client. Fabio carries the confidence of both. His career took him from Benetti to Azimut and Heesen, while he can walk into Sanlorenzo, Feadship and Lürssen and be treated like an old friend.

Furthermore, there's no reason to wait until 2021 for delivery of one's new charge. Thanks to leaders like Fabio, our brokers have access to around 95 hulls that can be custom finished and delivered within the next 12 to 36 months. Plus another 1,600 pre-owned yachts currently for sale around the globe. Put simply, if a yacht is on sale, we have uniquely experienced staff with access to it. I can attest to this fact, as they call me for market information first.

One piece of data points to a final emerging trend. Over the past decade we've seen shipyards in Asia and the Middle East rising up the list to complement, if not yet rival, builders in Europe and the United States. In time Chinese yards like Heysea, Cheoy Lee and Kingship - firms familiar to our Hong Kong office - may establish themselves on the luxury yacht market, just as Lenovo, Huawei and Alibaba do in the technology sector today. Whichever shipyard buyers choose, Camper & Nicholson will make sure they sail through the process with the minimum of turbulence.

IMAGES, CLOCKWISE FROM TOP LEFT The 45m Perini Navi sailing yacht, *Blush* (formerly *Helios*), sold by Camper & Nicholson in 2018; The 24m sailing yacht *Elettra*, also sold by Camper & Nicholson in 2018; The forthcoming fleet range from Benetti, the 41m *Oasis 135'*

THE STATE OF WEALTH, LUXURY & YACHTING

Brokerage Review 2018

Camper & Nicholsons data is based on sales of yachts over 24 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 2018

YACHTS SOLD 2018 YTD

393

TOTAL YACHTS

344



MOTOR YACHTS

49



SAILING YACHTS

SUPERYACHTS SOLD			
2018 YTD	2018 YTD		
13,826m	35.18m		
TOTAL LENGTH	AVERAGE LENGTH		
2017	2017		
15,162m	34.53m		
TOTAL LENGTH	AVERAGE LENGTH		

MOTORYACHTS SOLD			
2018 YTD	2018 YTD		
12,192m	35.44m		
TOTAL LENGTH	AVERAGE LENGTH		
2017	2017		
13,443m	35m		
TOTAL LENGTH	AVERAGE LENGTH		

SAILING YACHTS SOLD			
2018 YTD	2018 YTD		
1,634m	33.35m		
TOTAL LENGTH	AVERAGE LENGTH		
2017	2017		
1,719m	31.26m		
TOTAL LENGTH	AVERAGE LENGTH		

LARGEST YACHTS SOLD, 2018

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

	MOTOR YACHT	SAILING YACHT
2018 YTD	 <p>Jubilee 110m (361'2) Oceanco, 2017 €275,000,000</p>	 <p>Sybaris 70m (288'7) Perini Navi, 2016 €88,000,000</p>
2017	 <p>Ulysses 107m (351') Kleven, 2016 \$195,000,000</p>	 <p>Silencio 49.8m (163') Perini Navi, 2001 €10,500,000</p>
2016	 <p>Golden Odyssey II 80.2m (263') Blohn & Voss, 1986 \$39,950,000</p>	 <p>Twizzle 57.49m (189') Royal Huisman, 2010 €39,750,000</p>

Section 2: Yacht sales in value 2018 YTD

€3.216b



4% increase on 2017
at the end of November

VALUE OF ALL YACHTS SOLD 2018



€2.9b

VALUE OF ALL
MOTOR YACHTS
SOLD 2018



€8.55m

AVERAGE SELLING PRICE
OF MOTOR YACHT
2018



€275m

VALUE OF ALL
SAILING YACHTS
SOLD 2018



€5.61m

AVERAGE SELLING PRICE
OF SAILING YACHT
2018

Section 3: Average selling price per size



SELLING PRICE OF SUPERYACHT BY SIZE			
MOTOR YACHTS			
Source: Camper & Nicholsons			
TOTAL SALES		AVERAGE SELLING PRICE	
2018	2017	2018	2017
€332m	€407m	€2.5m	€2.7m
24M-30M	24M-30M	24M-30M	24M-30M
€557m	€650m	€4.5m	€4.6m
30M-40M	30M-40M	30M-40M	30M-40M
€530m	€815m	€11.8m	€12m
40M-50M	40M-50M	40M-50M	40M-50M
€252m	€384m	€21m	€20m
50M-60M	50M-60M	50M-60M	50M-60M
€291m	€119m	€36m	€20m
60M-70M	60M-70M	60M-70M	60M-70M
€977m	€518m	€108m	€103m
70M+	70M+	70M+	70M+



SELLING PRICE OF SUPERYACHT BY SIZE			
SAILING YACHTS			
Source: Camper & Nicholsons			
TOTAL SALES		AVERAGE SELLING PRICE	
2018	2017	2018	2017
€47m	€59m	€2.1m	€2m
24M-30M	24M-30M	24M-30M	24M-30M
€69m	€91m	€3.8m	€4.3m
30M-40M	30M-40M	30M-40M	30M-40M
€40m	€33m	€6.6m	€8.2m
40M-50M	40M-50M	40M-50M	40M-50M
€29m	N/A	€14.7m	N/A
50M-60M	50M-60M	50M-60M	50M-60M
N/A	N/A	N/A	N/A
60M-70M	60M-70M	60M-70M	60M-70M
€88m	N/A	€88m	N/A
70M+	70M+	70M+	70M+

YACHTS SOLD PER SEGMENT						
Source: Camper & Nicholsons						
	24-30	30-40	40-50	50-60	60-70	70+
2018 (YTD)	165	142	52	14	9	11
2017	180	160	71	20	3	5
2013	202	140	69	19	11	5

Section 4: Average time it takes to sell a yacht 2018



MOTOR YACHTS

2y 2m



Down from
2y 9m in 2017

AVERAGE TIME IN YEARS AND MONTHS IT TAKES TO SELL A 30-40M MOTOR YACHT



SAILING YACHTS

2y 4m



Down from
3y 5m in 2017

AVERAGE TIME IN YEARS AND MONTHS IT TAKES TO SELL A 40-50M SAILING YACHT

Section 5: Age of yachts sold

AVERAGE AGE (YEAR BUILT) OF YACHT SOLD PER SEGMENT 2018 vs 2013

Source: Camper & Nicholsons

	24-30	30-40	40-50	50-60	60-70	70+
2018 (YTD)	2005	2003	2003	2003	2004	2008
2017	2005	2003	2007	1999	2006	2008
Δ						
2013	2001	1999	2001	1998	2005	1992





HERITAGE

The Monaco Report

WRITTEN BY FABIO ERMETTO

For centuries Camper & Nicholsons have grown alongside their principal base of Monaco. Here the firm pioneered the industry's first overseas offices in the 1960s, as Grand Prix cars raced around Port Hercules.

As the Principality expands once again, Chief Commercial Officer Fabio Ermetto details the heritage - and evolution - of both company and country.



The Principality of Monaco keeps growing. During the 1880s, the harbour area was reclaimed from the sea. The Yacht Club de Monaco was formed swiftly after. When the Grand Prix commenced in 1929 it raced on streets that had been underwater a few decades before. Its opening round was won by William Grover-Williams, a British gentleman who passed his driving test in a Rolls-Royce. Two years later, the winning driver was Louis Chiron in a Bugatti. A bust of the great Monégasque driver resides near the Camper & Nicholsons headquarters.

During the 1880s, our company was also growing fast. In 1887 our Gosport shipyard delivered the 44m *Amphitrite*. Like many Camper & Nicholsons yachts, the ten-sailed schooner enjoyed a life as rarefied as our clientele. Her ownership passed from a Scottish duke to a Swedish industrialist, then to a German movie company, where she starred in several films. As our stature rests upon our reputation, I'm glad to report that *Amphitrite* remains one of the world's oldest working yachts alongside four other Gosport builds, each over a century old. Sometimes one doesn't buy a boat, but a legend.

In the 1960s Monaco grew again. Prince Rainier III, a ruler nicknamed 'the builder prince', created the Fontvieille district, where our offices are based. Building works also delivered the Fairmont tunnel, through which the era's Formula 1 stars like Stirling Moss and Jackie Stewart raced in Ferrari and Maserati cars. Camper & Nicholsons grew in tandem. That decade the firm pioneered the industry's first overseas offices, first in Cannes, then in Palma and Monaco, to broker ever-grander yachts. These included the 41m *Sir Winston Churchill*, a three-masted racing yacht that turned heads – and trounced competitors for speed.

It's not only Monaco and Camper & Nicholsons that are getting larger. As the 2018 Monaco Yacht Show proved, luxury yachts are also increasing in size, splendour and environmental sustainability. A case in point is Fincantieri's 145m concept yacht, *Fortissimo*. She is designed to accommodate 16 guests spread across seven decks at speeds of up to 35 knots. Powered by waterjet engines, *Fortissimo* smashes the traditional superyacht mould. When she is commissioned she will be even larger than *Ocean Victory*, the 140m Fincantieri designed by Espen Oeino, which was brokered by my colleague Alex Lees-Buckley. Even before the Monaco event, a barely precedented six yachts over 70m had already been commissioned in 2018.

Furthermore, newly built luxury yachts are selling at a rate scarcely envisioned in decades past. Just as Ferrari and Maserati made Formula 1 cars, this market is dominated by Italian teams to the tune of 40% of global production. Sanlorenzo remains a market leader. One of the Monaco Yacht Show stars was their *500Explorer*. The yacht's extended aft can host a helicopter above its 7m tender garage. Additional openings unfold into a private beach club to rival anything in St Tropez. One of the most exciting yachts we sold this year was a 40m custom explorer from Cantiere delle Marche. Ultra efficient engines give her a range of 5,500 nautical miles. That's the equivalent of sailing from our Monaco office to the Bahamas, without pausing for gas.

My education as a naval architect in Holland engendered a great respect for Dutch shipyards like Heesen, Feadship and Amels. The world's second biggest yacht producing nation leads the park in larger luxury boats. Heesen are pioneering concepts like the 83m *Maximus*. Like a modern racing car, she pairs a superlight structure

IMAGES, CLOCKWISE FROM TOP LEFT Monaco's new eco-district, Portier Cove; Heesen's head turning 83m *Maximus*; Fincantieri's 145m concept yacht, *Fortissimo*, which accommodates 16 guests







Like Monaco itself, the Campers & Nicholsons heritage allows us to build and innovate in the manner of our founders

with unrivalled power. *Maximus* also contains the apparel requested by tomorrow's superyacht owners: twin VIP suites, a vast swimming pool and a near vertical bow to ensure fuel efficiency and more interior space.

It's worth noting that these modern yachts still call upon long-established partners. Some 90% of luxury yachts will pass through the Principality of Monaco during their lifetime. Many will be serviced, represented, brokered or managed by Camper & Nicholsons, the industry's oldest, largest and most trusted name. It's one thing to market a ground-breaking vessel. It's another thing to help plan, finance, insure, survey and assist with a sale from anything from 12 months to five years. Tradition never grows old.

So much so that Monaco is expanding once again. Visitors to the 2018 yacht show would have seen the new Portier Cove suburb rising from the ocean near the Fairmont Hotel. In 2025 it will deliver another marina and a longer seafront promenade. Plus a tower designed by one of my architectural heroes (and fellow Italian) Renzo Piano. This rising eco-district foresees some of the challenges faced by the yachting industry. Portier Cove will glean 40% of its power from solar, while

recycling rainwater into its forest surrounds. By 2050 the Principality will be Carbon Neutral, as perhaps will be several of our newest, quietest, go-anywhere vessels. By coincidence, our neighbour in Monaco is the Venturi Formula E team. During the forthcoming season, Felipe Massa will race their all-electric car.

Camper & Nicholsons will also grow into the next decade. We have recently pioneered an in-house insurance solution, which links a dream team of marine surveyors, medical insurers, naval architects and former merchant ship managers. By hosting staff in emerging markets - our Hong Office sits alongside the Hong Kong Club, while the new Phuket bureau overlooks the Andaman Sea - we can anticipate the needs of clients in the world's fastest growing economic zone. Furthermore, my colleagues in China and Thailand have formed links with Asian shipyards like Pride to source the latest 100m-plus yachts. A company doesn't remain in business since 1782 by cruising in others' wake.

Like Monaco itself, the Campers & Nicholsons heritage allows us to build and innovate in the manner of our founders. We raise a toast to more centuries sailing side by side.



On the Market

From performance superyachts to classic pedigree yachts, this section offers outstanding opportunities for a buyer



In the Pipeline

Finding a yacht in build and available to purchase is an excellent opportunity for a buyer looking to jump in and own a brand new yacht without the wait of a new construction. Some shipyards build on spec, with the attraction to the buyer of shortening lead times, while occasionally there are yachts in build coming up for sale as the owner no longer has such a requirement or their situation has changed. The following are just a selection of available superyachts in build and projects in the pipeline at some of the world's best-known shipyards.



1. **Amels 242** 74m (242'8)

Amels, 2020 | €99,000,000

2. **Days 68m** (223'1)

AES Yacht, 2020 | €50,000,000

Adam Papadakis | +44 207 009 1950 | apapadakis@camperandnicholsons.com

Fernando Nicholson | +1 305 604 9191 | fnicholson@camperandnicholsons.com

3. **Sanlorenzo 62** 61.5m (201'9)

Sanlorenzo, 2021 | POA

Alex Lees-Buckley | +377 97 97 77 00 | aleesbuckley@camperandnicholsons.com





4. **Lionspirit** 57m (187')

Sunrise Yachts, 2020 | €12,500,000

Fernando Nicholson | +1 305 604 9191 | fnicholson@camperandnicholsons.com

5. **Amels 180** 55m (187')

Amels, 2020 | €45,000,000

6. **Castor** 55m (187')

Heesen Yachts, 2020 | €42,300,000



Sistership



1. **Electra 50m** (164')
Heesen Yachts, 2020 | €34,700,000
2. **Triton 50m** (164')
Heesen Yachts, 2020 | €33,250,000
3. **Cecilia 49.56m** (162'6")
Wider, 2018 | €30,000,000





4. **Avalon 48 Cobra** 49m (160'7")

Rossi Navi, 2020 | €27,500,000

Fabrizio Scerch | +1 954 524 4250 | fscerch@camperandnicholsons.com

5. **Baglietto 48m** 48m (157'5")

Baglietto, 2020 | €28,000,000

6. **46m Frers Trimaran** 44.6m (146'3")

McConaghy, 2020 | \$26,500,000

Bart J. Kimman | +852 9864 0833 | bkimman@camperandnicholsons.com





1. Impero 45 S 45m (147'6)

Admiral, 2020 | €19,900,000

Marco Fodale | +377 97 77 00 | mfodale@camperandnicholsons.com

Fernando Nicholson | +1 305 604 9191 | fnicholson@camperandnicholsons.com

2. Diamond 145 44.06m (144'5)

Benetti, 2020 | €23,500,000



3. Kingship 44m 43.9m (144')

Kingship, 2020 | \$18,900,00

Bart J. Kimman | +852 9864 0833 | bkimman@camperandnicholsons.com

4. Benetti Oasis 135 41.14m (130')

Benetti, 2020 | €19,400,00





Sistership

5

5. Benetti Fast F125 38.1m (121'5)

Benetti, 2020 | €17,600,000

6. Ocea 125 38m (124'6)

Ocea, 2020 | €14,950,000

Jeremy Ehrhardt | +33 483 14 12 44 | jehhardt@camperandnicholsons.com

7. Moonen Martinique 36.3m (119')

Moonen, 2020 | €16,115,000



6



7

Sistership



1. **Okto** 66.4m ^(216'6)
 ISA Yachts 2014 | POA
 Alex Lees-Buckley | +377 97 97 77 00 | aleesbuckley@camperandnicholsons.com
2. **La Sultana** 65.4m ^(213'3)
 Georgi Dimitrov, 1962 | €12,500,000
 Charles Ehrardt | +33 483 14 12 44 | cehrardt@camperandnicholsons.com

On the market

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





3. **Adamas II** 61m (200'1)

Dauphin Yachts, 1987 | €14,000,000

Adam Papadakis | +44 207 009 1950 | apapadakis@camperandnicholsons.com

4. **Karianna** 54m (177'1)

Benetti, 2016 | €29,000,000

Oleg Taranov | +377 97 97 77 00 | otaranov@camperandnicholsons.com



1. **Parsifal III** 53.8m ^(176'6)

Perini Navi SpA, 2005 | €15,975,000

Alex Lees-Buckley | +377 97 97 77 00 | aleesbuckley@camperandnicholsons.com

2. **Atlas** 51m ^(167'3)

Codecasa, 2011 | €16,500,000

Arne Ploch | +34 971 40 33 11 | aploch@camperandnicholsons.com



3. **Andiamo** 47.6m (156'2)

Baglietto, 2017 | €23,950,000

Fernando Nicholson | +1 305 604 9191 | fnicholson@camperandnicholsons.com

4. **Raasta** 46.7m (154'2)

Heesen Yachts, 2008 | €17,500,000

Jean-Marie Recamier | +33 4 83 14 12 44 | jmrecamier@camperandnicholsons.com

5. **Pure One** 46.2m (151'6)

Arno Leopard, 2008 | €9,500,000

Fernando Nicholson | +1 305 604 9191 | fnicholson@camperandnicholsons.com



1. **Wellenreiter** 46.1m (151'2)

Jongert, 2003 | €7,750,000

Alex Lees-Buckley | +377 97 97 77 00 | aleesbuckley@camperandnicholsons.com

Gaston Lees-Buckley | +33 4 8314 12 44 | gleeesbuckley@camperandnicholsons.com

2. **Trident** 46m (150'11)

Sanlorenzo, 2014 | €18,800,000

Jean-Marie Recamier | +33 4 83 14 12 44 | jmrecamier@camperandnicholsons.com

Bart J. Kimman | +852 9864 0833 | bkimman@camperandnicholsons.com

3. **Panakeia** 45.5m (147'6)

Astondoa, 2008 | €13,750,000

Richard Higgins | +33 4 8314 12 44 | rhiggins@camperandnicholsons.com

4. **Moon Sand** 44.2m (145')

De Vries, Feadship, 2015 | POA

Alex Lees-Buckley | +377 97 97 77 00 | aleesbuckley@camperandnicholsons.com

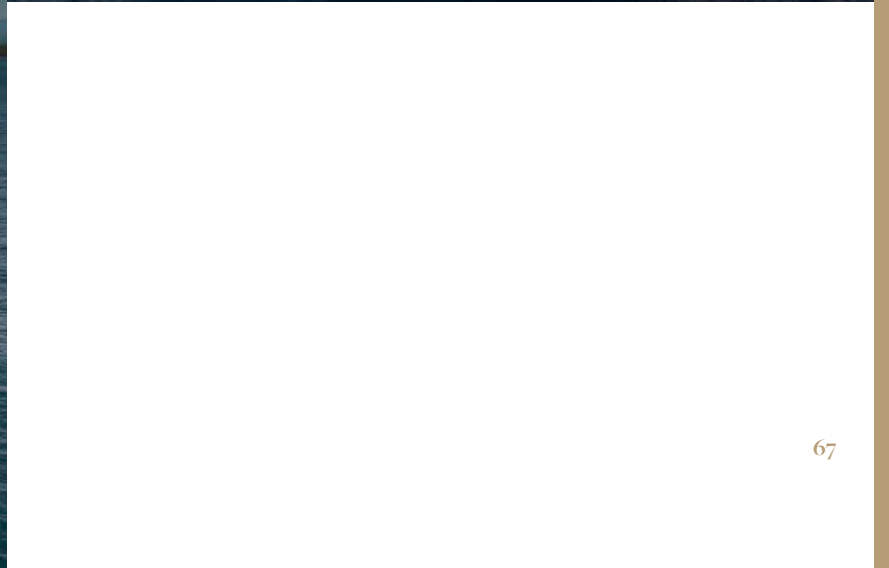
Bart J. Kimman | +852 9864 0833 | bkimman@camperandnicholsons.com

5. **Blue Vision** 44m (145')

Benetti, 2007 | €10,500,000

Alex Lees-Buckley | +377 97 97 77 00 | aleesbuckley@camperandnicholsons.com





ON THE MARKET

WELLENREITER | TRIDENT | PANAKEIA | MOON SAND | BLUE VISION



1. **CD Two** 43m (141')

Cantieri Navali Nicolini, 1995 | €4,250,000

Arne Ploch | +34 971 40 33 11 | aploch@camperandnicholsons.com

2. **Eclipse** 43m (141')

Feadship, 1993 | \$9,500,000

Alex Lees-Buckley | +377 97 97 77 00 | aleesbuckley@camperandnicholsons.com





3



4

3. **X** 42.78m (138'5)

Sanlorenzo, 2016 | €18,000,000

Fernando Nicholson | +1 305 604 9191 | fnicholson@camperandnicholsons.com

4. **Basmalina II** 41.6m (136'4)

Icon Yachts, 2011 | €11,900,000

Gaston Lees-Buckley | +33 4 8314 12 44 | gleesbuckley@camperandnicholsons.com

5. **Dragon** 41.1m (134'10)

Palmer Johnson, 2007 | €8,900,000

Fernando Nicholson | +1 305 604 9191 | fnicholson@camperandnicholsons.com

Arne Ploch | +34 971 40 33 11 | aploch@camperandnicholsons.com



5

1.

Thumper

40.05m (131'4)

Sunseeker, 2014 | €12,970,000

Alex Lees-Buckley | +377 97 97 77 00 | aleesbuckley@camperandnicholsons.com
2.

Shane

39.6m (129'11)

Overmarine, 2004 | €3,350,000

Jeremy Ehrardt | +33 4 8314 12 44 | jehardt@camperandnicholsons.com





3. **Safira** 39.31m (129')

Newcastle Marine, 2013 | \$16,750,000

Flavio Constantino | +1 954 524 4250 | fconstantino@camperandnicholsons.com

4. **Zeepaard** 37.18m (121'11")

JFA, 2003 | \$8,800,000

Karen Ball | +852 3976 7900 | kball@camperandnicholsons.com

5. **Tanusha** 37m (121'4")

Benetti, 2010 | €8,000,000

Oleg Taranov | +377 97 97 77 00 | otaranov@camperandnicholsons.com





Yacht Insurance

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

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

CNI@CAMPERANDNICHOLSONS.COM

SECTION 3

ON BOARD

TRAVEL

St Tropez short cut

74

FASHION

Ship shape style

82



FASHION

St Tropez short cut

WRITTEN BY **TRISTAN RUTHERFORD**

The wedding of Mick and Bianca Jagger wasn't St Tropez's biggest story of 1971. That summer the Vilebrequin swimwear company, which paired spinnaker sails with Provençal élan, was born near place des Lices. This season Vilebrequin draws inspiration from the yachting destinations of St Barths, Phuket and the Seychelles. Purchase your pair from any leading hotel, from the Cipriani to Four Seasons Maui.





It turned out that 1971 was a fine time to start a home-spun, if knowingly chic, swimwear brand

Vilebrequin began with a love story. In the summer of 1971 racing car journalist Fred Prysquel moved to St Tropez to impress a local girl named Yvette. Despite the town's beachfront position, Prysquel found the swimming trunks for sale around place de Lices saggy and unbecoming. Armed with a pair of scissors, he carved material from yacht spinnakers into American-style surf shorts. The trunks were cool and comfy. They dried quickly in the Riviera breeze. More importantly, the girl of his dreams fell for him. And every guy in the Vieux Port wanted a pair too.

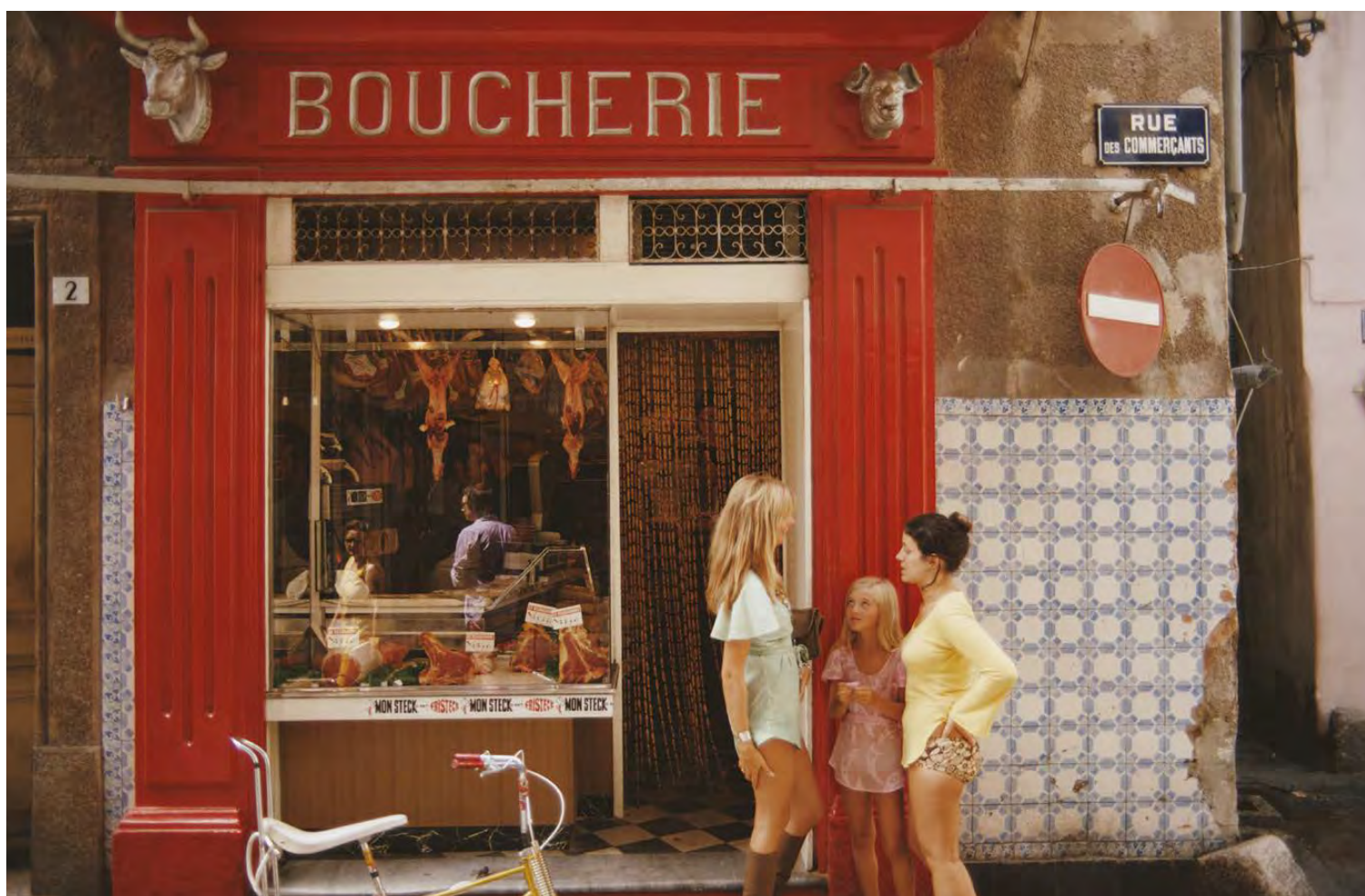
Prysquel needed a name for the brand. In homage to his career reporting Formula 1, he christened his new store Vilebrequin after the Gallic word for crankshaft (which sounds far nicer in French). As racing driver Jackie Stewart won the Grand Prix at the nearby Circuit Paul Ricard, Prysquel scoured St Tropez for seamstresses. Vintage sewing machines chattered through the night. By dawn more lightweight shorts were folded and displayed to be sold throughout the day.

IMAGE Vilebrequin founder, Fred Prysquel, with his partner Yvette

It turned out that 1971 was a fine time to start a home-spun, if knowingly chic, swimwear brand. Nearly five decades ago St Tropez offered a ray of light to a weary world. As the United States struggled through Vietnam, the American photographer Slim Aarons snapped sybaritic scenes on plage de Pampelonne. Here bare-chested blondes cavorted on the sand, while luxury cruisers twinkled offshore. Aarons even captured a portrait of tropezienne girls looking sexy outside a boucherie on rue de Commerçants. (It's worth noting that the era's Top 20 largest yachts included *Philante*, now the Norwegian royal yacht M/Y Norge, built by Camper & Nicholson in 1937.

The Rolling Stones had also redirected the spotlight far from austerity Britain. In 1971, they declared themselves exiles from the United Kingdom's 90% income tax by fleeing to the South of France. Mick Jagger's wedding to Nicaraguan actress Bianca Perez-Mora Macias proved the highlight of St Tropez's social calendar. It was a chaotic affair.





IMAGES Slim Aarons, who once described the subjects of his photography as "Attractive people doing attractive things in attractive places", captures life in Saint-Tropez





Nothing shouts St Tropez like a classic pair of Vilebrequin shorts – or a glass of pastis on a Camper & Nicholson's yacht

Paul McCartney and Ringo Starr had to be seated far apart due to a legal dispute. Keith Richards and Brigitte Bardot's ex-husband Roger Vadim both claimed to be Jagger's best man. After the ceremony the newlyweds sped to Café des Arts on place des Lices near the original Vilebrequin store. The café still serves the coupes of champagne and Tarte Tropézienne pastries enjoyed by Mick and Bianca today.

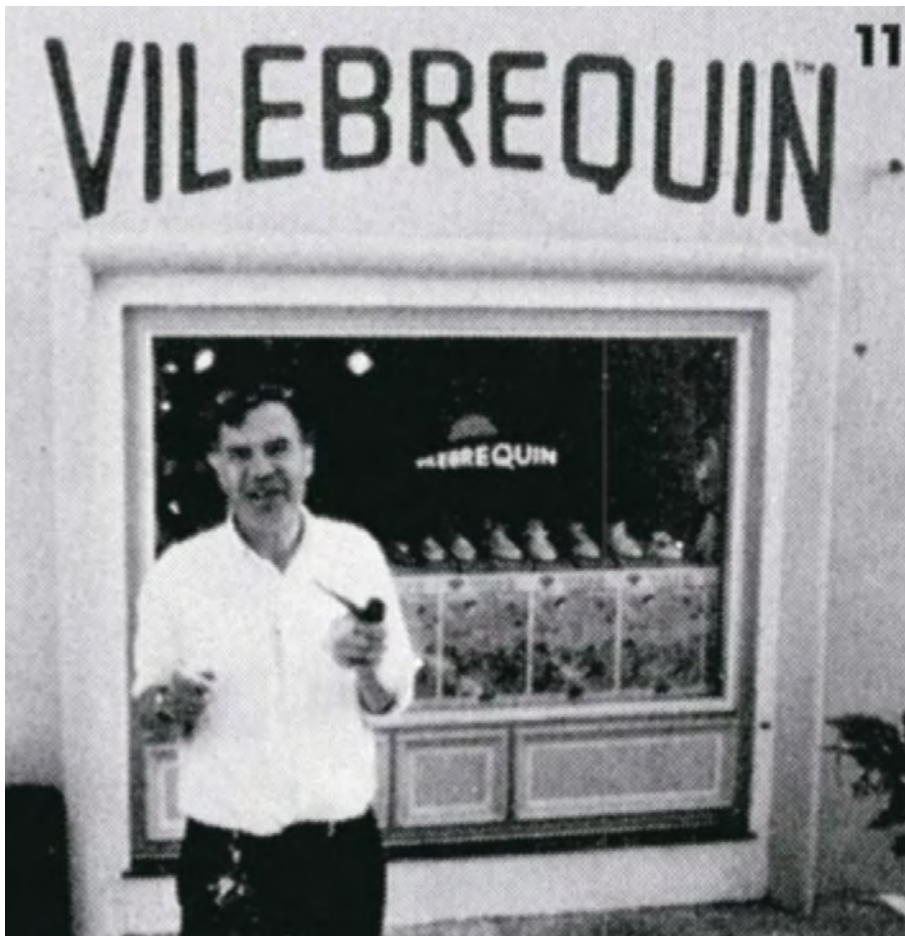
Unlike the Jagger marriage, Vilebrequin became a St Tropez success story. Prysquel added other styles of shorts to his classic Moorea cut. These include the more fitted Merise. Plus the MEV71, an elasticated shortie that harks back to 1970s images of Jean-Paul Belmondo reading Var-Matin in Café Sénéquier. The brand also firmed up its Toujours au Soleil ethos. By creating two annual collections called 'High Summer' and 'Spring Summer' it could blast out blatantly

beachy swimwear - and later bikinis, beach towels and accessories - 12 months a year. A final innovation was the Père & Fils collections for fathers and sons aged from six months up. Style wasn't limited to age, only to the garment's place of purchase, be it La Mamounia, the Eden-Roc or the Fairmont Acapulco.

Vilebrequin's latest showing shifts another gear. Their 2019 collection is inspired by "St Barths, Tulum, Phuket and the Seychelles". It's no coincidence that all four are yachting destinations du jour. Some commentators prefer the brand's recent collaboration with monochromatic fashionista Karl Lagerfeld. His designs impose black and white Seventies silhouettes onto beach tunics and clutch bags. For us nothing shouts St Tropez like a classic pair of Vilebrequin shorts - or a glass of pastis on a Camper & Nicholson's yacht.



LEFT The original Vilebrequin store in Saint Tropez
 ABOVE The Père & Fils collection from Vilebrequin for fathers and sons BELOW Vilebrequin founder, Fred Prysquel, outside one of his stores







FASHION

Ship shape style

CURATED BY VILEBREQUIN

View the latest collections, whose names
are all yachting destinations du jour.



Unisex Petrol Mirror sunglasses

These quintessential racing frames recall the roaring Seventies. Back then, drivers like James Hunt and Niki Lauda would careen around breakneck tracks like the Autódromo de Buenos Aires and Long Beach, before the advent of safety cars and Halo head protectors. Vilebrequin use Category 3 Zeiss lenses that promise the highest level of UV protection at sea or on track. Former F1 journalist Fred Prysquel would heartily approve.

PRICE: £210



Karl Lagerfeld Zipped Case

Karl Lagerfeld would cut an incongruous figure at Club 55 with his starched collars and gloved fist. Nevertheless the veteran German designer is a St Tropez stalwart. In 2010 Lagerfeld catwalked his latest Chanel collection under the plane trees of place des Lices. More recently he silhouetted iconic 1970s images, including this one of you-know-who, onto Vilebrequin accessories.

PRICE: £60



Pareo Paradise 3D

According to botanical literature, birds-of-paradise are noted for 'highly elongated and elaborate plumage extending from the wings, tail or head'. Which sounds similar to some yacht guests on their nocturnal strut around St Tropez. This 3D avian print parao (a versatile skirt that originated in Tahiti) could dress, snuggle or wrap any tropical yachtie.

PRICE: £95



Boys Swimwear Starlettes & Turtles Vintage

Boys aged 2-14 can sport these classic Moorea swimshorts. What's more, €10 from every pair of Vilebrequin's turtle-print items is donated to Te Mana O Te Moana, a charity that finances turtle sanctuaries in French Polynesia. In 1995 Vilebrequin pioneered the Père & Fils father and son textile pairing. That means that daddy can purchase a matching adult pair of swimshorts for £185.

PRICE: £85



Florine Phuket Printed dress

Each year Vilebrequin develops thirty prints “alluding to the holidays, the sea, and the sun”. The brand’s 2019 collection is inspired by Seychelles, Caribbean, the Mexican Riviera and, in this case, Phuket, where the fabric was printed in August 2018. With puffed sleeves and removable shoulder straps, the Bleu de Mer dress is as versatile as a Technohull tender. Weighing in at just a few hundred grams, the garment is light enough to slip into the smallest Rimowa suitcase.

PRICE: £305



Linen Pacha pants

Believe it or not, Vilebrequin’s CEO Roland Herlory lives and works on the island of St Barths. After answering morning emails from Europe, the former Dior executive lives the beachy life familiar to his customers. Linen Pacha pants like these can be rendered shipshape with the addition of a casual shirt or Panama. They come in three maritime colours: navy blue, neptune and white.

PRICE: £195



Vitali Rocks Merise shorts

Vilebrequin use Camper & Nicholson’s favourite destinations for their photographic backdrops. This printed scene was shot by legendary beach photographer Massimo Vitali near the island of Porquerolles, some 50km from St Tropez. The quick-drying nature of these modern Merise cut shorts recalls the brand’s origins. Back in 1971, garments were crafted by hand from spinnaker sails.

PRICE: £220



Men Terry Cloth Polo

Terrycloth didn’t go out of fashion in the 1970s. That’s because the deep weave material is shockingly absorbent. It can withstand an Aegean meltemi or an Alaskan williwaw, and still leave its wearer dry enough to sink a French 75 with the first mate. This polo shirt comes in six nautical colours and can be found in department stores from KaDeWe in Berlin to Isetan in Tokyo.

PRICE: £120



Yacht Capital

Setting the stage for
a crowning jewel

At Camper & Nicholsons Capital we draw on our relationships and experience with some of the world's premier banks and finance houses to find you the right funds in a timely manner and structured in the most efficient way, to minimise your exposure. To deliver the ideal solution we have made our relationships the bedrock of our offering, partnering with distinguished financial institutions and experts who are leaders in their field and have a proven track record.

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SECTION 4

TRAVEL & CULTURE

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TRAVEL

The Mediterranean that history forgot

WRITTEN BY **TRISTAN RUTHERFORD**

Some Mediterranean islands have been lost to sailors for centuries. A handful have been off limits for millennia. The

Brujuni and Maddalena archipelagos are a short sail from Croatia and Sardinia, yet boast little trace of the 21st century. On Cabrera and Sazan, near Mallorca and Corfu respectively, seascapes appears unchanged since the dawn of time.



SPAIN

Cabrera

Cabrera is the Balearic Island you've never heard of. The fifth largest of Spain's Mediterranean chain, it boasts a coastline as long and crystalline as Formentera. Although that's where the similarity ends. There is no Hendrick's gin on Cabrera. Nor Clinique sunscreen or salt-tinged copies of Paris-Match. This five-mile isle is a fragrant timewarp where the only entertainment is cave diving in an azure grotto. Indeed, the sole residents are 12 Spanish militars who reside in a 14th-century castle. The island has only one TV.

A curious mix of piracy and papacy kept Cabrera as pristine as a nun's habit. In 600 AD, an order of Catholic monks settled on the island. The group frolicked as flamboyantly as any guest on a private paradise would, until their lewd behaviour was upbraided by Pope Gregory in Rome. When the monks sailed off, pirates sailed in from the Ottoman Empire in the east. They had as much interest in the island's 30 endemic species as teenage Brits in Magaluf, a resort 25 nautical miles west. Thus Balearic blackthorn, wild fennel and lemon-scented thyme were left to run riot. Centuries later a Spanish garrison foraged the feral botanicals to distill hierbas, an aromatic Mallorcan digestif.

In 1991 the Edenic scene was granted National Park status. The 100km² protected zone included Cabrera and its 19 little brother islands. Plus a

surrounding seabed that has never been spearfished, trawled or otherwise mauled. Thalassophiles may checklist a cornucopia of marine variety: humpbacks, pilot whales, Risso's dolphins, loggerhead turtles. Ornithologists should ask the captain to pass the Zeiss binoculars. Balearic shearwaters and storm petrels rank among the 150 bird species that glide above the seas, along with ospreys and falcons that patrol on land.

There's just one challenge in holidaying on a barely inhabited paradise. It requires a private yacht. Guests with a flotilla to rival Barbarossa, the red-bearded pirate who once frequented Cabrera, can unhoist their sea scooters, kayaks and submersibles into a private aquarium. Parties with a one-day scuba license from the National Park authorities are in for a rare treat. Marine species look upon divers as rare if ungainly interlopers. Marching troops of damselfish seem entirely unafraid of humans. Amberjacks shoal with the precision of silver gunships in a naval parade.

As one might expect, park rules are enforced with military rigour. In July and August, a 48-hour limit is imposed on the maximum of 50 vessels allowed to anchor in two designated spots. Stepping ashore is even more regulated. Only one natural harbour can be used to disembark tenders. From here footpaths meander through a prehistoric land that pairs the dusky steppe of Anatolia with a perfumed Balearic breeze.



BALEARICS

Orso 3

Length 33m (108'4)

Guests 10

Crew 7

CHARTER PRICE FROM €90,000 PER WEEK

Based in Palma, enjoy *Orso 3*'s comfort and investigate this tiny island. She has the tenders to take you ashore to explore the National Park.





EAST & WEST MEDITERRANEAN

Resilience

Length 50m (164'1)

Guests 12

Crew 12

CHARTER PRICE FROM €160,000 PER WEEK

This yacht continues to impress everyone who boards her with her flexible layout, stylish design and endless amenities.

CORSICA

TYRRHENIAN
SEA

SARDINIA

SARDINIA

Maddalena Archipelago

The Maddalena Archipelago's endowment of beaches is laughably excessive. Where northern Sardinia fractures into 62 tiny islands, there's enough sand to make a Brazilian weep with envy. Cala Sorayi offers a fine example. The beach is a swoosh of icing sugar on uninhabited Spargi Island. The only shadows are those imparted by RIBs on the sandy seabed. Or take Cala Coticcio on Caprera Island. The aquamarine shallows surrounding the postcard-perfect cove are so alluring they've been nicknamed 'Tahiti'. On Razzoli Island, another uninhabited speck, Cala Lunga is hidden behind a rocky promontory. It's as if the Almighty has played a trick by creating one of world's cutest beaches, then hiding it from mankind.

In fact, heavenly help wasn't required to protect the Maddalena from human interference. Global politics managed that all by itself. That's because when the Treaty of the Hague concluded the War of the Spanish Succession in 1720, the signatories forgot to award the archipelago to the Kingdom of Sardinia. Thus the seven main islands and 55 isolotti became sandy pirate hangouts. The island chain was even useless as a prison. Italian revolutionary Giuseppe Garibaldi was exiled here in 1849, but became so taken by the scented samphire and yellow-horned poppies that he returned voluntarily a decade later. Garibaldi spent the final third of his life on Caprera Island hiking, writing and fishing for seabass. Luxury yacht guests frequently request a similar experience today.

Even the Cold War subdued the Maddalena's sub-tropical seas. In the early 1970s the United

States Navy created a vast facility to service nuclear submarines on Santa Stefano, the fourth-largest island. The American base discouraged casual visitors. It also unwittingly preserved the life-giving Poseidon grass that thrives under the waves. It's a shame the Soviets didn't show up. They'd have spied a sun-kissed capitalist paradise from their periscope and known their cause was lost.

Such pristineness is doubly shocking when one considers the archipelago's location. A Wahoo Ribs tender could skip from Porto Cervo to the Maddalena in ten minutes flat. From Phi Beach Club on Sardinia's northern tip, which serves tuna tartare to Italy's bella gente, one could conceivably swim the mile across. The speediest mode of transport is the HelItaly service from Porto Cervo Helipad. Bank on seven minutes, give or take.

Taking the chopper has a dual use. Surveying the island chain from the air proves its final appeal. Imagine a Bahamas-like scatter of sand-haloed specks on a cerulean blue sea. That's because the archipelago rests upon a Caribbean-depth sandbank, which permits visitors to literally leap from island to island. More sedate souls can play Jacques Cousteau with a glass-bottomed kayak, although a floppy straw hat and waterproof iPhone cover are a must. Bored of paradise? France's Lavezzi Islands sparkle 5km west near the coast of Corsica. They have a similarly piratical backstory paired with an abundance of gorgonia coral and dusky grouper. One can sail across in 30 minutes. Although kiteboarders can do it in ten.

ALBANIA

Sazan Island

Last year Sazan opened to visitors for the first time in two millennia. Occupying a choice position midway between Italy, Greece and Croatia, it was used as a naval bastion by the Roman, Venetian and Ottoman fleets. In 1920 the Capri-sized isle was seized by Italy's Regia Marina. Italian naval chiefs built art deco villas and a watchtower, from where Puglia's golden coastline can still be spied across a topaz Ionian Sea. As the island's microclimate mirrors Sicily, a half-hearted attempt was made to grow Nero d'Avola grapes. Sazan even appeared on Italian postage stamps.

The unlikely story gets stranger still. Under the madcap socialism of Albanian ruler Enver Hoxha, Sazan was turned into a Soviet nuclear submarine base. As the rest of the Adriatic became beset by tourism, the island's 400 species - including Hermann's tortoises and Balkan whip snakes - remained remarkably preserved. That is, as long as they avoided occasional forays by Russia's Spetsnaz special forces. As years passed, Hoxha's questionable sanity was clouded by delusional behaviour. He severed ties with the USSR and communist China as both nations flirted with the bourgeois West. By the 1980s Albania was Europe's North Korea. A hermit kingdom where satellite images showed neither streetlights or vapour trails, nor pollution or mechanised farming. The nation's most isolated quarter? That would be Sazan.

In the 1990s the islands of Corfu and Hvar welcomed five star hotels. On Sazan, a day sail from both destinations, army barracks were reclaimed by butterflies and geckos. Today visiting sailors may tie up at a Soviet-era marina, then

hike through wind-whistled forests of Aleppo pines. As the dictator Hoxha predicted, the 3,000 concrete bunkers that dot Sazan's interior have finally been overrun - not by invading soldiers but by holm oak and maquis herbs. The Instagram must is a selfie inside the rock tubes that puncture the island's 15km coastline. These once housed surface-to-sea torpedoes, lest the running dogs of NATO attempt to turn Sazan into the next Mykonos or Vis.

For yachtsmen 2,000 years of maritime seclusion means just one thing. The seas around Sazan are a naval graveyard for triremes, galleons, xebecs and battleships. Yet they have never welcomed a pair of Cressi fins. Even novice divers can stumble across a Byzantine amphora or an Austro-Hungarian gun turret. The abundance of short-beaked dolphins, and the occasional sperm whale, is testament to the paranoiac intransigence of Enver Hoxha. To prevent his citizens escaping from a socialist paradise, he relocated Albania's seafaring families to the Alpine uplands, replacing them with mountain folk. The art of fishing had to be literally relearned, to the extent that Albanian society forgot that the juicy langoustines familiar to any Adriatic sailor were edible. They were fed to pigs instead.

In 2010 Sazan was declared a National Park. That's fortunate, as it's a priceless example of a Mediterranean island barely changed since biblical times. Development has been allayed for a second reason. The Albanian government are genuinely stumped by what to do with a watery Elysium that has never been farmed, fished or sunbathed upon. A parasol and a cellphone signal might be a start.



WEST MEDITERRANEAN

Eclipse

Length	43m (141')
Guests	12
Crew	10

CHARTER PRICE FROM €125,000 PER WEEK

Sazan is just over 100 nautical miles from Porto Montenegro, and 45 from Corfu. The 43m Feadship *Eclipse* has cruised Albania's virgin waters several times. It boasts the tenders and snorkel equipment necessary for a lost island assault.



CROATIA

Brijuni Island

When Hvar was scratching a living from its olive orchards, the island of Brijuni was the Adriatic's celebrity go-to. In 1893 it was purchased by Viennese industrialist Paul Kupelwieser. His masterplan was to create a Monte-Carlo on the Austro-Hungarian Riviera. Croatia's first golf links lured the jeunesse dorée across from Venice, just 65 nautical miles west. Bottlenose dolphins would accompany luxury vessels into the new marina. Among them was radio inventor Guglielmo Marconi's steam-driven yacht *Elettra*, which bristled with the latest communication technology.

European conflict didn't stop the fun. Nor did a switch in suzerainty from Austro-Hungarian to Italian. By the 1920s English Milords and German Freiherrns were competing for the Brijuni tennis trophy, while sporting mirrored sun goggles and natty whites. The curtain call for this urbane outpost was drawn by the Wall Street Crash of 1929. When the money stopped the tennis balls ceased to bounce, and the golf course reverted to rough. Kupelwieser was transformed almost overnight from magnate to bankrupt. His hedonistic retreat reverted to the Italian state, then to eventual Yugoslav control.

Yugoslavia's socialist leader Marshall Tito could have shared the tycoon's spoils with his comrades. Instead he simply moved in. The island went from being the most cosmopolitan of Croatia's 1,200 islands to its most closed. To be fair to Tito, Brijuni was an inspired choice for a presidential retreat. It was defensible, distinctive and has a microclimate that nourishes strawberry trees and laurel forest. The ruler became fast enamoured by Kupelwieser's dandified trappings. He even refitted an ex-Italian armed

merchantman as a presidential yacht so he could sail to his weekend retreat in style. (The 117m *Galeb* could top 17 knots using twin FIAT diesels. In the 1950s Tito sailed it up the Thames to meet Sir Winston Churchill, and later entertained personalities as diverse as Richard Burton and Muammar Gaddafi on board.)

The Brijuni now open to visitors is a product of Tito's 35-year tenure. On the Sark-sized island he indulged his Arcadian fantasies, pairing sub-tropical banana trees with giant sequoia. The 100 world leaders entertained on Brijuni knew how to tickle Tito's naturalist streak. Indira Gandhi gifted him two Indian elephants. Zambia's Kenneth Kaunda proffered an entire herd of antelope. This Noah's Ark of wildlife can be toured by golf buggy or mountain bike today. Hazards on Kupelwieser's still functioning golf course include zebra and chital deer. Tito himself preferred to ride in a 1953 Cadillac given to him by US President Dwight Eisenhower. For many years the Cadillac was the only automobile in the Socialist Federal Republic of Yugoslavia with an electric roof and power steering.

The most alluring legacy from the reigns of Kupelwieser and Tito are the island's gin clear waters. A restored boathouse hosts a subaquatic exhibition detailing the pristine seabeds around Brijuni and its 13 surrounding islets. Nearby, a 500m-long snorkel trail calls upon sponges, crabs and the endemic pen mussel. Island politics are equally unique. A seafront gallery shows photos of every global leader that sailed in. Vietnamese revolutionary Ho Chi Minh looks terrified as he rides shotgun on Tito's Riva speedboat. It's as if the cultural clash between east and west was too much to bear.



CROATIA, WEST MEDITERRANEAN

Jo

Length	50m (164'1)
Guests	12
Crew	12

CHARTER PRICE FROM €175,000 PER WEEK

Jo will be cruising Croatia next summer. She is a renowned vessel with a charter history second to none, combining her interior and exterior spaces to provide relaxation and comfort.





D R E A M

WRITTEN BY **TRISTAN RUTHERFORD**

Jason deCaires Taylor's career included roles as a paparazzo, scuba guide and theatre designer. He combined all three to create photogenic living sculptures backdropped by an ocean stage. Taylor's dozen seabed installations can be viewed by snorkel, scuba or submarine. Yet his latest human forms, frozen under Norway's ice floes, may prove his most vital yet.



S C A P E

It's an Atlantis as imagined by Pablo Picasso. Contemporary art meets marine science, restyled by coral larvae and Neptune himself.

In the luculent waters off Grenada, a circle of children hold hands under the Caribbean Sea. In 2006 these statues were cast from pH neutral cement and sunk on a barren sea bed. Nature then completed the living art project. Amber staghorn sprouts from heads. Turquoise fans wrap like scarves around necks. And when a silver barracuda noses past the haunting scene, lobster hide between the children's legs. It's an Atlantis as imagined by Pablo Picasso. Contemporary art meets marine science, restyled by coral larvae and Neptune himself.

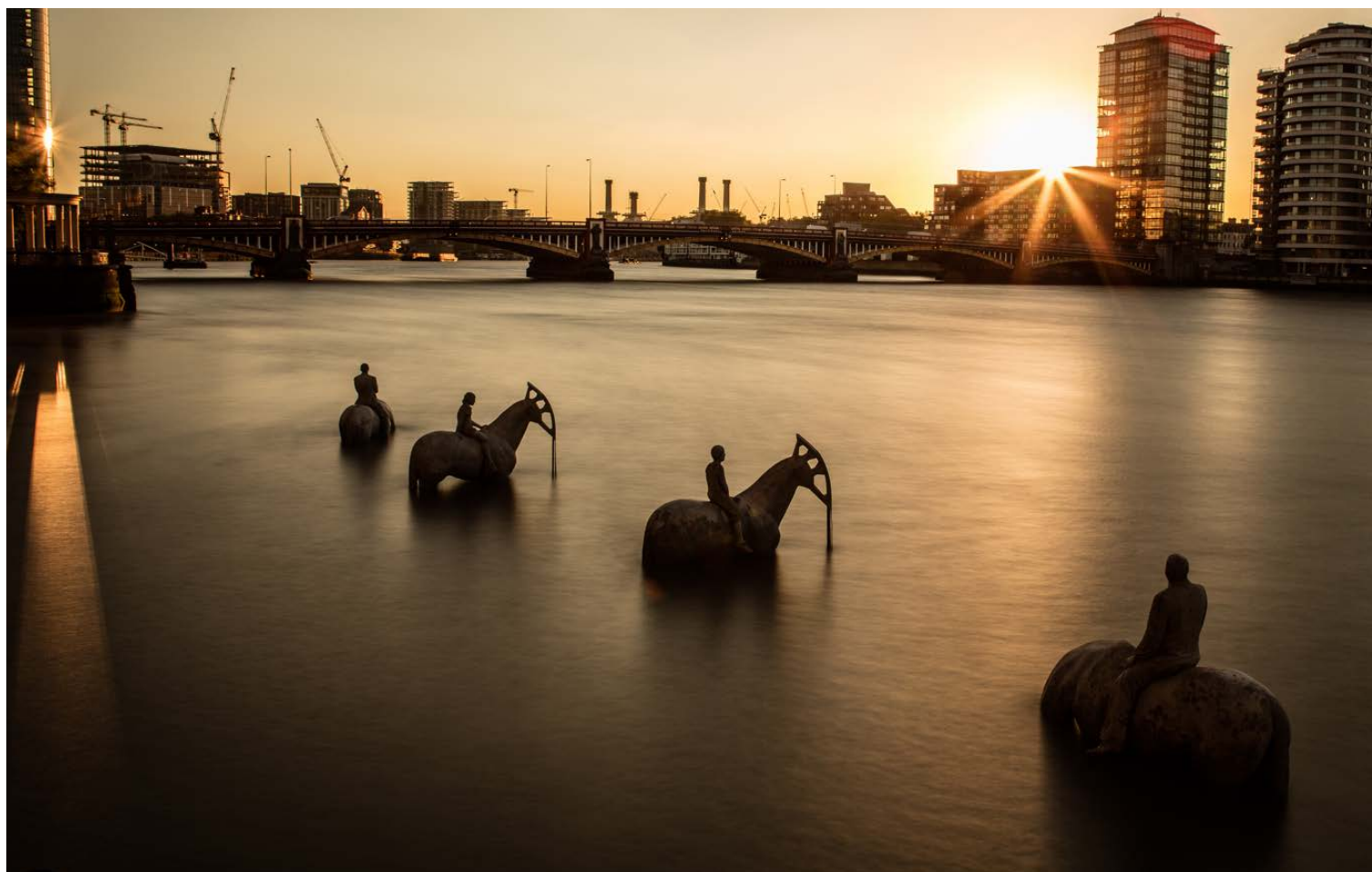
Like all of Jason deCaires Taylor's aquatic installations, his inaugural work remains imminently accessible. *Vicissitudes* sits 10 minutes by boat from the Camper & Nicholsons Marina in Grenada's Port Louis. As the sculpture resides in 5m of translucent shallows, it can be dived on by everyone from scuba pros to novice snorkellers. All are in for a surprise. Because objects appear 25% larger under the waves, Taylor's orphans stare with ghostly gazes through eyes shimmering with purple coralline algae. Each sealife-emblazoned statue tells a wider story. Shallow seas like this make up less than 10% of our oceans, but host the majority of marine life.

Like all of Taylor's subsequent works, *Vicissitudes* sits downstream from another reef. This attracts marine pioneers like coral polyps and fireworms that colour the sculptures like a Jackson Pollock dreamscape. Shockingly, these original sculptures were cast on a wing and a prayer. Some 15 years ago, the now 44 year-old sculptor had drifted from a childhood in Grenada and Malaysia to roles as a theatrical set designer and paparazzo photographer. He had begged, borrowed and saved £40,000 to start a diving school when his genesis of an idea struck: to synthesise sculpture and cinematography on a dynamic stage that shifts with sunbeams, starlight and submarine characters from across the Caribbean Sea.

Slowly his 26 child statues and 39 other cement installations distorted with colonising species. On the Grenadan shore another quiet revolution took place. Authorities understood that Taylor's artsy artificial reef had enlivened a deserted seabed. Better still, the attraction had deflected visitors away from the overworked Elkhorn coral diving spots around Flamingo Bay. From humble beginnings, *Vicissitudes* inspired the creation of the Molinere-Beausejour Marine Protected Area. It's one of four undersea reserves around the vast Caribbean island, which will cover 20% of its coastal zone by 2020.

RIGHT Jason deCaires at work





ABOVE *The Rising Tide*, River Thames, Vauxhall, London 2015
RIGHT *Cruising the Rubicon*, Lanzarote, Spain 2016





The work also anointed Taylor an accidental environmentalist, a Banksy of the seabed, who could spin statements from his subaquatic art. These include *Ocean Atlas* (2014) in the Bahamas, where a gargantuan schoolgirl supports the ocean on her shoulders, as stingrays and triggerfish feed at her feet. Plus, the far-larger *Museo Atlantico* (2016) off Lanzarote, which includes a faceless couple taking a selfie while an African migrant raft flounders beyond. The latter project saw a 200% increase in marine biomass after installation, from rare angel sharks to butterfly rays.

This winter SEA+I caught up with Taylor as he makes a splash in colder climes. In a fjord near Oslo, his latest work crafts another tale by tethering humanoid sculptures to the ocean floor via a precarious umbilical cord. Each one was created using a new form of floating cement. This allows the inert beings to hover in the inky ether, before colonising species lend them a soul. And as the icy surface creaks into a frigid block, the green algal water imprisons the sculptures in an emerald half-light. Next summer the statues can be paddled past aboard a glass-bottomed kayak. Braver souls may even snorkel in Norway's 16°C summertime seas. Can't wait until then? Experienced scuba divers will soon be able to carve a hole in the ice then drift past the frigid exhibition, while the glacial layer above glitters above like the *Aurora Borealis* itself.

As Taylor explains, the idea to plant living sculptures in northern waters seemed curious at first. "When we think of underwater exploration we imagine tropical seas in Asia and the Caribbean," says the London-based artist. "The murky brown waters around Norway don't initially compare." But Taylor shines a Scubapro light on an ecosystem just as varied and vulnerable.

Alongside his floating statues, kelp forests form an Amazonian tangle that offers shelter to sea snails, rockfish, seals and gulls. "We also thought that marine life would take longer to colonise the sculptures in Norway compared to the Caribbean," says Taylor. The opposite was true. Just six weeks after his team lowered the statues using cranes and air props, blue shell mussels settled to filter the immediate water, rendering it clearer than elsewhere in the bay. All too chilly? Fear not. Because the most accessible of Taylor's works is currently being installed alongside the Great Barrier Reef. By 2020, Australia's first Museum of Underwater Art will become animated by zoetic waters that host 600 species of colonising coral. It's said that Captain Cook's ships were inexorably attracted to Magnetic Island, around which many artworks will reside. Little wonder, as the seas team with coral trout and black marlin, which will expand the museum's dramatic cast like one of Taylor's theatrical productions. On Magnetic Island itself a colony of 800 koalas and 2,000 human residents will have the installation to themselves come nightfall.

Like all of the sculptor's imagery, the Great Barrier Reef museum will weave a cautionary tale. An intertidal piece on the shoreline will be inundated by rising waters each day, with ocean flotsam visible when the tides recede. Although Taylor's works have reached an audience of over a billion over the past decade, his artificial reefs can't stop environmental degradation on their own. "Jacques Cousteau said that you protect what you love, and protect what you understand", he concludes. By allowing the world to fall in love with his poignant sculptures, Taylor has made environmentalists of us all.

ABOVE *Cruising the Rubicon*, Lanzarote, Spain 2016

BELOW *Viccisitudes*, Moiliner Bay, Grenada 2006



TRAVEL

The big adventure

WRITTEN BY TRISTAN RUTHERFORD

It's one thing to spot freshwater dolphins on the Amazon River.
It's quite another to invite 30 of your friends along for the ride.
Uniquely, Camper & Nicholsons charter six passenger qualified
yachts across the four corners of the globe. From the Mekong to the
Baltic, each megayacht can sail with a full complement of naturalists,
astrologers, chefs and masseurs voyaging alongside.



VIETNAM AND CAMBODIA

Aqua Mekong

The Mekong cuts a topaz slash on Tibet's cinnamon coloured earth. It then tumbles through the chokepoint of China and Myanmar, where leaf monkeys and pangolins bark at passing barges. At Luang Prabang in Laos, the river reflects the emerald green of Sunda oaks and Jaggery palms. It meanders through Thailand like a lost backpacker. Then crosses into Cambodia, where it is known in Khmer as the 'Great River'. In Vietnam the Mekong is reborn as a moving aquarium, containing the most concentrated biodiversity per hectare of any global waterway. After a journey of 4,500km it spreads, exhausted, into several branches that give rise to its local nickname, the 'River of Nine Dragons'.

It's a boon that *Aqua Mekong* was custom built to cruise the river in 2014. For the Mekong at Saigon is populous, untamed and tidally wild. Guests aboard the motoryacht's 20 luxurious suites may gaze at a panorama that changes by the hour. Using her kayaks and bikes, combined with the know-how of experienced river guides, one can navigate through a delta of 13 million souls where floating markets abound. Alternatively, passengers can kick back with a Pimm's on the observation deck while reading

Graham Greene's *The Quiet American*. This is a floating five-star hotel, with an accompanying staff-to-client ratio of one-to-one.

Adventure colours the air upriver. While the *Aqua Mekong* makes a stately procession at 8 knots, her four speedboats can escort all 40 guests ahead to spot Siamese crocodiles, freshwater rays and up to 20,000 floral species. Locals dine on the river's 90 types of catfish but Michelin-starred consultant chef David Thompson has other ideas. His bespoke menu pairs Thai spice with Indochine-moderne.

When the crimson sun falls across South East Asia it's time to retire. Fortunately *Aqua Mekong's* hardwood suites with glass balconies were designed by Noor, the architectural agency behind Furaveri in the Maldives and Raffles Le Royal in Phnom Penh, our next port of call. The Cambodian capital is a blend of French boulevards and tropical fleuristes. A short sail inland, entire villages built on buoyant wooden shacks float on Tonlé Sap Lake. Near its banks the region's greatest UNESCO site, the ancient temple of Angkor, awaits.

IMAGES, CLOCKWISE FROM TOP LEFT The five-star Aqua Mekong custom built for cruising the Mekong; A traditional fisherman plies his trade on Tonlé Sap Lake; The Great River cuts a slash through dense jungles; Relax on deck in luxurious comfort.





INDONESIA

Salila

The world's largest archipelago hosts many traditional cruisers. But for a contemporary superyacht with go-anywhere attitude there is only one choice. *Salila* was built to last in Japan. She contains a steel hull and bulbous bow to boost both speed and range. A splendid refit turned a 56m vessel into a luxurious playground with enough cabins to satisfy Indonesia's football team - plus their coaches, chefs and masseurs. Luckily there won't be any jostling over the master suite: *Salila* has two of them, each equipped with some of the only bathtubs in the Nusa Tenggara.

The Nusa Tenggara, or 'Southeast Islands' as they're known in Bahasa, rise from Lombok to East Timor like a volcanic crown. Expect seismic lakes, black sand beaches and peaks as high as the Eiger. Plus flora and fauna gone feral in a prehistoric scene, as 3m-long Komodo dragons snap at incoming RIBs. In parts of this tempestuous land the macaque monkeys eat crabs. Have the Nikon primed for white-bellied sea eagles, who snatch flying foxes from trees and goldband snappers from fishermen's nets.

Salila also sails through softer climes. Five split-level decks ensure enough sunspots to view wildlife. Following the yacht's Japanese traditions, seafood purchased from local fishermen is sliced into sashimi, or prepared au beurre should guests prefer. Some Indonesian yachts make do with a single tender. *Salila* has four. This ensures that every guest can partake in an inter-island swim or a vertiginous hike. A timeless favourite for all is a secret island assault where a beach party has been pre-prepared with chilled Bintang beer and spiced satay. Request gudeg - a stewed jackfruit and coconut milk dessert - to follow.

As *Salila* sails further east, her two certified diving instructors are in increasing demand. Sebayur Island is like St Lucia without sun loungers. Powder sands meet abundant shallows that average at 29°C (84°F), rendering wetsuits a laughable accessory. Even a novice snorkeller will see clownfish hiding in coral. Plus giant manta that glide all the way to the Spice Islands. Alas, *Salila* will beat them there. A final highlight on any Indonesian itinerary, Ambon Island is where spice-laden rainforest tumbles into amethyst waters, while uninhabited islets like Pulau Pombo tempt offshore.

IMAGES, CLOCKWISE FROM TOP LEFT The stunning Padar Island in the Nusa Tenggara; Cruise the Indonesian archipelago in the luxurious 56m *Salila*; Witness giant Komodo dragons in their natural habitat

BALTIC

Legend

Some yachts are constructed to cruise the Norwegian fjords. Others are made from sterner stuff to tour Iceland or Patagonia. As a former Soviet icebreaker, *Legend* was custom-built to skip from the Arctic to the Antarctic with 8,000hp under the hood. Moreover, she can carry a complement of 26 guests. Plus 19 full-time staff including astronomers, marine biologists, ice pilots and off-piste ski instructors to boot.

Legend was built in 1973 to explore above and beyond the 60th parallels. In 2015 she was refitted to do so in style. Snowy expeditions on the six-person Eurocopter can be planned with military precision in the conference room. Movies from Ernest Shackleton's South to David Attenborough's Frozen Planet can be screened in the private cinema. Like a floating boutique hotel, *Legend* operates the only gourmet restaurant this side of the McMurdo Sound. No post-dinner cigar to hand? With a range of 7,640 nautical miles, she can sail from Greenland to Havana for a box of Romeo y Julietas without stopping for gas.

Come summer the Baltic Sea's midnight sun tests *Legend's* accoutrements in a different manner.

A favourite itinerary begins with a hard day's night in Hamburg, before racing through the Kiel Canal towards Copenhagen and its 11 Michelin stars. When Denmark's beautiful people have finished dessert at Noma, they decamp to the island of Bornholm. By following a food forager - by paddleboard, kayak and bicycle - one can glean enough seaweed and razor clams for chef to host a cooking class on board ship.

Centuries ago, the Baltic was a Hanseatic sea where sailors could shop, sip and sightsee without pause. On *Legend* those same rules still apply. Culturally rich cities stretch all the way east to Gdansk, Riga, Tallinn and St Petersburg, each of them UNESCO inscribed. The undersea legacy of Hanseatic trade is best seen with the C-Explorer three-person submarine. Wooden shipwrecks shiver under the waves around Gotland, Sweden's largest island. To give pals back home the ultimate shock, unhook the surfboards at Gotska Sandön Island due north. Here 24-hour sunshine can raise summer highs to 30°C (86°F), making it the world's most curious place to hang ten.

IMAGES, CLOCKWISE FROM TOP LEFT

Aft main deck pool; exploring in the tender; Antarctica









AMAZON

Aria Amazon

As a child, the naturalist Henry Walter Bates read *The Voyage of the Beagle* by Charles Darwin. At the tender age of 23 he followed Darwin's footsteps to South America in order to discover as many new species as he could. His ultimate destination? The Amazon, the most botanically diverse region on planet earth. By sailing to the river's upper reaches he discovered 8,000 species that were unknown to science, with a particular interest in butterflies. Bates was so successful that on returning to London he was elected to the Royal Geographical Society, the Linnaean Society and the Royal Society. He even had an emerald tree boa, *Corallus batesii*, named in his honour.

Bates's tree boas can be viewed from the comfort of a double bed aboard the *Amazon Aria*. The dynamic panorama from each fluffed pillow gazes out through a floor-to-ceiling window. A private lounging area and en-suite sits to the side. She boasts more of these sumptuous cabins than most yachts have passengers. This allows all 32 guests to exaggerate their animal spotting exploits in the colonial-chic bar. Come dinnertime, as the sky turns amber and the river glows pink, the air-conditioned salon becomes a

silver service restaurant. The modern Peruvian menu has been curated by Pedro Miguel Schiaffino of Malabar in Lima, one of San Pellegrino's 50 Best Restaurants in Latin America.

Amazon Aria plies the same waters Bates sailed a century and a half ago. From Iquitos, the largest city in the world that cannot be reached by road, she meanders downstream for rainforest walks and wetland kayaks. Even at this humble stage near the Peru-Brazil border, the Amazon has a greater discharge than any other waterway in the world. (At its Atlantic opening it unleashes the power of the next seven rivers combined.)

Such abundant water equals great diversity. Using the yacht's lightweight skiffs, four English-speaking naturalist guides will point out sloths, tapirs, scarlet macaws and the enchanting pink river dolphin. And finally, rest assured that new Amazonian butterfly species are still being discovered in the 21st century. Spot more than Bates and a seat at London's Royal Society could be yours.

IMAGES, CLOCKWISE FROM TOP LEFT

Double cabin; main deck under the canopy; at 6,400km the Amazon River is the second longest river in the world; cruise the majestic Amazon onboard the 45m *Aria Amazon*

WESTERN THAILAND

Saluzi

With 16 luxurious cabins, guests on *Saluzi* aren't limited to bringing the family - they can bring their entire neighbourhood too. The atmosphere aboard one of Asia's largest superyachts is akin to a floating beach club. Imagine a veritable flotilla of toys including seabobs, Hobiecats, jetskis and glass-bottomed kayaks. Plus an inflatable rear pool where all 32 travellers may require a restorative soak.

Guests might need their energy for a midnight karaoke session. Alfresco singalongs take place on a main deck, which is the size of two tennis courts. Need more backing singers? At port the captain can welcome another 200 revellers aboard his 69m charge. Although advance warning would be a plus, if only to place more moo ping skewers on the barbeque. Other nocturnal delights include an outdoor cinema, a must-have when evening temperatures hover around 24°C (75°F). Danny Boyle's *The Beach* will leave one hankering after an island of one's own.

To avoid further drama in the Gulf of Thailand, *Saluzi* has two of everything. That includes two full-time spa therapists and two Jacuzzis. Better still, a 2014 refit created two master suites, each with an adjoining bathroom as large as an average London hotel room. Zero-speed stabilisers ensure that the only spillage will be a bottle of Singha when one misses a Pong at mahjong. Fortunately an electronic table will shuffle another 144 tiles at the flick of a switch.

Although *Saluzi* has chartered from Japan to the Maldives, her heart remains in the Thai islands. The only issue here is that there are 1,400 to choose from. Koh Samui mixes beach bars with pulse-popping licentiousness, while Koh Tao rises at dawn for freediving with Hawksbill turtles. Koh Mak is a haven for fleeing Bangkokians, while Koh Wai has no roads, no ATMs and no problems. Still can't choose? Simply ride one of *Saluzi's* two Castoldi jet tenders to your own private island. Your 31 fellow guests won't notice you've gone.

IMAGES, CLOCKWISE FROM TOP LEFT *Saluzi's* main deck is the size of two tennis courts; The inside entertainment room is a place to relax and unwind; Beaches don't get more picturesque than Koh Tao, a hub for scuba and freediving





NORTHERN CORSICA

Elegant 007

Elegant 007 could be the bespoke commission of a Bond villain. Like a prototype superyacht, her upper deck comprises a futuristic swoosh that hides several terraces and a Jacuzzi for 12. As is necessary for every self-respecting Le Chiffre or Blofeld, she boasts more crew than guests - a vast amount when one considers her 15 luxurious cabins. A high staff roster is needed to operate the gadgets on board, which range from a sauna to a cinema. No prizes for guessing the nature of her DVD collection, although the 25th installment of the movie series will be released in 2020.

The 72m yacht regularly anchors below James Bond's spiritual home at the Casino de Monte-Carlo. From here stabilisers ensure the three-hour passage to Corsica is neither shaken nor stirred. The first landfall is Cap Corse. This feral peninsula is the antithesis of Monaco. Beaches outnumber hotels. Bird species - all 230 of them - outnumber tourists on a regular summer day. France's wildest stretches

of sand include plage de la Cala Francese, which welcomes grazing goats and peregrine falcons. Plage de Tamarone is more easily accessible by mule track than it is by motorised vehicle. In short, one requires waverunners, kayaks and a fleet of tenders to make sense of Corsica's 1,000km coastline and 200 beaches. Fortunately, *Elegant 007* has all of the above.

Corsica reverts to a more exclusive nature a short sail south. The resort of St Florent, the island's answer to St Tropez, is backed by vineyards to rival Château Minuty. These include Domaine Leccia, housed within a 19th century cantina, and Domaine Giacometti, which crafts all-organic rosés and whites. Nearby the icing sugar sands of plage de Saleccia are regularly voted among the Top 10 beaches in the world. Want to invite the toute la plage for a wine-tasting on the sun deck? *Elegant 007* can welcome an additional 200 guests for an evening function. Neither a dinner jacket nor a laser-emitting Rolex are required.

IMAGES, CLOCKWISE FROM TOP LEFT The medieval hilltop town of Bonifacio, on the southern coast of Corsica, is considered one of France's best kept secrets; The slick exterior of *Elegant 007* will be sure to have heads turning; Dine in comfort on board; The resort of St Florent



Charter Marketing

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

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

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SOUTHERN FOODIE



ITALIAN DIARY

WRITTEN BY TRISTAN RUTHERFORD

When cruising in Italy, one sails into a foodie history lesson. Yacht guests may learn about lobsters in a teeming fish market. Or literally dive for their dinner in the company of an undersea foraging guide. From the culinary cauldron of Naples to Italy's most isolated island of Ustica, one can be assured a buon appetito aboard any Camper & Nicholsons yacht.

1

Saturday, Capri

In Italy it's not what you know, but who you know. Fortunately the Maitre d' of Ristorante Il Riccio on Capri greeted our Italian chief steward with a sunset embrace. Our group score the best dinner spot in the house. It literally drips into the Bay of Naples like the legs on a glass of Lacryma Christi wine. This far south the cuisine is all about substance over style, even in a Michelin-starred restaurant like this. Thus sharing platters of sea urchins are thrown down with the ceremony of a fisherman offloading his catch. Some diners sport Havaianas. Another is shielded from the Sorrento breeze by an Hermès poncho. We're not in Paris now.

Our lunchtime food tour in Naples was even more full-on. The city is separated from Capri by 30 minutes of sea, yet it seems an ocean apart. Imagine La Dolce Vita - on fast forward. One Naples street was an open-air frutti di mare emporium. Our group Instagrammed aquariums of octopus, human-sized swordfish and murals of footballing demigod Diego Maradona. When the buzzing Vespas and shoeshine touts became too much, our guide whisked us into a humble pizzeria. We peer inside a wood-fired oven as mozzarella di bufala and San Marzano tomatoes bubble atop a rising dough. Lunch in Naples cost €3.50 per person, around 50 times less than our Capri dinner. Both imparted foodie memories to last a lifetime.





LEFT Michelin-starred dining at Ristorante Il Riccio
 ABOVE The instantly recognisable cliffside village of Positano

2

Sunday, Positano

We wake up for dawn swims. Above the waves a searing sun blazes on Capri's Jurassic cliffs. Below the waterline sunlight beams a kaleidoscope onto the seabed. A good job we've swum off some calories, because our Italian chef prepares us a calorific breakfast that would be banned in London or New York. There's granita al caffè con panna, an espresso milkshake with oh-so-sweet almond milk. Plus brioche con gelato, a pistachio ice cream packed inside a freshly baked croissant. Our steward assures us it's OK to be goloso, or gluttonous, on a Sunday. I suspect it's like this every day on board.

On the voyage around the Amalfi Coast we stop for a dive at Punta Campanella. Our chief officer explored these same waters as a child, and kindly accompanies us on a snorkel safari to sea caves and marine mounts. We log starfish, rockfish and John Dory before anchoring off Positano at cocktail o'clock. Keith Richards once strummed a guitar on the languorous beach of Spiaggia Grande. For creative energy he sipped his pioneering vodka cocktail named Nuclear Waste. We settle for Aperol Spritz under parasols on a Positano piazza. It's a long sail south towards Sicily tomorrow.

3

Monday, Ustica

We're making lunch today. Chef starts us on a crash course on Italian pasta types. Butterfly-shaped farfalle are for fussy northerners. Penne and ziti are preferred in Napoli and the no-nonsense south. We recreate culurgiones, unctuous Sardinian pasta pillows stuffed with pecorino, saffron, spinach and lamb. Off the prow bottlenose dolphins chase fresh tuna, a feast even tastier than ours. Through the midday mirage we spy Ustica. This emerald green mountain marooned at sea is Italy's most isolated island. Like the Azores or the Canaries, it's a lonely volcano where endemic species prosper in sun-drenched seclusion. Sounds like heaven to me.

But heaven help you if you don't possess a private yacht. Mainland Italy is quite literally a 24-hour journey away. So westerly is Ustica that warm Atlantic currents sweep in large ocean denizens including greater amberjacks and golden grouper. We snorkel inside two of the island grottos to spot cuttlefish and slipper crabs. Hardier divers may remove their masks inside subterranean caverns to breathe pockets of pure Ustica air. Indeed the scuba allure is so renowned that the island boasts its own tiny decompression chamber. That's in case you don't have one on board.

4

Tuesday, Palermo

Last night I changed our itinerary on a whim. Our obliging captain then sailed two hours through the inky Sicilian night. The result is that at 6.14am I'm riding the RIB into Palermo's Vucciria market with our chef. Since daybreak fishermen have been unloading their catch directly from quay to display. Imagine a photogenic miasma of red prawns, yellowfin tuna and iridescent squid. Alongside Italy's most agile cats prowl for scraps. There's a Sicilian saying: "Quannu s'asciucanu i balati dà Vucciria," which means, 'when the streets of the Vucciria run dry'. And pigs might fly.

The resulting street food is a geo-political blend of each of Sicily's occupiers. By 9.00am we've gobbled black olives planted by the ancient Greeks, unctuous aubergine Pasta alla Norma, and pistachio gelato imported by 10th-century Arabs. It makes me glad I'm with an Italian speaker. Although I'm a guest, I'm obliged to lug a sack of snails, five kilos of green almonds and a bottle of limoncello back to the tender. As long as I get to eat it all, I really don't mind.



BELOW Learning how to make culurgiones, Sardinian pasta pillows
ABOVE Fresh seafood from Palermo's Vucciria market



WEST MEDITERRANEAN

Trending

Length	50m (164'1)
Guests	12
Crew	11

CHARTER PRICE FROM €160,000 PER WEEK





ABOVE Italy's beautiful Aeolian Islands, now a UNESCO World Heritage

5

Wednesday, Vulcano

Part of our group demands a day on the beach. But on the islands of Sicily such a request comes with a twist. On the island of Vulcano, the beaches steam with seismic activity, while the waters fizz with volcanic bubbles like fine Champagne. On Spiaggia di Sabbia Nera, a black sand beach, we crack bottles of Bisol's Cartizze, the Rolls-Royce of Proseccos. Back on board our chef has turned the contents of Palermo's Vuccuria market into sashimi and maki rolls. We'll need the energy this afternoon.

It's a 400m hike uphill to Vulcano's steamy peak. From this hissing moonscape we spin 360° degrees to spy Sicily's seven other Aeolian Islands. Each one glitters like an upturned cupcake on a sun-frosted sea. Little wonder the chain was inducted as a UNESCO World Heritage Site. Our post-hike reward is a soak in the fanghi sulphur baths. After rejuvenating our skin to the consistency of creamy ricotta we dive into the sea. Tomorrow we'll make a passeggiata on Italy's most elegant island.

6

Thursday, Panarea

It's a 60-minute sail from Vulcano to Panarea. Our party uses the time to taunt friends on Facebook, while the crew reel in an albacore tuna off the stern. Panarea is the second smallest Aeolian Island but its simplicity renders it Italy's aristocratic escape. But the Viscontis and Bulgaris don't stride around in Balenciagas. Instead they shoot backgammon barefoot while sipping macchiatos at Ristorante Raya. The island maintains no double-tracked roads, streetlights or 21st-century stress. Indeed the preferred lifestyle here is what islanders call dolce far niente - 'sweet nothing'.

Only one beach on Panarea is solely accessible by boat. Thus we avoid the 'crowds' - a laughable term on an island of 280 souls - and ride the RIB to Calla Bianca cove. Here our stewards and chef prepare a Capri-style beach club with umbrellas, a WiFi hotspot and San Pellegrino on ice. We feel like Robinson Crusoe, if he also ate calamari marinara with caper berries, plus skewered gamberoni with pomodorini tomatoes.





WEST MEDITERRANEAN

Arados

Length 47.25m (155')

Guests 10

Crew 10

CHARTER PRICE FROM €200,000 PER WEEK

The Viscontis and Bulgaris don't stride around in Balenciagas. Instead they shoot backgammon barefoot while sipping macchiatos at Ristorante Raya

LEFT Panarea's atmospheric Ristorante Raya

BELOW The hissing moonscape of Vulcano's mountain peak



7

Friday, Etna

Climbing Mount Etna on foot is fun. But it's even more impressive by helicopter. Fortunately our captain knows an Italian colleague with a Eurocopter AS350. We skim vineyards before circling the spiral of smoke that plumes skyward from Europe's highest active volcano. The peak where we land is a Star Wars semi-desert. Slowly, judiciously, we creep around the crater trail. Here red rock ground belches and steams with sulphurous gasps. As our pilot makes clear, the mountain could blow at any minute. We are braced to race back to the chopper at the slightest tremor. Brave - or should that be foolhardy - Sicilians ski here in winter and spring. Lucky them, as they can knock back blood orange vodka screwdrivers for après-ski, while lazing by the sea.

We choose to hike downhill for a later helicopter pick-up. The slopes blend from Alpine to tropical. At 1,000m in altitude the topography mellows into a fertile crescent of over 100 wine estates. We've earned our wine tasting tour at Vini Graci. The family-run vineyard eschews sulphates and pesticides in favour of wild yeasts and hand-picked fruit, resulting in markedly different vintages. We finish on the Etna Rosso DOC, which Decanter Magazine scored an 89. Sadly we can't satisfy our every whim this week: our helicopter pilot can only carry a case each back to the yacht.





LEFT The Vini Graci vineyard, situated on the north slope of Mount Etna
ABOVE The iconic red rock of Mount Etna



DIVING

Deep ocean classroom

WRITTEN BY TRISTAN RUTHERFORD

Dive Butler's 100 scuba professionals have taught ages from five to 85 aboard the world's most luxurious yachts. Company founder Alexis Vincent believes we can all benefit by diving deep - preferably alongside a colourful school of damselfish. Vincent also shares his favourite scuba locations, from French Polynesia to Cuba's pristine reefs.



Alexis Vincent is the founder of Dive Butler, a company of 100 leading scuba instructors who freelance aboard the world's most prestigious yachts. However, his first underwater immersion was far from glamorous. His PADI course was taken inside a public swimming pool in Vancouver. The first item he saw was a band-aid.

Vincent's inaugural open water experience was similarly frigid. The location was Lions Bay on Vancouver's northern reaches. The sea temperature was 2°C. Visibility was 50cm. It was a far cry from Cancun. Still the experience of swimming with sea life, in this case sea lions and giant octopus, inspired him to dedicate his life to ocean exploration. Within a year he'd served as dive instructor in Costa Rica, Panama and the Philippines. In December 1998 a speedboat landed him at the Four Seasons Resort on Kuda Huraa in the Maldives. There were no sea lions here, only drift dives with giant pelagics, butterflyfish, oriental sweetlips and 1,000 other enchanting species.

"Fifteen years ago the first luxury yachts arrived in the Maldives," remembers Vincent. These included the *Lauren L*, a 90m leviathan with an RYA watersports centre onboard. "The problem was that when owners or guests asked a five-star hotel to hire out a dive instructor, the hotel claimed it wasn't in their remit to provide a private guide." Vincent saw a gap in the market. By vetting, training and mentoring the Maldives' best divemasters, he could hire out professionals for a day, a week or even longer to any passing yacht. Better still, each of his hand-picked scuba instructors possessed additional skills; underwater videography, say, or a marine biology qualification. Surely the Dive Butler

concept could work anywhere from the atolls of the Indian Ocean to the frozen grace of Antarctica.

Fast forward a decade. Sacha Williams, Camper & Nicholsons Director of Charter Marketing, sits on a deserted beach in the Bahamas. Although Vincent now guides the industry's most celebrated divers, he's personally teaching Williams, a nervous novice. "Sacha was brave but many beginners make a Hollywood production of their fears," recalls Vincent. "She and I put on our equipment on the beach. Then we held hands and stepped into the water, our toes still planted into the sand. There were no time limits or peer pressure. When Sacha was ready we stepped off into a floating otherworld, like two angels flying."

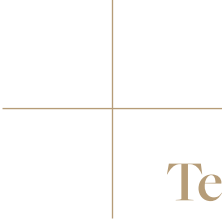
Williams wanted more. Luckily she was anchored close to the James Bond wrecks, a 'torpedoed' ship and a fake 'Vulcan bomber' that were used as cinematic props in the 007 franchise. Schools of fusiliers and damselfish paraded past Williams like a hallucinatory dream. White tip reef sharks, completely harmless but a revelatory spot, swaggered under the sunken airplane. "There is nothing on earth like your first dive," claims Vincent. "It's like your first kiss. As a diving instructor, which also requires you to be an older sibling, friend, medic and psychologist, it's a joy to see such magic."

Once the watery connection has been made, there's apparently no turning back. "Water covers seven-tenths of the earth," says Vincent. "For nine months we all experienced similar levels of buoyancy and Ph levels in the womb. No wonder it feels so good to return." His Dive Butlers now install themselves on countless yachts. They are mainly based onboard, although

TOP LEFT AND BOTTOM All Dive Butler professionals are PADI certified trainers
TOP RIGHT The stunning 67m *Vertigo*, former 'Sailing Yacht of the Year'







Ten of our staff can shoot professional underwater video then edit the movie during the afternoon

instructors sometimes operate from a shadow boat, a hired liveaboard or on a daytrip from the coast, location permitting. “Although it’s best if a chartered yacht has a PADI Centre,” says Vincent. “Because all our Dive Butlers are PADI certified trainers, they can include the name of the yacht on your dive training certificate. That’s a real badge of honour.”

Camper & Nicholsons charter brokers have invited Vincent and his teams aboard a dozen luxury yachts. These include 73m *Titania*, an Espen Oeino design for Lürssen that prowls the Indian Ocean for scuba spots. Plus 63m *Lady Britt*, a Feadship fond of the Caribbean with twin Laser dinghies and Yachtwerft Meyer custom tenders. As Vincent explains: “We can act independently or in tandem with the boat’s dive crew, using our unique geographical knowledge to lead dives, import unique equipment or plan itineraries.” Vincent also notes that when you place an underwater camera between a diver and sea life it acts as a barrier. “Ten of our staff can shoot professional underwater video then edit the movie during the afternoon, so it’s better to let Dive Butler worry about filming on behalf of guests.”

Tempting filming locations include Jardines de la Reina, part of Cuba’s barely explored 5,500km-long coastline, which contains the planet’s third-longest barrier reef. And South Africa’s sardine run, where writhing balls of fish millions strong are spotted by ultra-light aircraft, before divers are directed to the cold water action. “Many of today’s guests want more than a week of relaxation,” explains Vincent. “They want adventure and memories. And the knowledge that they will be the first among their peers to see such a sight.”

Some of Dive Butler’s favourite dive experiences have been aboard 67m *Vertigo*. A former ‘Sailing Yacht of the Year’, her interiors were designed by Christian

Liaigre, the Frenchman who styled the homes of Karl Lagerfeld and Calvin Klein. Better still, her vast decks and can be turned into a mobile dive platform. *Vertigo* is also capacious enough to host multi-generational groups, a compliment that Vincent adores. “We all live Instagram lives, but phones don’t work underwater. So when I escort an entire family I see bonds reform. Those connections stay true during the whole trip.” Age appears no barrier to entry. Children five and over can join in with PADI’s Supplied Air Snorkelling beginners program. Over eights can use a ‘bubblemaker’ that limits dives to 4m. Ages ten and above can take the full Open Water diving course. The oldest Dive Butler client was in their early eighties.

Such family tales make one feel envious of Vincent’s 12-year-old daughter. Last summer the pair dived their way through French Polynesia. The 118 islands, only half of which are inhabited, offer a kaleidoscopic circus of tuna, humphead wrasse and schools of jacks 10,000 strong. Their scariest dive was the La Vallée Blanche off Papeete, where several hundred sharks - hammerheads and tigers among them - circled like ghostly wraiths. Father and daughter are also freediving adherents, as are several specialist Dive Butler staff. “Without tanks or mouthpieces there’s a sense of utter freedom,” says Vincent. Although in warm water he still wears a Lycra shortie in place of his usual Scubapro wetsuit to guard against nicks, stings and jellyfish.

He’ll need a 30mm drysuit for his dream destination. “I work with ice diving experts but I have never visited Antarctica,” says Vincent. “Diving colleagues talk of crystal clear waters and penguins swimming past at 30km. Plus the otherworldly possibility of cave diving inside a ‘berg.’” If guests consider sailing below the 60th parallel in the likes of 77m *Legend*, they know whom to call.

CLOCKWISE FROM TOP LEFT Let Dive Butler staff shoot professional video of your underwater experience; Dive Butler founder, Alexis Vincent; Push your limits with an Antarctic dive experience aboard the 77m *Legend*







Superyacht Life is a collective marketing programme devoted to challenging misconceptions about superyachting and attracting new audiences to charter and ownership in order to grow the industry and benefit from the growing number of ultra-wealthy worldwide.

By disseminating an exciting, positive message – namely, that superyachting is a wholesome, family-oriented lifestyle that offers exceptional experiences, freedom and privacy – Superyacht Life will attract new audiences to charter and ownership, helping the whole industry thrive beyond current misconceptions.

As a brand-neutral campaign, Superyacht Life serves the entire industry, with companies and competitors across the spectrum banding together in one orchestrated campaign, allowing the industry to put its best foot forward and showcase the lifestyle, people and places behind the superyachting good life.

The Superyacht Life Foundation is a non-profit organisation, funded by leading companies within the superyacht industry. This high-profile group, including would-be competitors, are working side by side on a shared goal: growing the superyacht market. Michael Breman, board member, stated, "We all try to achieve this on our own as individual companies. There was this idea that if we are united, we have a louder voice and can reach a bigger audience".



Combining the efforts of an entire industry into one orchestrated campaign benefits everyone in the industry, even if they are competing in the same market. This is why you'll see executives from some of the top shipyards – Michael Breman of Lürssen Yachts, Farouk Nefzi of Feadship, and Lucia Bellini of Benetti Yachts – sitting side by side on the organization's board.

The non-profit foundation is backed by a board of esteemed executives from across the industry. Board president Carlos Vidueira (Rybovich) is joined by Lucia Bellini (Benetti), Farouk Nefzi (Feadship), Fabio Ermetto (Camper & Nicholson's), Michael Breman (Lürssen) and Charlie McCurdy (Informa) – all united in their vision to grow the industry together. The programme is executed by a team of professionals in Amsterdam, led by board member Theo Hooning.

Carlos Vidueira, board president, explained, "Everybody has identified that we need to improve the image of our industry, but the effort has been very fragmented. Through coordinating the message and its delivery, we can achieve much more than what we are able to accomplish alone".

"The realities of life on board a superyacht are very different from the tired stereotypes so often talked about in the media. The Superyacht Life Foundation offers a platform to help communicate the realities of the yachting experience and we at Camper & Nicholson's regard it as a privilege to be invited to join the board. Doing so will enable us to combine our knowledge with other, like-minded companies and help shape the future of the industry."

Fabio Ermetto, Camper & Nicholson's



SECTION 6

CHARTER FLEET

CHARTER FLEET

Yachts for
Charter

146

LOCATIONS

CNI global
offices

207

MARINAS

Summer
superyacht berths

208



77.4m (253'11)

Legend

SPECIFICATIONS

Guests	26 (8 double, 5 twin)
Crew	19
Beam	13.5m
Draft	6.5m
Built by	Icon Yachts
Naval architecture by	Diana Yacht Design
Interior design by	Legend Beheer B.V.
Year	1974 (rebuilt 2015)
Engines	2 x 3400hp Smit Bollnes
Fuel consumption	540 lph
Speed	11/14 knots

KEY FEATURES

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

CRUISING GROUNDS

Antarctica, Patagonia

PRICES FROM

€490,000 per week





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



72.5m (237'10)

Elegant 007

SPECIFICATIONS

Guests	30 (15 double, 2 convertible)
Crew	33
Beam	12m
Draft	3.45m
Built by	Lamda Shipyard
Naval architecture by	Lamda Nafs
Interior design by	Lally Poulias - Animades/Kremida
Year	2005 / 2017
Engines	2 x 2260hp Twin CAT 3516
Fuel consumption	750 lph
Speed	14.5/18 knots

KEY FEATURES

- Air conditioned
- Deck Jacuzzi
- Elevator
- Gym
- Stabilisers underway
- WiFi
- RIB tenders
- Watertoys
- Snorkelling equipment

CRUISING GROUNDS

Mediterranean

PRICES FROM

€580,000 per week





Ranked among the most elite charter yachts
and with an unmistakably futuristic profile,
Elegant 007 is a world leader



71.1m (233'3)

Haida 1929

SPECIFICATIONS

Guests	12 (4 double, 2 twin, 1 single)
Crew	18
Beam	9.14m
Draft	3.98m
Built by	Krupp Germaniawerft
Naval architecture by	Cox & Stevens / Krupp Germaniawerft
Interior design by	Adam Lay
Year	1929/2018
Engines	2 x Krupp Mak 550kW
Fuel consumption	230 lph
Speed	10.5/12 knots

KEY FEATURES

- Stabilisers
- Bowthruster
- Fresh Water Purifier
- William Diesel Jet Tender
- RIB-X Tender
- Williams Mini-Jet
- Stand up Jet-Ski
- Single Kayak
- Double Kayak
- Tival Sailing Dinghies and other water toys

CRUISING GROUNDS

Caribbean

PRICES FROM

\$310,000 per week





Built in 1929 *Haida* has sailed through a succession of adventures to a position today where after a stem-to-stem refit she is one of the world's finest clipper-bow classics



69m (226'5)

Saluzi

SPECIFICATIONS

Guests	32 (12 double, 4 convertible)
Crew	34
Beam	13.8m
Draft	2.4m
Built by	Austal Ships
Interior design by	Luiz de Baso
Year	2003/2014
Engines	3 x MTU 1,076
Fuel consumption	250 lph
Speed	11/14 knots

KEY FEATURES

- Spacious accommodation for 32 guests in 16 cabins
- Incredibly vast deck spaces for entertaining on a large scale
- Plethora of watertoys and watersports
- Zero speed stabilizers at anchor and underway.
- 2 Jacuzzis
- Gym
- Wet and dry spa
- Outdoor cinema
- Karaoke equipment
- Golf driving range with ECO golf balls
- Automatic shuffle MahJong table
- Transformable Casino table

CRUISING GROUNDS

The Red Sea

PRICES FROM

\$480,000 per week





Saluzi is a five-star passenger vessel, spanning five decks and offering accommodation for up to 32 guests. With over 700 sq m of deck space this yacht offers expansive and intimate areas for dining, sunning and relaxing



65.2m (213'11)

Callisto

SPECIFICATIONS

Guests	12 (4 double, 2 twin)
Crew	16
Beam	11.6m
Draft	3.8m
Built by	Feadship
Naval architecture by	De Voogt
Interior design by	Terence Disdale
Year	2006
Engines	2 x Caterpillar 3516B
Fuel consumption	400 lph
Speed	12/16 knots

KEY FEATURES

- Fully equipped gym
- Impressive collection of watersports
- Jacuzzi
- Elegant interior design
- AI fresco dining and BBQ on aft deck
- 2 x Hinckley tenders
- Elevator
- World class Chef
- Huge interior volume

CRUISING GROUNDS

New Zealand, South Pacific

PRICES FROM

\$415,000 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



65.2m (213'11)

Lamima

SPECIFICATIONS

Guests	14 (5 double, 2 twin)
Crew	20
Beam	11.2m
Draft	3.7m
Built by	Haji Baso and Haji Saka
Naval architecture by	Marcelo Penna
Year	2014
Engines	1x MAN 1000hp
Fuel consumption	80 lph
Speed	12 knots

KEY FEATURES

- World's largest wooden sailing yacht
- Contemporary Asian design
- Seven staterooms
- PADI-diving certification and instructors
- On board spa therapists
- Tour guide
- Large al fresco cinema screen

CRUISING GROUNDS

South East Asia

PRICES FROM

\$130,000 per week all inclusive





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



64.5m (211'7)

Silver Angel

SPECIFICATIONS

Guests	12 (5 double, 2 twin)
Crew	19
Beam	12m
Draft	3.5m
Built by	Benetti
Naval architecture by	Stefano Natucci
Interior design by	Argent Design of London
Year	2009
Engines	2 x Caterpillar 16cyl 3372kW
Fuel consumption	550 lph
Speed	15/16 knots

KEY FEATURES

- Al fresco dining options on all three decks, along with four full bars
- Entertainment systems throughout
- Impressive array of watersports on offer
- TEEIT golf machine
- Fantastic outdoor spaces
- Fully equipped gym
- Rejuvenating steam room
- Massage room with an on board massage therapist
- Inflatable slide
- Large mosaique pool with resistance jets
- Premium communications
- RYA Training Centre

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$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



62.4m (205')

Aqua Mekong

SPECIFICATIONS

Guests	40 (20 convertible)
Crew	40
Beam	11.5m
Draft	1.5m
Built by	Saigon Shipyards
Naval architecture by	Noor Design
Interior design by	Noor Design
Year	2014
Engines	2 x New Caterpillars
Speed	8/12 knots

KEY FEATURES

- Indoor & outdoor dining areas
- Cinema
- Observation deck
- Library/games room
- Gym
- Spa
- Boutique
- Deck plunge pool

CRUISING GROUNDS

South East Asia

PRICES FROM

\$278,000 per week



Aqua Mekong is a floating five-star hotel and the only luxury boat cruising the Mekong River between Vietnam and Cambodia. Perfect for extended family cruises or event charters



62m (203'5)

RoMa

SPECIFICATIONS

Guests	12 (5 double, 1 twin)
Crew	17
Beam	11m
Draft	3.12m
Built by	Viareggio SuperYachts
Naval architecture by	Espen Oeino
Interior design by	Newcruise & Gehr Interior
Year	2010
Engines	2 x 2680hp Caterpillar 3516B
Fuel consumption	600 lph
Speed	12/17 knots

KEY FEATURES

- 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
- PADI superyacht dive boat

CRUISING GROUNDS

Croatia, West Mediterranean

PRICES FROM

€395,000 per week



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



58m (190'3)

Illusion V

SPECIFICATIONS

Guests	12 (3 double, 3 twin)
Crew	13
Beam	10.8
Draft	3.6m
Built by	Benetti
Naval architecture by	Benetti
Interior design by	Green & Mingarelli Design
Year	2014
Engines	2 x 3512 C 1380Kw Caterpillars
Fuel consumption	325 lph
Speed	12/15 knots

KEY FEATURES

- Versatile accommodation
- 31' Custom Novurania Chase Boat
- Gym equipment
- Jetovator, Flyboard and a long list of toys
- Unbeatable beach set-up
- Inflatable Slide
- Large Jacuzzi
- Barbeque
- Table-tennis in the verandah
- Custom A/V & room controls

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$350,000 per week



+

Watch movies in her cinema, enjoy sunset cocktails in the huge Jacuzzi or at the sun deck bar, discover her beach area and some of her many water toys - *Illusion V* is the ultimate in luxury and style



57.49m (188'7)

Twizzle

SPECIFICATIONS

Guests	8 (3 double, 2 twin, 1 pull)
Crew	11
Beam	11.6
Draft	3.8m
Built by	Royal Huisman
Naval architecture by	Dubois Naval Architects
Interior design by	Redman Whitely Dixon / Todhunter Earle
Year	2010
Engines	Caterpillar C32 Acert 1300hp
Fuel consumption	250 lph
Speed	11/13 knots

KEY FEATURES

- Multi award-winning
- Fully customised stern platform
- Stunning interior with unique layout
- Very spacious exterior decks
- Panoramic views

CRUISING GROUNDS

New Zealand

PRICES FROM

€235,000 per week



Twizzle pushes the limits of what is considered possible for a sailing yacht, blending a focus on technology with beautiful design. A world-roaming family cruiser that can also hold her own on a racecourse



56m (183'8)

Salila

SPECIFICATIONS

Guests	20 (6 double, 4 twin)
Crew	20
Built by	DRU
Year	1991/2012
Speed	8/11 knots

CRUISING GROUNDS

Indonesia

PRICES FROM

\$94,500 per week



53.5m (175'6)

Hurricane Run

SPECIFICATIONS

Guests	12 (3 double, 3 twin)
Crew	12
Built by	Feadship
Year	2009
Speed	13/15 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€245,000 per week



51.75m (169'9)

Q

SPECIFICATIONS

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

CRUISING GROUNDS

Caribbean

PRICES FROM

€180,000 per week



50m (164'1)

Resilience

SPECIFICATIONS

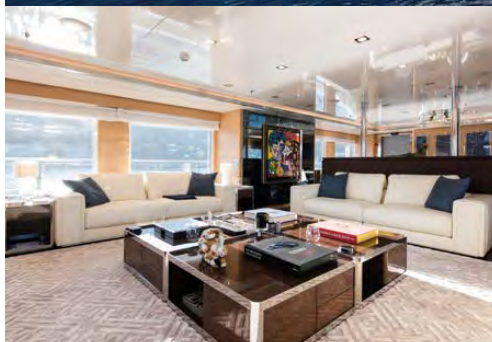
Guests	12 (4 double, 2 convertible)
Crew	12
Built by	Ortona Navi
Year	2008/2014
Speed	14/16 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€160,000 per week



50m (164'1)

Jo

SPECIFICATIONS

Guests	12 (4 double, 2 twin)
Crew	12
Built by	Benetti
Year	2004/2013
Speed	12/17 knots

CRUISING GROUNDS

Caribbean

PRICES FROM

\$195,000 per week



50m (164'1)

Trending

SPECIFICATIONS

Guests	12 (4 double, 2 twin)
Crew	11
Built by	Westport
Year	2006/2016
Speed	15/24 knots

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

€160,000 per week



49.82m (163'5)

Shake N' Bake TBD

SPECIFICATIONS

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

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$140,000 per week



49m (160'9)

Khalilah

SPECIFICATIONS

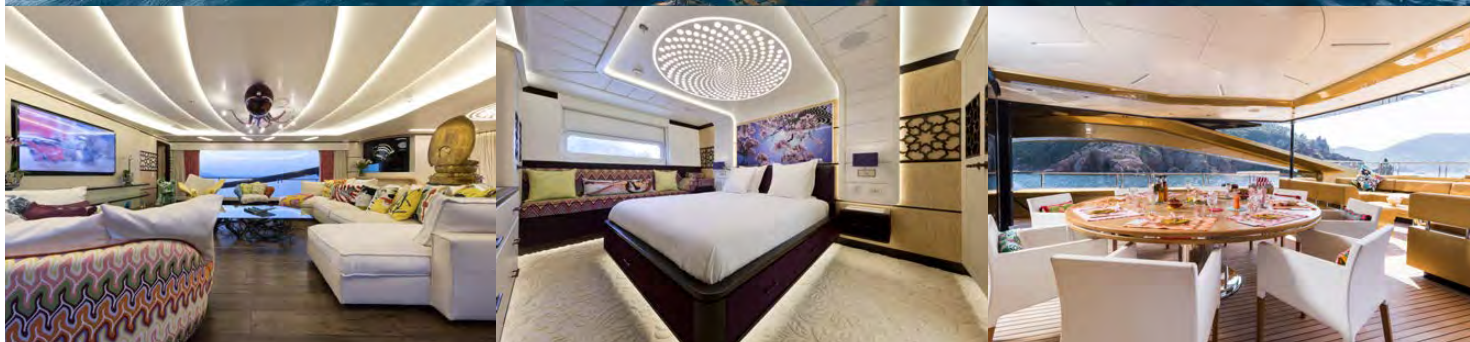
Guests	11 (4 double, 1 twin)
Crew	9
Built by	Palmer Johnson
Year	2015
Speed	20/27 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€255,000 per week



47.25m (155')

Princess AVK

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€210,000 per week



47.25m (155')

Arados

SPECIFICATIONS

Guests	10 (3 double, 2 convertible)
Crew	10
Built by	Sunseeker
Year	2014/2018
Speed	16/20 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€200,000 per week



47.2m (155')

One More Toy

SPECIFICATIONS

Guests	12 (4 double, 2 twin)
Crew	9
Built by	Christensen
Year	2001/2015
Speed	12/17 knots

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$150,000 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

CRUISING GROUNDS

East Mediterranean

PRICES FROM

€150,000 per week



46m (150'9)

Mutiara Laut

SPECIFICATIONS

Guests	18 (7 double, 4 convertible)
Crew	14
Built by	L P van Oostenbrugge / F Kusumo
Year	2009
Speed	8/10 knots

CRUISING GROUNDS

South East Asia

PRICES FROM

TBC



45.72m (150')

Vantage

SPECIFICATIONS

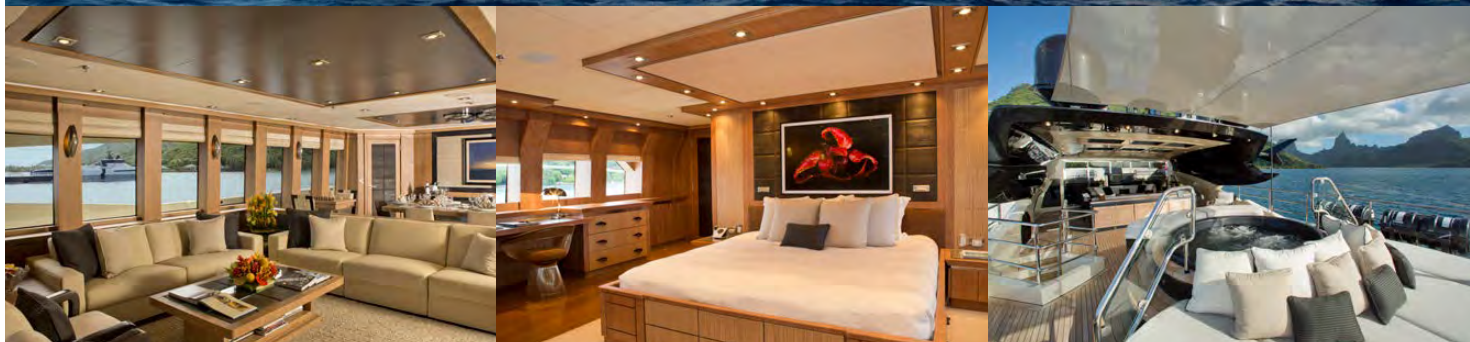
Guests	12 (3 double, 2 twin)
Crew	9
Built by	Palmer Johnson
Year	2010/2014
Speed	20/25 knots

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$190,000 per week



45.72m (150')

Excellence

SPECIFICATIONS

Guests	12 (5 double, 1 twin)
Crew	9
Built by	Richmond
Year	2010/2018
Speed	16 knots

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$145,000 per week



45.3m (148'7)

Blush

SPECIFICATIONS

Guests	10 (2 double, 2 twin, 2 convertible)
Crew	7
Built by	Perini Navi
Year	2007/2018
Speed	10/13.5 knots

CRUISING GROUNDS

Caribbean

PRICES FROM

\$150,000 per week



45m (147'8)

Fathom

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€110,000 per week



45m (147'8)

Aria Amazon

SPECIFICATIONS

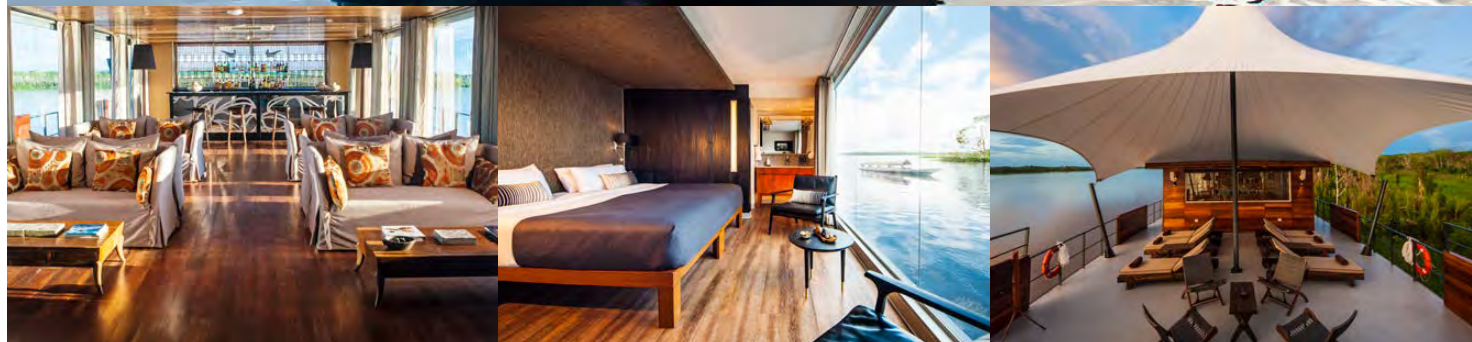
Guests	32 (16 double)
Crew	27
Year	2010
Speed	12 knots

CRUISING GROUNDS

South America

PRICES FROM

\$278,000 per week



45M (147')

FATHOM | ARIA AMAZON

45m (147'8)

Atlantic Goose

SPECIFICATIONS

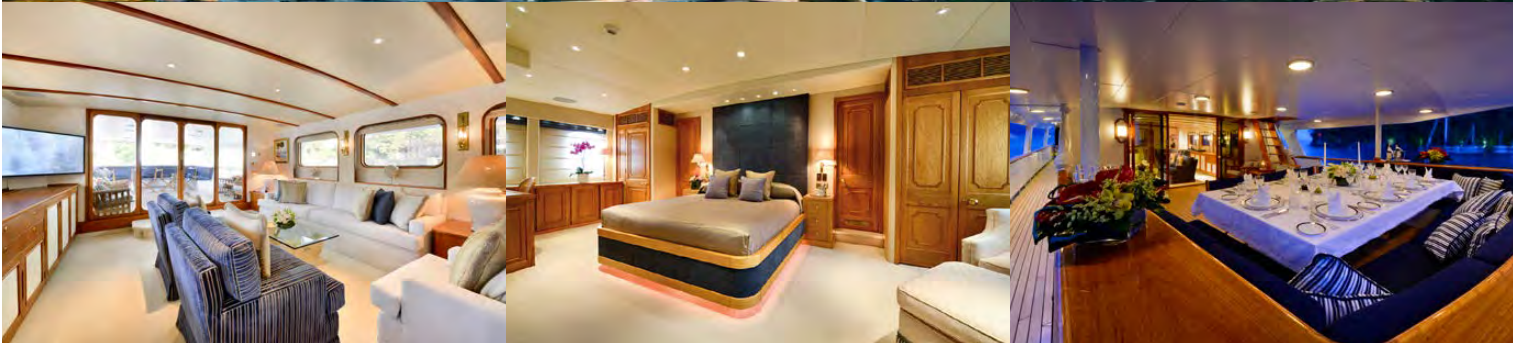
Guests	10 (4 double, 1 twin)
Crew	10
Built by	Toughs
Year	1987/2017
Speed	11.5 knots

CRUISING GROUNDS

Caribbean

PRICES FROM

€90,000 per week



44m (144'4)

Blue Vision

SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	9
Built by	Benetti
Year	2007/2017
Speed	12/15 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€130,000 per week



43.5m (142'9)

Baron Trenck

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€135,000 per week



43m (141'1)

CD Two

SPECIFICATIONS

Guests	12 (3 double, 3 twin, 1 single)
Crew	9
Built by	Nicolini
Year	1995
Speed	12.5/17 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€95,000 per week



43m (141'1)

Eclipse

SPECIFICATIONS

Guests	12 (3 double, 3 twin)
Crew	10
Built by	Feadship
Year	1993/2011
Speed	12/13.5 knots

CRUISING GROUNDS

Croatia, West Mediterranean

PRICES FROM

€125,000 per week



42.6m (139'9)

Hana

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€135,000 per week



42m (138'1)

E&E

SPECIFICATIONS

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

CRUISING GROUNDS

East Mediterranean

PRICES FROM

€115,000 per week



41.9m (137'6)

I Sea

SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	8
Built by	Navinco
Year	2014
Speed	12/14 knots

CRUISING GROUNDS

East Mediterranean

PRICES FROM

€130,000 per week



41.8m (137'2)

Clicia

SPECIFICATIONS

Guests	10 (3 double, 2 twin, 1 convertible)
Crew	9
Built by	Baglietto
Year	2009/2016
Speed	13/22 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€135,000 per week



41.1m (134'6)

Ocean Emerald

SPECIFICATIONS

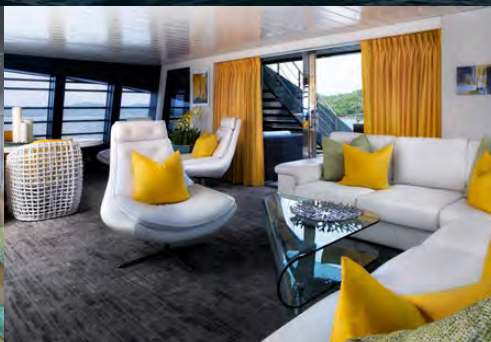
Guests	10 (3 double, 2 twin)
Crew	9
Built by	Rodriquez Yachts
Year	2006 / 2015
Speed	10/16 knots

CRUISING GROUNDS

South East Asia

PRICES FROM

€88,875 per week





40.05m (131'5)

Thumper

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€155,000 per week



39.62m (130')

Lionshare

SPECIFICATIONS

Guests	12 (4 double, 1 twin)
Crew	8
Built by	Heesen
Year	1987/2017
Speed	12/18 knots

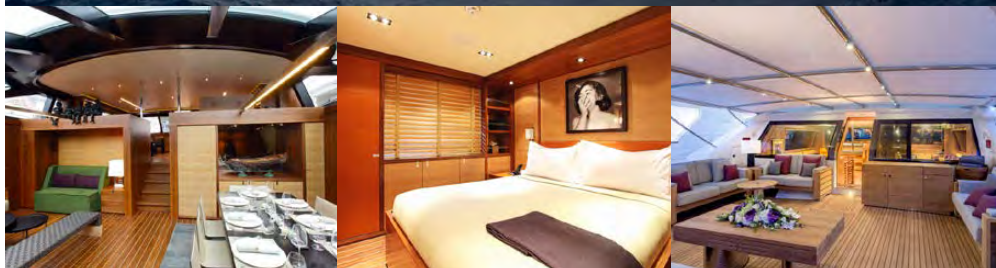
CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$105,000 per week





39.4m (129'3)

State of Grace

SPECIFICATIONS

Guests	9 (3 double, 1 convertible)
Crew	6
Built by	Perini Navi SpA
Year	2013/2017
Speed	10/13 knots

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$105,000 per week



39.3m (129')

Safira

SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	7
Built by	Newcastle
Year	2013/2015
Speed	10.5/13 knots

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$110,000 per week



38m (124'6)

Chesella

SPECIFICATIONS

Guests	12 (3 double, 2 twin Pullman, 1 bunk)
Crew	7
Built by	Amels
Year	1983/2018
Speed	10/12 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€75,000 per week



37m (121'5)

Elena Nueve

SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	7
Built by	Benetti
Year	2007/2018
Speed	10/14 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€105,000 per week



36.6m (120'1)

Touch

SPECIFICATIONS

Guests	8 (4 double)
Crew	7
Built by	Louisbourg
Year	2004/2011
Speed	10/13 knots

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$80,000 per week



36.6m (120'1)

Pure Bliss

SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	7
Built by	Benetti
Year	2008/2018
Speed	10.5/17 knots

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$85,000 per week



36.58m (120')

Seablue'z

SPECIFICATIONS

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

CRUISING GROUNDS

Croatia, West Mediterranean

PRICES FROM

€105,000 per week



36.2m (118'9)

Metsuyan IV

SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	7
Built by	CBI Navi
Year	2006/2013
Speed	12 knots

CRUISING GROUNDS

East Mediterranean

PRICES FROM

€98,000 per week



36m (118')

Savannah

SPECIFICATIONS

Guests	8 (3 double, 1 twin)
Crew	6
Built by	Intermarine Savannah
Year	2000/2014
Speed	12/15 knots

CRUISING GROUNDS

Bahamas, New England

PRICES FROM

\$56,000 per week



35.7m (117'2)

Sands

SPECIFICATIONS

Guests	12 (4 double, 2 convertible)
Crew	5
Built by	Maiora
Year	2018
Speed	23/27 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€110,000 per week





35.2m (115'6)

Fleur

SPECIFICATIONS

Guests	10 (3 double, 2 convertible)
Crew	5
Built by	Sunseeker
Year	2016
Speed	17/24 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€115,000 per week



35m (115')

Siete

SPECIFICATIONS

Guests	10 (3 double, 2 twin, 1 convertible)
Crew	7
Built by	Benetti
Year	2002/2015
Speed	13/14 knots

CRUISING GROUNDS

Bahamas, Cuba

PRICES FROM

\$75,000 per week



35m (114'10)

Over the Rainbow

SPECIFICATIONS

Guests	10 (3 convertible)
Crew	6
Built by	A.M. Dickie & Sons
Year	1930/2018
Speed	10 knots

CRUISING GROUNDS

Thanda Island, Tanzania

PRICES FROM

€58,000 per week



34m (111'7)

Solis

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

\$100,000 per week



33.48m (109'10)

Lionchase

SPECIFICATIONS

Guests	8 (3 double, 2 single)
Crew	6
Built by	Overmarine
Year	2008
Speed	28/30 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€78,000 per week



33.02m (108'4)

Orso 3

SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	7
Built by	Benetti
Year	2013
Speed	13/14 knots

CRUISING GROUNDS

Balearics

PRICES FROM

€90,000 per week



30.2m (99'1)

Rapture

SPECIFICATIONS

Guests	4 (2 double, 2 twin)
Crew	4
Built by	Southern Wind
Year	2007/2014
Speed	10/15 knots

CRUISING GROUNDS

Balearics

PRICES FROM

€45,000 per week



25.8m (84'8)

Monara

SPECIFICATIONS

Guests	8 (2 double, 2 convertible)
Crew	4
Built by	Feadship
Year	1969/2016
Speed	10/12 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€35,000 per week



SEA+I

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

Chief Executive Officer
Paolo Casani

PR & Communications Manager
Françoise Chapot

Sub Editor
Verity Corfield

Contributing Writer
Tristan Rutherford

Creative Director
Andy Ellis

Design Director
Scott Roberts

Designer
Wasim Ashraf

Front cover
Okto
66.4m | ISA Yachts

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International
Rue Kléberg 14,
1201 Geneva,
Switzerland

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Vilebrequin

AMERICA

- 01 Fort Lauderdale
901 E Las Olas Boulevard, Suite 201
Fort Lauderdale, FL 33301
T. +1 954 524 4250
E. fortlauderdale@camperandnicholsons.com
- 02 Miami
1001 Brickell Bay Drive, Suite 2006
Miami, FL 33131
T. +1 305 604 9191
E. miami@camperandnicholsons.com
- 03 New York
445 Park Avenue, 9th floor
New York, NY 10022
T. +1 212 829 5652
E. newyork@camperandnicholsons.com
- 04 Palm Beach
450 Royal Palm Way
Palm Beach, FL 33480
T. +1 561 655 2121
E. palmbeach@camperandnicholsons.com

EUROPE

- 05 Antibes
12 Avenue de la Libération
06600 Antibes, France
T. +33 4 92 91 29 12
E. antibes@camperandnicholsons.com
- 06 Cannes
Port Canto, Bd de la Croisette,
06400 Cannes, France
T. +33 4 83 14 12 44
E. cannes@camperandnicholsons.com
- 07 Geneva
Rue Kléberg 14
1201 Geneva, Switzerland
T. +41 22 810 82 00
E. geneva@camperandnicholsons.com
- 08 London
15 Sackville Street
London W1S 3DJ United Kingdom
T. +44 20 7009 1950
E. london@camperandnicholsons.com
- 09 Monaco
Gildo Pastor Center,
7 Rue Gabian, MC 98000, Monaco
T. +377 97 97 77 00
E. monaco@camperandnicholsons.com
- 10 Palma
Club de Mar,
07015 Palma de Mallorca, Spain
T. +34 971 40 33 11
E. palma@camperandnicholsons.com

ASIA

- 11 Hong Kong
19/F, AIA Central
1 Connaught Road C, Central, Hong Kong
T. +852 3976 7900
E. hongkong@camperandnicholsons.com
- 12 Shanghai
25/F, Hong Kong Plaza, 283 Huaihai Road
Central Shanghai 200021, China
T. +86 1471 6030 173
E. shanghai@camperandnicholsons.com
- 13 Guangzhou
Eastern Place, 787 Dong Feng Road East
Guangzhou, 510600, China
T. +86 1471 6030 172
E. guangzhou@camperandnicholsons.com
- 14 Phuket
Boat Lagoon Marina, Office #20/12
Thepkasattri Road, Koh Kaew, Muang,
Phuket, 83000, Thailand
T. +66 76 239 679
E. phuket@camperandnicholsons.com





CAMPER & NICHOLSONS MARINAS

Summer superyacht berths

Review the latest offers from the Camper & Nicholson's Marina network, offering exceptional value for berthing yachts or superyachts this winter. Captains and Crew can enjoy fun winter activities, and Yacht Owners can expect to receive fantastic service at high-standard marina destinations around the world.

Each of the marinas are located in some of the world's most exceptional cruising routes and offer a busy agenda of events, festivals and activities throughout the year, here is just a snap-shot:

Grand Harbour Marina, Malta

Grand Harbour Marina in Malta is regarded as one of the finest home ports in the central Mediterranean and an ideal option for superyachts seeking high quality facilities and crew experience in equal measure. Extensive refit and repair facilities including a dry dock for up to 160m, plus, superior onshore facilities, good support for yachts and a vibrant crew calendar

IC Cesme Marina, Turkey

Ideal for cruising the Aegean Sea and the perfect base for exploring the Greek Islands, Cesme Marina,

with its year-round facilities, is an ideal haven for spending the winter months. Cesme Marina offers 400 fully serviced berths for yachts up to 60m LOA (200ft) in the stylish setting of a purpose-built marina village that blends harmoniously within a traditional maritime town rich in history and atmosphere. Your gateway to the Aegean – the cradle of western civilisation with an extensive cruising region has an area of 214,000 km², with literally thousands of islands to explore, from uninhabited rocky outcrops to major centres such as Rhodes and Kos.

Limassol Marina, Cyprus

This season is a great time to experience Limassol Marina – the most exciting new superyacht destination in the Med, offering a lifestyle uniquely shaped by the concept of 'living on the sea'. Limassol is one of the few places where you can swim in the morning and ski in the snow by midday. The hills of Troodos are only a half hour drive from Limassol Marina and the island's coastlines provide a haven for divers and water sports enthusiasts. Cyprus is an adventure sports lover's dream! Affiliated championship golf courses can be reached within minutes.

AERIAL VIEWS, CLOCKWISE FROM LEFT
Limassol Marina, Cyprus;
IC Cesme Marina, Turkey;
Grand Harbour Marina, Malta

To find out more and to book a berth, please visit:
www.cnmarinas.com

Creating the World's Finest Yachting Destinations

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YACHTING SINCE 1782

Berth your superyacht this season at Grand Harbour Marina, Malta

Set against the picturesque, historic backdrop of a UNESCO World Heritage site, this marina in the Grand Harbour, Malta will take your breath away – by day or by night.

The outstanding Grand Harbour Marina is a popular destination best known for its temperate weather, on-island services and good connectivity to the major European hubs with short drive to the airport. Grand Harbour Marina boasts a colourful calendar of exciting Captain and Crew events throughout the year.

Malta with its central Mediterranean location, stable governance and UK-based law, makes it an ideal home port. Long-term berth leases are available.

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For all enquiries, please contact

+44 (0)203 405 1782 | info@cnmarinas.com | www.cnmarinas.com

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DC Aviation GmbH | Stuttgart Airport | 70629 Stuttgart | Germany | Tel.: +49 711 93306 0 | E-Mail: sales@dc-aviation.com