

SEA+I

ISSUE 38



Camper &
Nicholsons
International
YACHTING SINCE 1782

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SEA+I

FOREWORD

Camper & Nicholsons is proud to be a global presence and with 12 offices worldwide we can offer a spread of 28 spoken languages across our international teams



IMAGE This issue of SEA+I is replete with some of the finest superyachts available to purchase or charter

In this issue we continue the story of our beginnings in Gosport to our exciting new divisions formed this year. As we continue to grow, we refer to our heritage and the longevity of yachts built in times past, and as we move forward, continuing the launch of Camper & Nicholsons Asia, we are pleased to announce the opening of our Phuket office. We showcase two articles from our team in Asia – Bart Kimman and Carmen Lau.

We take you on a journey through lesser known destinations and exciting off the beaten track restaurants.

For owners reading this, we highlight our insurance division and how today's yachts require new risk management strategies.

We feature the newest yachts for sale and our impressive charter fleet, giving you the choice of whether to buy or charter, but all the while establishing our provenance within the yachting industry and giving you the assurance of our beginnings and our continuing presence in a global market.



Paolo Casani
Chief Executive Officer

Unrivalled *knowledge*. Unbeatable *experience*.





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Yacht Management

The most *experienced and trusted*
management team in yachting

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

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SECTION 1

HERITAGE

HERITAGE

The yard that launched
two centuries of trust

6

FASHION

America's longest
established retailer meets
yachting's oldest yard

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HERITAGE

The yard that launched two centuries of trust

WRITTEN BY TRISTAN RUTHERFORD

The Camper & Nicholsons' legacy stretches further back than any other yachting agency. The superyachts, constructed on England's south coast for clients as diverse as American industrialists and British royalty, have competed in every major regatta. Miraculously, many of the yachts built in Gosport over a century ago are still racing today

Gosport's influence belies its diminutive size. That's because the dockyard town on England's south coast had a head start. The Normans built a castle to protect Isle of Wight shipping a millennium ago. The settlement's port access to the Solent was mentioned in the Domesday Book in 1086. During the 17th century, King Charles II (a man who was gifted Tangier and Bombay as a wedding present) added naval munitions to further project British sea power.

Thanks to Camper and Nicholsons, the modern port is a warren of dockyards encircled by a fractal of marinas, enmeshed within a sea of sail. The story begins in 1782, when Francis Amos set up shop as a Gosport boat builder. The successful business was inherited by his great nephew, William Camper, who traded under his own name. Camper cultivated upwardly mobile members of the Royal Yacht Squadron across the quay in Portsmouth. His inaugural launch, *Breeze*, won the King's Cup and cemented his reputation within the ranks.

By 1842 a young apprentice had joined the firm. The 14-year-old Ben Nicholson soon learnt the Camper way – working in tandem with purchasers to create the world's finest bespoke yachts. Each new launch won plaudits. The schooner *Nancy Dawson* circumnavigated the globe, then searched the Bering Straits for the lost Franklin Expedition, which had set out to navigate the Northwest Passage. Nicholson's last Gosport vessel in 1887, the *Amphitrite*, belonged to two British dukes followed by a Swedish industrialist. She is still sailing today as a German cadet-training vessel. On such longevity was the brand born.

It was raw speed that brought custom to Nicholson's second son, Charles Nicholson. In 1892 his first racing yacht, *Dacia*, competed 14 times. She placed first 14 times. By pairing unbridled vigour with elegant lines, Nicholson embarked on perhaps the greatest era of yacht design the world has ever witnessed. A case in point was Charles Nicholson's creations for Royal Yacht Squadron member Sir Tom Sopwith.

RIGHT The new yacht *Morning Cloud* being launched at the Camper & Nicholsons boatyard in Gosport



Thanks to Camper and Nicholsons,
the modern port is a warren of
dockyards encircled by a fractal of
marinas, enmeshed within a sea of sail





ABOVE Foredeck crew attend to the sails as the J-Class yacht *Velsheda* races along at Antigua Classic Yacht Regatta, 2003.
LEFT The cavernous stripped out interior of *Velsheda* as its steel hull undergoes a rebuild at the Camper & Nicholsons yard in Gosport.
BELOW Princess Alexandra, The Honourable Lady Ogilvy, chats with members of the crew of the yacht *Lutine* at the Camper & Nicholsons yard where she named the yacht, 1970.



As war spread, the British Admiralty requisitioned any vessel they could lay their hands on. Needless to say, Camper and Nicholson's boats were at a premium

Sopwith was a typical Camper and Nicholson's client – a captain of industry who combined hard work with unusual pleasures. These included, but were not limited to, hot air ballooning, champion level motorcycling, national level ice hockey and prize-winning aviation. Sopwith needed a charge with enough power and prowess – a fist of steel within a velvet glove – to win the greatest of races, the America's Cup. The result was *Endeavour*. This J-Class yacht matched Sopwith's aviation dynamics with Nicholson's quadrilateral genoa. She lost the race on a newly introduced technicality, prompting one wit to declare: "Britannia rules the waves but America waives the rules." It's a testament to designer-client collaboration that three out of the four Camper and Nicholson's J-Class yachts (including Sir Thomas Lipton's America's Cup challenger *Shamrock V*) are still racing today.

Sir Tom Sopwith wanted more: this time a motoryacht to be used as a base for big ocean races. Charles Nicholson returned to his Gosport drawing board. The ensuing *Philante* was an 80m-long leviathan of 1,600 tons that could cross the Atlantic in the bat of an eye – escorting Sopwith and crew to yet another America's Cup. With a bright yellow funnel and muscular prow she rivals the most beautiful of classic motor yachts alongside *Talitha* and *Christina O*.

As clouds of conflict descended, all three motor vessels performed trans-oceanic duties of a more desperate kind. During WWII, *Philante* was painted with camouflage dazzle and fitted with an anti-aircraft gun. *Yachting* magazine declared that she was: "One of the most luxurious warships afloat. The officers' cabins have private bathrooms, divan beds and the fittings of a West End hotel suite." That she survived as a convoy escort tasked with the surrender of 33 Nazi U-boats is a demonstration of her dexterity. That she remains one of the finest superyachts afloat (as the Norwegian royal yacht *K/S Norge*) is a miracle.

As war spread, the British Admiralty requisitioned any vessel they could lay their hands on. Needless to say, Camper and Nicholson's boats were at a premium. A little-known example was the Motor Gun Boats ordered by the Turkish Navy in the 1930s. As they were larger and swifter than anything on the Royal Navy books, five vessels were nabbed by Arctic explorer and old Etonian buccaneer Sir George Binney. Britain was fast running out of the ball bearings that were vital to everything from arms manufacture to vehicle construction. The world's largest manufacturer, SKF in occupied Sweden, could secretly supply ball bearings if Binney could collect. The Gosport-made motorboats featured triple Paxman 1,000bhp engines, rendering them perfect for a rapid raid on the Gothenburg factory. At flat-out speeds of 30 knots, through night fog and heavily mined seas, they collected nearly 350 tons of essential material.

RIGHT Prince Charles, accompanied by his father, the Duke of Edinburgh, onboard *Bluebottle* whilst competing in a Dragon class race.







ABOVE J-class yacht *Endeavour* rigged for her ocean crossing, prepares to sail for America.
LEFT Onboard *Shamrock V* during the Regates Royales in Cannes, France.



IMAGE Francis Chichester sets sail in his yawl *Gipsy Moth III* from Plymouth for his second single-handed crossing of the Atlantic.



After 226 days at sea, the yacht sailed back to England's south coast and smashed five world records

Only Camper and Nicholsons yachts like these suffice the robust needs of royalty, military and ocean race durability. From King Edward VII's schooner *Aline* to the Duke of Edinburgh's Olympic medal-winning *Bluebottle*, from the Woolworth owner's J-Class *Velsboda* to Isaac Bell's Fastnet winning *Bloodhound*, illustrious history precedes every purchase. The company's latest launches may boast spas, submersibles and living reef aquariums. And on-board crew may contain freedive tutors, ice pilots and celestial astronomers. But over 230 years, the same standards of speed, seaworthiness and utter reliability have sailed their boats through the swiftest seas.

A final point to ponder is the wonderful story of Sir Francis Chichester. In 1929 Chichester took delivery of a de Havilland Gipsy Moth biplane. He then decided, as one does in the arrogance of youth, to circumnavigate the globe. Decades later, at the tender age of 57, after being diagnosed with lung cancer, he

took up long-distance yachting. Two years later he won the inaugural transatlantic single-handed race. His yacht, *Gipsy Moth III*, completed the 'wrong-way' crossing from Plymouth to New York in 40 days. So when Chichester planned to circumnavigate the globe solo, aged 64, there could be only one dockyard for the commission. On the home leg near Cape Horn the Gosport-built *Gipsy Moth IV* rolled in a 140° capsize, then self-righted as Chichester knew she would. After 226 days at sea, the yacht sailed back to England's south coast and smashed five world records, including the fastest voyage around the world by any small vessel. In 2004 Camper and Nicholsons renovated *Gipsy Moth IV* at cost price. She later took part in The Queen's Thames Diamond Jubilee Pageant, and all new British passports include an illustration of the record-breaking vessel. As companies thrive and dive by their reputation, any chink in the yacht's design could have sunk Chichester – and the company with it. Fortunately, at the Gosport yard there were none.



Brooks Brothers

FASHION

America's longest established retailer meets yachting's oldest yard

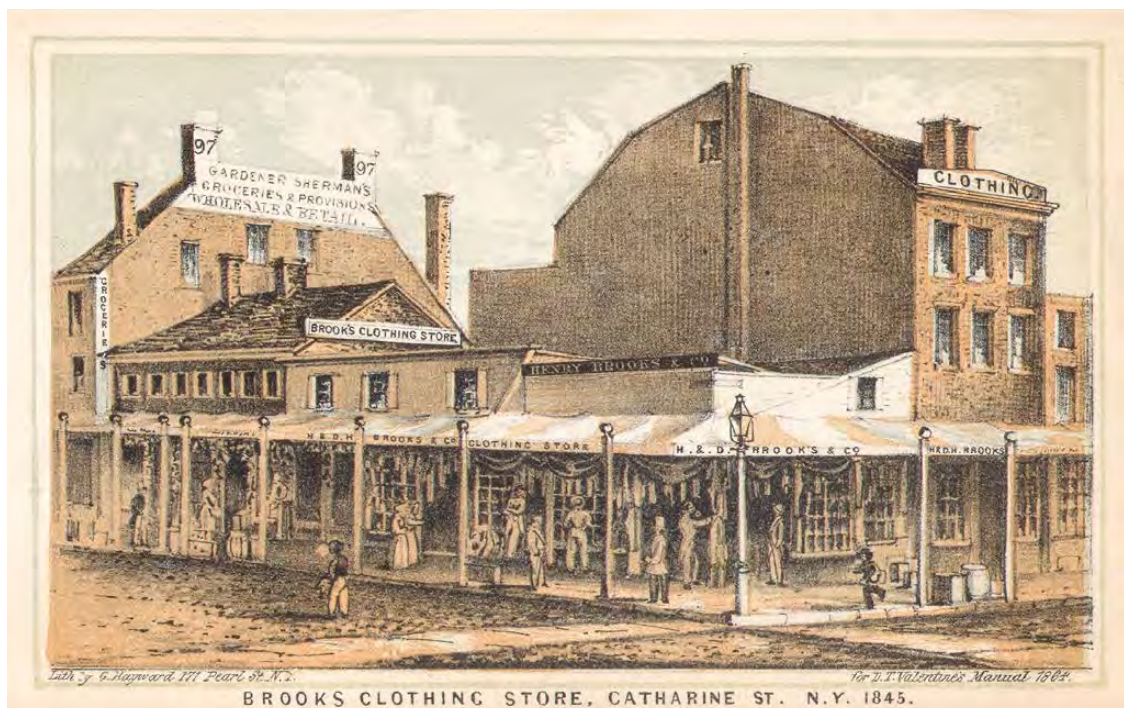
WRITTEN BY TRISTAN RUTHERFORD

No fashion brand matches the timeless legacy of Camper & Nicholsons like Brooks Brothers. It was created exactly two centuries ago as an outfitter for ocean-going entrepreneurs. Personalities as sundry as Andy Warhol and Gregory Peck have carried the style far beyond its New York and London roots

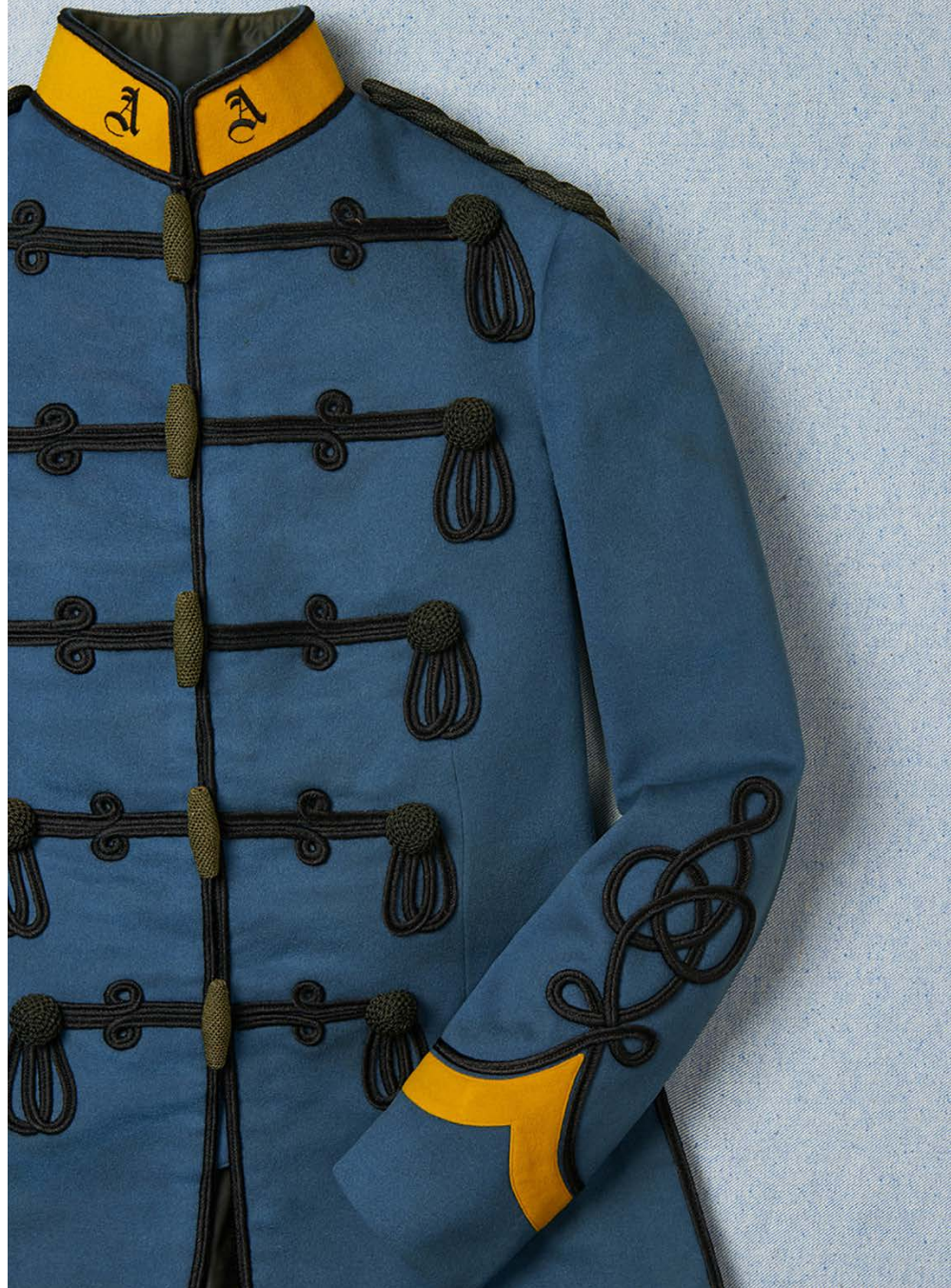


While the United States was building the greatest military and peacekeeping force in history, Brooks Brothers was weaving the fabric of that proud tradition

In 1818, Henry Sands Brooks founded a Manhattan outfitter for seafarers and entrepreneurial travellers. Like Camper & Nicholson's, his Brooks Brothers fashion brand has pioneered new styles, while keeping one hand on the tiller of its illustrious past. A case in point was Mr Brooks' growing clientele. By securing a reputation for stylish costumes of the highest calibre, his customer base evolved to include America's elite, but when a sailor called in to buy a suit he still offered them a free dram of rum. Brooks Brothers also created hard-wearing outfits for captains and commanders in the US Navy.



LEFT The first store, 1864. A reproduction of the original lithography by George Hayward made in 1864, this image depicts the store as it was in 1845, when the store was known as H. and D.H. Brooks and Co. At the time the lithography was made, the store was recovering from the damage inflicted by looters during the July 1863 Draft Riots, and this image conjured, simpler more peaceful times. (Brooks Brothers Archives)



ABOVE The Brilliant Squadron A Jacket made by Brooks Brothers was worn by the military escorts at Roosevelt's second inauguration
LEFT Teddy Roosevelt had Brooks Brothers make uniforms for his 1st U.S. Volunteer Cavalry Unit, otherwise known as the Rough Riders





ABOVE Daniel H. Brooks, John Brooks, Edward Sands Brooks and Elisha Brooks, inherited the store in 1833. They changed the company to Brooks Brothers
RIGHT Claudio Del Vecchio, President and CEO of Brooks Brothers

BROOKS BROTHERS



ESTABLISHED 1818



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America's longest established retailer burnished its brand by supplying Abraham Lincoln with his favourite jacket. It has gone on to dress 40 out of the 45 American Presidents

The marque celebrates its bicentennial this year thanks to 200 years of constant innovation. Two hundred years later Brooks Brothers is still going strong. America's longest established retailer burnished its brand by supplying Abraham Lincoln with his favourite jacket. It has gone on to dress 40 out of the 45 American Presidents. For his inauguration in 2009, the tailors provided Barack Obama with a greatcoat, scarf and gloves. Franklin Delano Roosevelt was gifted the collared cape and fedora he wore at the Yalta Conference in 1945. Even Jacques Chirac purchased fitted shirts from the American brand. From a Parisian, that's praise indeed.

Such history dovetails with that at Camper & Nicholsons, which won its spurs by building naval vessels, before supplying luxury yachts to the great and good. The roots of both firms are similarly transatlantic. John E. Brooks, the grandson of Brooks Brothers' founder, adorned dress shirts with button-down collars after seeing them worn by English polo players. The Original Polo® Button-Down Oxford Shirt, beloved of Andy Warhol who wore white ones throughout his colourful life, is still made in the United States. The brand also popularised hefty Harris Tweed and lightweight seersucker suits. By the early 1960s, young sales assistants were touting both in their flagship Madison Avenue store. One of them was called Ralph Lauren.





TOP Lead character, advertising executive Don Draper, played by actor Jon Hamm, wears the classic Brooks Brothers no.1 sack suit. **BOTTOM** Actors Tobey Maguire and Leonardo Di Caprio wear Brooks Brothers suit. Brooks Brothers served as the official menswear clothing partner for Mr Luhrmann's film, working with Designer Catherine Martin.



Mad Men, the advertising drama noted for cigars, sexism and historical authenticity, commissioned its costumes from Brooks

If the brand's button-down shirts and leather accessories look familiar it's for another pioneering reason. Company chiefs blazed the celebrity endorsement trail decades before the concept was formalised. The character Atticus Finch wore a Brooks Brothers suit in *To Kill A Mockingbird*, as did actor Gregory Peck off-screen. *Mad Men*, the advertising drama noted for cigars, sexism and historical authenticity, commissioned its costumes from Brooks. And when the film *The Great Gatsby* needed 1,500 clothing items that pouted like a 1920s arriviste, it knew whom to call. Artists Cy Twombly and David Hockney have also been ambassadors for the brand.

When the time came for fresh blood, the company sallied back to its transatlantic roots. Since 2014, New York-born designer Zac Posen has helmed the brand as creative director. In a nod to Brooks Brothers' British connections (Henry Sands Brooks would

sail to London to bag jackets and materials to resell in-store), Posen won a place at Central Saint Martins' womenswear degree programme in 1999. Two years later he designed a pink silk dress for Naomi Campbell that was passed around her fashionista friends. By the age of 21 Posen's dresses were being exhibited in the V&A. Now a boyish 37, his life story tells itself.

Aside from the eight deck-friendly items shown on page 80, Zac Posen's most recent offering is something completely different: a reworking of Delta Airlines' inflight uniforms. Ground staff wear athleisure baggies while First Class cabin crew sport capes in Posen's latest shade: Passport Plum. Delta's 60,000 global employees debuted the costumes from late May. Although at Camper & Nicholsons, we prefer our togs at sea level rather than 41,000ft.



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.

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SECTION 2

SALE & PURCHASE

SALE & PURCHASE

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SALE & PURCHASE

C&N – New Build & Brokerage

WITH FABIO ERMETTO
CCO OF CAMPER & NICHOLSONS

Camper & Nicholsons have been a maritime forerunner since 1782. Its Chief Commercial Officer describes how the company has continually innovated to keep itself at the forefront of global yachting. Such collaborative ingenuity should maintain the marque as the industry's most trusted business for centuries to come

Camper & Nicholsons has sailed strongly through every current since 1782. The firm has built yachts for every ocean, and brokered sales in every sea. Any managerial role like mine is that of a custodian. We are here to navigate the industry's most iconic marque into new markets and fresh ports.

When I joined the company in 2017 I feared my position as Chief Commercial Officer might be a double edged sword. You may have visited our offices in Mayfair or Monaco. Each of them is decorated with portraits of classic Camper & Nicholsons yachts that we delivered to the globe's greatest sailors. Each employee wears the DNA of our founders. Fortunately, their ethos encompassed innovation as well as integrity. This lodestar allows us to advance with new collaborations and designs.

In many ways the illustrious legacy of our company makes my job easier. I am free to innovate, while our forebears keep a hand on the helm. Furthermore, any responsibility I bear is outweighed by the respect felt for the brand. I spend a third of my time in shipyards across Northern Europe, Asia, America and my native Italy. When I sit down with their teams of designers they grasp the brief from the outset. They know that our clients demand pioneering products that are built to perfection, yet are timeless enough to sail through countless decades. Just like the brand itself.

That said, many facets of the industry would surprise the Camper & Nicholsons directors from a century ago. One aspect is the firm's global reach. Our next yacht owner might be from mainland China or Latin America. They might wear Church's brogues or a pair

THIS PAGE AND NEXT The stunning 50m *Satori*, from Heesen yachts.




SATORI
GEORGE TOWN







ABOVE, FROM TOP The 40m custom motoryacht built by Cantiere delle Marche on Italy's Adriatic Coast, launching in Summer 2020; The classic motoryacht *Marala*, built by Camper & Nicholson's in 1931 to one of Charles E Nicholson's designs, and refitted in 2017.



Camper & Nicholsons has sailed strongly through every current since 1782. The firm has built yachts for every ocean, and brokered sales in every sea

of Today's. That's why we match our client base with a network of 14 offices that stretch from the palm trees of Phuket to Miami's golden sands. Our staff speak a total of 21 languages. Some were born in the 1940s, while our latest trainees were born after the millennium. They all contribute to a market that has become universal, unbounded and increasingly borderless.

The firm's greatest yacht designer, Charles E Nicholson, was a forerunner in composite woods and racing Marconi rigs. But even he would be shocked at technology's place at our strategic core. Take, for example, the classic motoryacht *Marala*. She was built by Camper & Nicholsons in 1931 to one of Charles E Nicholson's designs. In 2017 my colleague Jean-Marie Récamier sold the refitted yacht – with her original 750hp MAN diesel engines – to another cherished owner. Yet the photographs we shared of *Marala* were likely taken by drone. Words and images would have been shared in a dozen languages within the industry's most comprehensive database. The marketing package has been viewed on tablets and smartphones of every manufacture. Such technological upkeep has allowed us to maintain 22.7% market share among the industry's top 10 performing brokerage companies. Quite simply, we are luxury yachting's unrivalled leader.

Given this pairing of timelessness and technology, my biggest drive since I was invited to join Camper & Nicholsons has been to expand our successful new builds division. I worked for many years with Benetti, from project managing their early builds to selling their most recent – I remember *Eliza Jean*, which is now called *Brunello*, and currently for sale with Camper & Nicholsons. I was project manager for the construction and the owner was represented by one of our brokers, Alex Lees-Buckley. It was a great experience working with him then, and now we work together. Alex has sold more custom built Benettis than anyone else, including the recently delivered 90 metre, which is the largest to date. By coincidence, Alex's son has also forged a successful career as a broker, so like our company founders, we build knowledge over generations not years.

Another of my favourite yachts is 50m *Satori*. I also have a personal interest in her because I started my career as a naval architect in Holland, later rising to the position of Director of Sales & Marketing at Dutch shipyard Heesen, where the yacht was built. With sweeping lines, gigantic sundeck and unrivalled speeds for her size, *Satori* broke the mould. She picked up two major superyacht awards.



Imagine discussing early aeroplanes with *Marala's* original owner Sir Richard Fairey. In 1930 he had the presence of mind to purchase a flying field near London from a local vicar. It's now known as Heathrow

Once again the collaboration between client, shipyard and broker, together with the French designer Rémi Tessier who styled the interior, made this unique build a possibility. I still see her while sailing all over the Mediterranean.

A final new build project of which I am particularly proud will launch in summer 2020. She is a 40m custom motoryacht built by Cantiere delle Marche on Italy's Adriatic Coast. She is also a fine example of how an owner can place his trust in our brokerage skills. The client had previously purchased several yachts with Camper & Nicholsons and also asked us to serve as technical advisor. She will be the first yacht to be commissioned and built entirely by our new builds division. I raise a glass of Prosecco – or more likely a caffè macchiato, as my work is far from done – to many more.

There's little time for daydreaming right now, nor in the 17 years I spent working in shipyards across Europe. That said, my fantasy would be to travel in time and spend one day with every Camper & Nicholsons client. For instance, just imagine discussing early aeroplanes with *Marala's* original owner Sir Richard Fairey. He was an aviation inventor who designed the world's first ship-borne seaplane. In 1930 he had the presence of mind to purchase a flying field near London from a local vicar. It's now known as Heathrow.

Alas, while I can't go back in time, I can recall our 230 years of experience to build ever more graceful yachts in collaboration with compelling owners and designers from across the globe. I see clear water ahead.

IMAGE Sir Richard Fairey, aviation inventor and the original owner of *Masala*.





CHARTER FLEET

C&N – Asian Market

WITH BART KIMMAN

COMMERCIAL DIRECTOR OF CAMPER & NICHOLSONS ASIA

To understand the Asian yachting industry you need a personality who has been at its forefront for three decades. As a champion ocean racer and esteemed broker, Camper & Nicholsons Asia's Commercial Director has sailed yachts into every port in the East


My first job in Hong Kong was in banking in 1985. Back then Cathay Pacific had just started non-stop flights to London and Vancouver on the 747. Commuters wore Walkmans on the Star Ferry. And Britain's Prime Minister, Margaret Thatcher, had just signed the Sino-British Joint Declaration. This document turned the colony from an insular economy into an investment vehicle into China. The state's GDP rocketed from \$35bn to today's \$365bn, as its trading tentacles spread to the mainland.

It used to be the case that when a company announced the opening of an office in China, its share price would rise. Those days are long gone. Any venture needs to be backed by a deliberate masterplan that involves long-term industry players with personal connections to both buyer and seller. Fortunately, at Camper & Nicholsons Asia our brokerage strategy is exactly that. We have matched discerning yacht owners with the world's leading shipyards since 1782.

My 33 years in Hong Kong have taught me that each nation operates by singular business principles. Banking, political and regulatory systems are diverse. Neighbours like China and Vietnam have vastly different languages, currency rules and historic legacies. Aspects of Singapore and Myanmar are centuries apart. That's why you can't run an Asian business from Zurich or New York. And it's why our office (and I don't mean to boast) neighbours the Mandarin Oriental and Jardine House. If you do not live in Asia you have no connection with its people. As a businessperson, that doesn't work.

In my job it also helps to feel a kinship with the sea. I was raised in Holland, a nation home to the equivalent of a mere 1% of China's population, but which boasts half a million boats. In state schools children are taught to sail from a young age. I graduated into fast ocean racing before competing in the Rolex China Sea Race. Since the 1960s it has been Asia's premier





A company like Camper & Nicholsons has never rested upon its heritage – nor can it afford to in this new epicentre of global yachting

blue water race. Imagine a rainbow of sail sprinting from the Royal Hong Kong Yacht Club around the Philippines and back. As you can imagine, many of the sailors are prominent captains of industry so the field is extremely competitive. I am delighted to say that my team won the IRC 2 class during the last contest. However, my hubris masks a serious point. As a superyacht broker I sell long-term investments worth tens, if not hundreds, of millions. In my opinion if you haven't sailed it, you shouldn't sell it.

Moreover, the stock I sell is not government bonds but an utterly unique product. For a sample of market diversity take these two yachts. *Lionspirit* is a 57m motoryacht that was styled by Espen Øino, the industry's leading name. As she nears completion her new owner can add a final design touch, or use existing interior proposals from London's Reymond Langton or Milan's Hotlab. This sale is typical as many shipyards build hulls on spec, then welcome client input during the final 12 months to 24 months of completion. A vastly different yacht for sale is 65m *Lamima*. Hand-built upon a beach in Indonesia and based upon centuries-old designs she is fitted out to superyacht standards with a PADI diving centre,

Balinese massage studio and 1,200 square metres of sail. Should a buyer wish to defray the cost of purchase, she charters like a dream.

Brand matters in such a diverse market. Particularly so here in China. For example, Ferrari cars are icons of success, not least because they race through Shanghai during the F1 Grand Prix. A company like Camper & Nicholsons has never rested upon its heritage – nor can it afford to in this new epicentre of global yachting. Therefore a key part of my job is to introduce and educate potential buyers as they explore Europe's leading yards. Once a client understands the integrity of a marque like Royal Huisman, the firm that built 90m *Athena*, a luxurious schooner with an electronic crow's nest that rockets into the sky, they comprehend the shipyard's workmanship, veracity and longevity. Smaller branded motoryachts from Benetti and Azimut are increasingly popular. Not every client wishes to spend a week at sea, so these yachts can cruise from a hotel jetty in Phuket, Macau or Singapore, then race back in time for dinner. Because we live in Asia we understand that *modus operandi*, and therefore our global shipyard partners do too.



TOP TO BOTTOM Rendering of 57m *Lionspirit* by Sunrise Yachts due for delivery 2020.
65m phinisi, *Lamima*, sailing in Southeast Asian waters.





I have sailed all around Southern Asia and spied my favourite yachts including 57.5m *Twizzle*, a Royal Huisman that can tuck into Asia's shallowest anchorages

More yachts are sailing East for pleasure. That's great news because it makes the superyacht concept easier to grasp. I have sailed all around Southern Asia and spied my favourite yachts including 52m *Mondango 2*, a Dubois racing yacht with a Reymond Langton interior, and 57.5m *Twizzle*, a Royal Huisman that can tuck into Asia's shallowest anchorages. The 140m Fincantieri build *Ocean Victory*, and the 143m sailing yacht *A*, adore our shores.

This visitation by the world's leading superyachts doesn't surprise me. In my opinion the area has a far greater diversity than the Caribbean. We are talking tens of thousands of islands and over a dozen countries, each with their own beguiling histories. East Asia has 1.5 billion people compared with a mere 40 million across the Caribbean – and most of them have an individual recipe to share, or a unique story to tell. My colleagues at Camper & Nicholsons Asia's charter department are equally busy with clients from both East and West. Did you know that 4% of the Swedish population visits Thailand every year? They love the country as much as me.

Alas, my job isn't all Thai prawn massaman and Veuve Clicquot. Hong Kong doesn't sleep. Furthermore, one needs decades of industry experience to understand the detail, the documents, the contacts. Plus unlimited patience as one explains maintenance, delivery and post-sales care. Ultimate success boils down to an intimate knowledge of our clients' expectations. In that way superyacht brokerage is similar to banking. It's just a lot more fun.



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 | €96,000,000
2. **Amels 206** 62.4m^(204'7)
Amels, 2020 | €62,000,000
3. **Sanlorenzo 62** 62m^(203'4)
SanLorenzo, 2020 | POA
Alex Lees-Buckley | +377 97 97 77 00 | aleesbuckley@camperandnicholsons.com
4. **Lionspirit** 57.28m^(187'9)
Sunrise Yachts, 2020 | €12,500,000
Fernando Nicholson | +1 305 604 9191 | fnicholson@camperandnicholsons.com







1. **Castor 55m** (180'4)
Heesen Yachts, 2020 | €42,300,000
2. **Aster 50m** (164')
Heesen Yachts, 2019 | €33,500,000
3. **Triton 50m** (164')
Heesen Yachts, 2020 | €32,500,000





4. **Avalon 48 Cobra** 48.5m (159'1)

Rossi Navi, 2019 | €27,500,000

Fabio Ermetto | +377 97 97 77 00 | fermetto@camperandnicholsons.com

5. **Baglietto 10228** 47.6m (156'2)

Baglietto S.p.A., 2018 | €28,000,000

6. **Impero 45** 44.6m (146'3)

Admiral, 2020 | €19,900,000

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

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





1. **Baglietto 10226** 43.65m (143'2")

Baglietto S.p.A., 2019 | €21,500,000

2. **Sanlorenzo 40 Alloy** 40.8m (133'9")

SanLorenzo, 2018 | €17,900,000

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

3. **Benetti Oasis 135 BO101** 41.14m (130')

Benetti S.p.A., 2020 | €19,400,00



4. **Benetti Classic Supreme** 40.2m (131'9)

Benetti SpA, 2019 | €18,800,000

5. **Benetti Vivace 125** 38.1m (125')

Benetti S.p.A., 2019 | €17,600,000



6. **Ocea 125XP** 38m (124'6)

Ocea, 2019 | €14,950,000

Jeremy Ehrardt | +33 483 14 12 44 | jehardt@camperandnicholsons.com

7. **Navetta 37/08** 37.04m (121'5)

Custom Line Spa, 2019 | €13,900,000



1. **La Sultana** 65.4m (214'5)

Georgi Dimitrov, 1962/2015 | €12,500,000

Charles Ehrardt | +33 483 14 12 44 | cehrardt@camperandnicholsons.com

2. **Maybe** 59m (193'5)

MetalSHIPS & Docks, 2016 | €34,950,000

Jonathan Syrett | +34 971 403 311 | jsyrett@camperandnicholsons.com

On the market

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





3. **Parsifal III** 53.8m (176'5)

Perini Navi SpA, 2005 | €18,900,000

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

4. **Menorca** 48.5m (159'11)

Botje Enseng, 1961/2017 | €7,500,000

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





2



1. **Arabella** 47.85m (157')

Palmer Johnson, 1983/2000 | \$4,500,000

Andrew LeBuhn | +1 561 655 2121 | alebuhn@camperandnicholsons.com

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

Baglietto, 2017 | €26,900,000

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



3. **Raasta** 46.7m (153'2)

Heesen, 2008/2018 | €17,500,000

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

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

Arno Leopard, 2008/2017 | €9,500,000

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

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

Jongert, 2003 | POA

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

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





- 1. Heritage 45.3m** ^(148'6)
Perini Navi SpA, 2006 | €10,500,000
Alex Lees-Buckley | +377 97 97 77 00 | aleesbuckley@camperandnicholsons.com
- 2. Helios 45.26m** ^(148'5)
Perini Navi SpA, 2007 | €10,900,000
Alex Lees-Buckley | +377 97 97 77 00 | aleesbuckley@camperandnicholsons.com
- 3. Gladiator 44.65m** ^(146'5)
Feadship, 2010 | €19,800,000
Alex Lees-Buckley | +377 97 97 77 00 | aleesbuckley@camperandnicholsons.com



4. **Idyllwild** 44.2m (145')

Benetti, 2005/2015 | €9,450,000

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

5. **Blue Vision** 44m (144'3")

Benetti, 2007 | €11,750,000

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

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

Cantieri Navali Nicolini, 1995/2017 | €4,250,000

Jonathan Syrett | +34 971 403 311 | jsyrett@camperandnicholsons.com



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

Feadship, 1993 | \$9,500,000

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

2. **Sofia 3** 42.98m (140')

Baglietto, 2008/2018 | €11,500,000

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





3. **X** 42.78m^(140'3)

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^(134'8)

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

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



- 1. Inmocean 41m** ^(134'5)
Fitzroy Yachts, 2008/2016 | €7,700,000
Oleg Taranov | +377 97 97 77 00 | otaranov@camperandnicholsons.com
- 2. Thumper 40.05m** ^(131'3)
Sunseeker, 2014 | €12,970,000
Alex Lees-Buckley | +377 97 97 77 00 | alesbuckley@camperandnicholsons.com
- 3. Meridiana 39.5m** ^(129'5)
Baglietto, 1990/2014 | €2,350,000
Charles Ehrardt | +33 483 14 12 44 | cehrardt@camperandnicholsons.com



4. **Emera** 39.43m (129'3)

Camper & Nicholsons, 1974/2008 | €3,600,000

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

5. **Safira** 39.31m (128'9)

Newcastle Marine, 2013/2015 | \$17,000,000

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

6. **Damahwil** 37m (121'3)

Bayards B.V., 2010 | €4,995,000

Tim Langmead | +44 20 7009 1950 | tlangmead@camperandnicholsons.com





1



2



3



4

1. **Tanusha 37m** (121'3)

Benetti, 2010 | €8,900,000

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

2. **Mamma Mia 36.6m** (120')

Benetti, 2007 | \$6,900,000

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

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

3. **Secret Love 36.5m** (119'7)

Amels, 1990 | €2,950,000

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

4. **Ecrider 36.25m** (118'9)

AB Yachts, 2013 | \$8,300,000

Adam Essex | +852 3976 7900 | aessex@camperandnicholsons.com

5. **Onelilo 36m** (118')

Abeking & Rasmussen, 1988/2015 | €1,950,000

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



5



1. **Sea Wish** 36m (118')

Cantieri Navali di Termoli, 2003 | €1,300,000

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

Steve Andreck | +1 954 524 4250 | sandreck@camperandnicholsons.com

2. **Tiziana** 35.61m (116'8")

Abeking & Rasmussen, 1963/2017 | €4,900,000

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



3. **Bellamor** 35.07m (119'7")

Pershing, 2013 | €7,500,000

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

4. **Brunello** 34.95m (114'6")

Benetti, 2003/2015 | \$5,800,000

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



5

5. **Elaldrea** 34.95m (114'6)

Benetti, 2002 | €3,800,000

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

6. **Levantine II** 33.23m (109')

Pershing, 2013 | €7,250,000

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

7. **Wanted** 31.7m (104')

Sanlorenzo, 2012 | €5,600,000

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



6



7



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

Seven days aboard
M/Y Legend

66

FASHION

Ship shape
style

80







TRAVEL

Seven days aboard *M/Y Legend*

WRITTEN BY TRISTAN RUTHERFORD

Last January, Camper & Nicholsons flew four of their leading brokers in a variety of aircraft below the 65th parallel. Their reminiscences from a converted Soviet ice-breaker highlight contact with orcas and Weddell seals as the most memorable part of a once-in-a-lifetime trip

1

Monday

It's 8.07am. I would normally be on my morning commute. Instead one of our three guides has spied a pod of orcas off the prow. We discreetly lower the Zodiacs. Among the group's dozen, the infants are especially playful, popping up between the tenders for photos, like subaquatic superstars. At nine metres in length the elders dwarf our RIBs. With ensuing caution they watch us for an hour. Then nose our boat. Then rise up with toothy smiles to laugh at us, no doubt in pity, as they enjoy this unsullied seascape every single day. Two members of our group weep tears of joy. Monday mornings don't get much better than this.





2

Tuesday

After breakfast our guides discuss wildlife etiquette. A good thing, as we're sailing through virgin waters that welcomed their first boat less than 200 years ago. Antarctica remains the coldest, driest, windiest and highest of all the continents. Although twice as large as Australia, it is by far the least explored. This private expedition is only possible as we're aboard *MY Legend*. The 77m vessel saw active service during the Cold War as a Soviet icebreaker, before a luxurious conversion re-launched her on the charter market. That means she pairs helipads and a submarine garage with gourmet chefs and snow scooters. Most Class 1 ice yachts can carry 12 guests. *MY Legend* can carry 26, along with naturalists, ice pilots, masseurs and anyone else you'd care to invite.







It's 8.07am. I would normally be on my morning commute. Instead one of our three guides has spied a pod of orcas off the prow



3

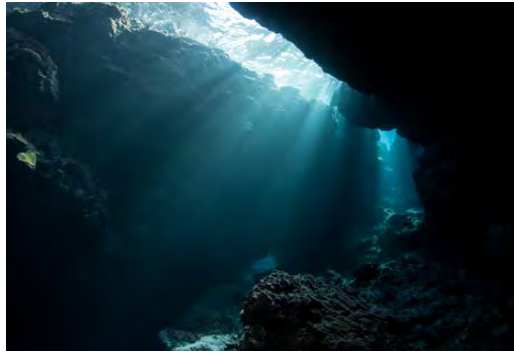
Wednesday

It's fortunate we received the wildlife briefing. We're slowly cruising through the Lemaire Channel. So many of Antarctica's species are visible that the strait is nicknamed the 'Kodak Gap'. Our favourite are the Weddell seals. Rather comically, they haul-out onto beaches and ice floes like sun seekers below La Croisette in Cannes. Women are king of the pack. They grow to an unfeasibly large 600kg, far stockier than the males. The heft is needed, as they give birth directly on the ice. Their pups take their first introductory swims after a week, staying submerged for up to five minutes. Adults can dive for up to 80 minutes. Their spleens hold an additional oxygen reserve, allowing them an unhurried daily feast of over 50kg of squid, crustaceans and prawns sourced from the larder of the ocean floor. Lucky things.

4

Thursday

We're diving deep too: *M/Y Legend* boasts a C-Explorer made by U-Boat Worx, the Dutch manufacturer of private submarines. Our miniature sub's panoramic windows are reinforced to withstand depths of more than 200m. Using the bank of headlights we take a night dive to a mere 60m below the waves. From the comfort of our leather seats we spy otherworldly shapes and sleepy mammals drifting through a heavenly ether. Back at sea level we're greeted with hot towels and hot chocolate. Then swiftly graduate to Hendrick's and tonic as we warm up in front of the open fire. There's no need to embellish our stories. We can simply gaze out to sea from one of the 13 suites and staterooms to watch a frozen netherworld of majestic proportions slip by. The handful of vessels this far south, *M/Y Legend* included, are fitted with IAATO Antarctica Operator trackers. This ensures they obey rigorous environmental regulations. The continent's frigid beauty melts hearts and must be kept pristine.



From the comfort of our leather seats we spy otherworldly shapes and sleepy mammals drifting through a heavenly ether



Antarctica remains the coldest, driest, windiest and highest of all the continents. Although twice as large as Australia, it is by far the least explored





5

Friday

We've been tracked! It seems the British Antarctic Heritage Trust knew we were coming. They wave us into Port Lockroy Base from where we send a postcard home. (Don't write anything urgent: letters from the world's most southerly Post Office take six weeks to reach Europe and the States.) We discover the base's mysterious history. In 1943 the British Admiralty hatched a secret plan to create a permanent British presence here at 64°50 south. Two ships set sail from the Falkland Islands under the command of Lieutenant James Marr, a former Boy Scout who accompanied Sir Ernest Shackleton on an earlier expedition. The group's physician, Dr Eric Hatfield Back, set up a rudimentary weather station. His data now forms the base reading for global warming. Thousands of Gentoo penguins are accustomed to the meteorological monitors by now. We return the base's welcome by inviting Port Lockroy's crew aboard for hot showers; their hut has no electricity or running water. We try to impress them with our tales of morning yoga and ocean dips – albeit ones followed by long hot bath on deck. They tell us to return in the Austral winter and see how long we last in the Jacuzzi then.

We return the base's welcome by inviting Port Lockroy's crew aboard for hot showers; their hut has no electricity or running water





6

Saturday

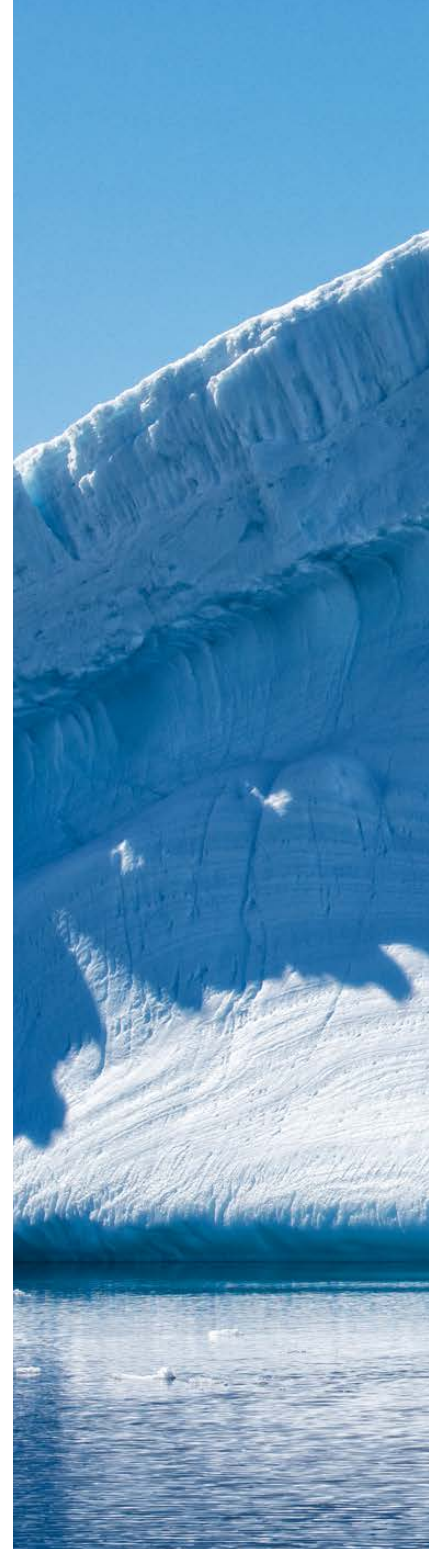
Through the Neumayer Channel. Wildlife in obscene abundance. Our guides offer telescopes and binoculars, then use gloved hands to point us in the right direction. Fur seals and southern elephant seals are sighted first; the former take-home-cute, the latter categorically ugly. Today we enjoy seafood lunch on deck... although it's a sobering fact that Antarctica's lowest temperature (-89.2°C or -128.6°F) was recorded at Russia's Vostok Station in 1983. The sea is flat calm. Again we lower the tenders. An hour amid the icebergs elicits a glorious terror. Up close each one rises like a mountain of brilliant white fear. Then shelves blue-black below the mirror-glazed sea as another 90% resides beneath the sea. We're circled by leopard seals, which can grow to twice human size, with jaws that lock together. We are as elated as we are fearful, and are glad to be back aboard. The day's camera rolls are screened on the big TV.



7

Sunday

Last night we shuttled to the Ukrainian polar research station at Vernadsky Base. Almost as important as their research is their homemade bar, the southernmost boozier in the world. The scientists distil hooch on the premises then sell it by the shot. Fortunately hangovers clear quickly in these icy climes. Talk turns to *M/Y Legend's* summer schedule. She will make a stately procession through the fjords of Norway to Spitzbergen, where dog sleds are required to spot polar bears in their unblemished habitat. And from there west to the Arctic and Greenland, which offers iceberg diving and blue whale tracking in – relatively – warm seas. Today our primary fear has been the voyage home. Driving snow pushes back our Aerovías flight from King George Island to Chilean Patagonia for several hours. Then a gap in the storm sends us running for the jet. Our end-of-the-line flight crosses the Drake Passage and Strait of Magellan. The wild seas below elicit thoughts of earlier sailors who braved all in the name of exploration. That's Antarctica, as humbling as it is impressive.







Brooks Brothers

FASHION

Ship shape style

CURATED BY
BROOKS BROTHERS

Enjoy the comfort of this world renowned
outfitter as you cruise the seas







White button-down Oxford shirt

As classic as a peach bellini at the Hotel Splendido. Brooks Brothers pioneered the button-down collar in 1900; six decades later Andy Warhol sported them solely in white. We recommend them in French Blue – all the better to survive an unscheduled Champagne shower at Club 55.

BROOKS BROTHERS
PRICE: £115



Madras Cotton Seersucker Dress

British colonials adored seersucker but it was this Manhattan firm that popularised the material. The puckered all-cotton cloth wears equally well in a warm New England breeze as in tropical seas. The 2018 Madras design recalls the firm's preppy roots. With true seafaring practicality, it can be machine washed and worn again within the hour.

BROOKS BROTHERS
PRICE: £115



Yellow Cotton Pointelle Sweater

Go cabin boy with this pointelle jersey. The lemon yellow finish may evoke all-weather waterproofs. In fact, the bright colour is synonymous with 1960s Manhattan fashion, when Madison Avenue habituées dressed to impress. A similar tone can be found in the Old Fashioned, the bourbon and bitters cocktail popular in the *Mad Men* era.

BROOKS BROTHERS
PRICE: £75



Pinwheel Seersucker Shorts

For gentlemen's seersucker, gaze no further than these Pinwheel shorts. The motif was inspired by the Ferris Wheels on Coney Island, Manhattanites beachy go-to. Would look the part on any passerelle from Punta del Este to Phuket.

BROOKS BROTHERS
PRICE: £79











Wrinkle-Resistant Blue Stripe Pajamas

The loose fitting pajama was born in the tropical heat of the Indian subcontinent. The garment found a willing audience along the 1920s Cote d'Azur, although Coco Chanel was turned away from Juan-les-Pins casino for wearing the new-fangled twin-piece by day. This traditional cotton piece features the original drawstring waist. Add personality with a bespoke monogram on the breast or pocket.

BROOKS BROTHERS
PRICE: £115



BB#1 Rep Bow Tie

Brooks Brothers have sourced their finest items from London for 150 years. Slip on this hand-woven English silk tie for extra dash anywhere from Dubrovnik to Durban. This gunship grey and blue version shouts Mayfair's Naval Club. Other colours include good-enough-to-drink Burgundy or British racing green.

BROOKS BROTHERS
PRICE: £79



Cotton Gingham Pocket Squares

A chap can never have enough pocket squares. This range is stitched from American-grown Supima cotton, which is twice as strong as the regular. The line's five colours, from coral to navy, will spruce up a salty seadog quicker than a Hendricks and tonic.

BROOKS BROTHERS
PRICE: £19



Seersucker Windbreaker

When the going gets tough, the tough pull on a seersucker windbreaker that will repel the worst of a Sardinian squall. The garment's water-repellant coating will also ward off rosé spills on a choppy day off St Tropez. Passport-sized inside pouches can secrete documents for marine passage, alongside a hip flask of Laphroaig.

BROOKS BROTHERS
PRICE: £129



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.

CNI@CAMPERANDNICHOLSONS.COM

SECTION 4

TRAVEL & CULTURE

TRAVEL

Five Winter
Destinations

90

CULTURE

The ultimate pairing:
Gourmet Wine Islands

110



TRAVEL

Five Winter Destinations

WRITTEN BY TRISTAN RUTHERFORD

Explorers, pirates and other salty seadogs discovered yachting's most secret outposts. Aside from a few extra beach bars, little has changed in them since. These five destinations couple dive sites and tropical escapes with whale-watching and forest hikes. They are on every charter broker's lips for the coming winter season



CARRIBEAN

The Bahamas

When dinosaurs roamed the planet, limestone coral rose above the Atlantic Ocean, to be stretched and thinned by the earth's moving crust. Millions of years later the Gulf Stream flooded the western part. The Bahamas was washed away from nearby Florida and Cuba

Sea levels dropped to unveil endless beaches. Winds and waves sculpted limestone blocks in sinkholes and underwater canyons. When Columbus first set eyes on the New World in 1492 – at the island of San Salvador in the southern Bahamas – he discovered a limitless chain of sand-fringed specks, protected by virgin reef and populated by mango-munching parrots. Ashore many of the nation's 700 islands, little has changed since then.


IMAGE Aerial view of the aquamarine Bahamian waters



ATLANTIC
OCEAN

THE
BAHAMAS

CUBA



Sadly for Lehder, the shallow Bahamian seas became a watery graveyard for several of his planes, including a Curtiss C-46 and a Douglas DC-3

Take Hawksbill Cay. It embodies the same snow-white sand splashed by limpid shallows found across the Bahamas. The depth is so laughable that yacht guests could simply stroll to shore if they don't fancy riding the RIB. These sandy-bottomed seas encompass a snorkel-friendly eco-system of sand dollars, starfish and juvenile conch. That's why the Exuma National Park, which owns the island, broadcasts its only mooring spots at 9am on VHF channel 16. Once these are reserved, latecomers are forced to anchor elsewhere.

Park rules render Hawksbill Cay blissfully deserted. But it wasn't always thus. As one paddleboards through Pirates Cut or Smugglers Cove, earlier inhabitations spring to mind. Female buccaneers including Nassau-based Mary Read and Anne Bonny – who both hid their gender from the crew of 'Calico Jack' Ratcham's sloop *Revenge* – stopped by. And they didn't come to dive for lobster.

Smugglers of another kind preferred Norman's Cay. Its remote sands served as a rough runway for Colombian drug lord Carlos Lehder. In the 1970s he would land contraband and hold debauched parties that would definitely upset the neighbours – if the island had any. Sadly for Lehder, the shallow Bahamian seas became a watery graveyard for several of his planes, including a Curtiss C-46 and a Douglas DC-3. Both have been reclaimed by corals and shoaling fish, in

particular mahi-mahi and snapper. Yacht guests can snap Instagrams as they sit in the submerged cockpit wearing a bikini and a pair of flippers.

Another day, another desert island. Rum Cay is the second island that Columbus set foot on. More interestingly, it takes its name from a lost cache of liqueur that washed up on its shores, and has presumably aged to perfection by now. Atlantic drop-offs make it the country's premier destination for deep ocean dives. A 20m-high coral wall forms the 'Grand Canyon'. The 'Chimney' is a tunnel made by Staghorn coral that burrows through the reef. Both dive sites pale in comparison to the wreck of *HMS Conqueror*. The 101-gun ship of the line has trembled on the ocean bed since a navigation error sunk her in 1861. Rest assured, divers will rarely see another party. The population of Rum Cay's sole settlement is a measly 99.

The Bahamian capital of Nassau tempts for a post-boat blowout. The Baha Mar resort, which includes a sushi shop engineered by Philippe Starck, fully opened in 2018. Genteel types may take tea at the British Colonial Hilton. Aptly for this sunny archipelago, Nassau's first hotel was built on the site of Blackbeard's lair. The marble lobby was paid for with profits from Prohibition-busting US politicians. They purportedly sailed in for stiff rums and sunsets, like pirates of old.



BELOW The wreck of Colombian drug lord Carlos Lehder's DC-3 drug running aircraft that crashed in shallow water near Norman's Cay. **ABOVE** Grab a surfboard and head to the nearest Bahamian surf break

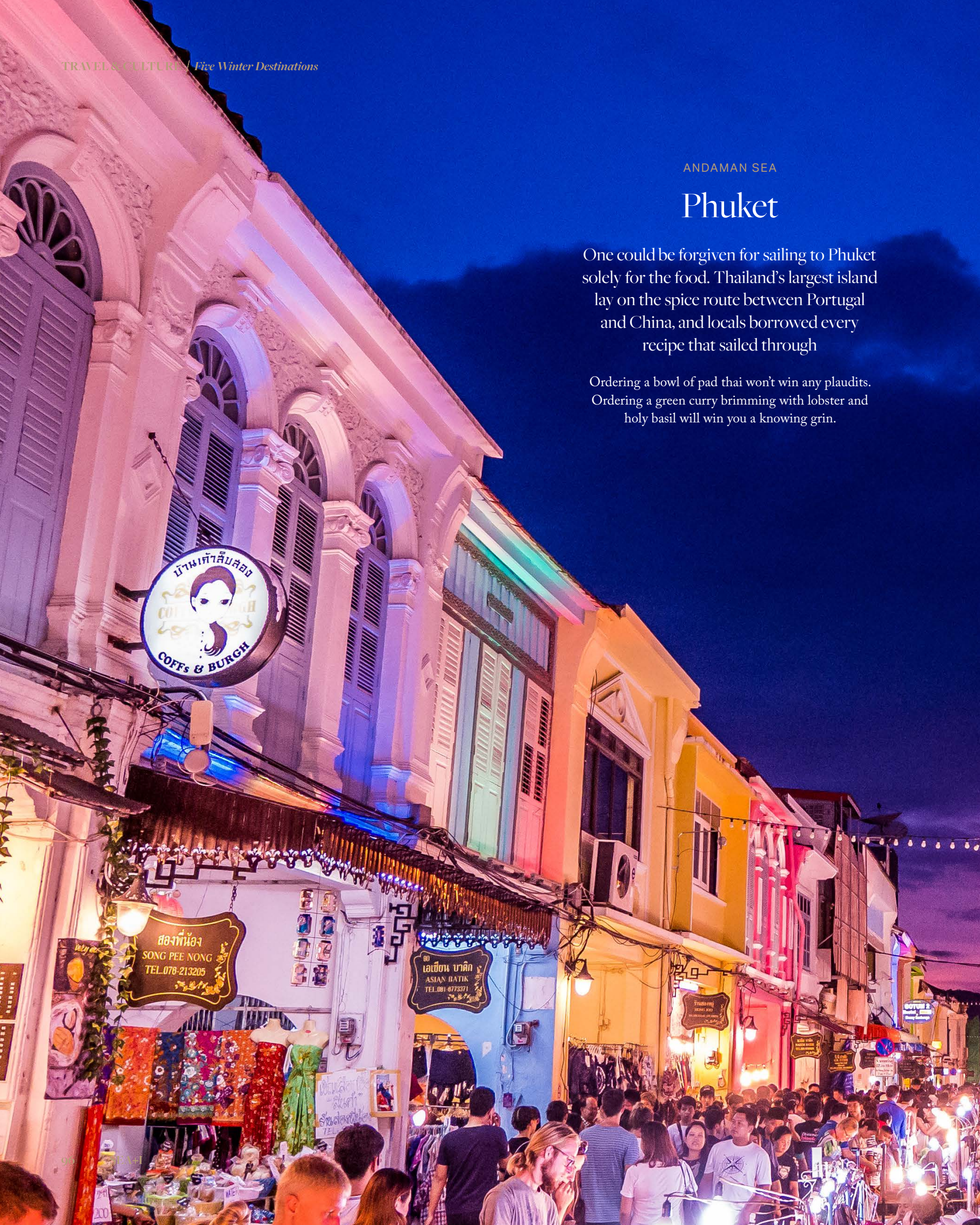


ANDAMAN SEA

Phuket

One could be forgiven for sailing to Phuket solely for the food. Thailand's largest island lay on the spice route between Portugal and China, and locals borrowed every recipe that sailed through

Ordering a bowl of pad thai won't win any plaudits. Ordering a green curry brimming with lobster and holy basil will win you a knowing grin.





While Phuket parties, the Similans' waters sway to a different tune. Some 200 species of coral bend and twist to form gulleys and swim-through tunnels

The Sino-Portuguese architecture of Phuket Old Town enchants. It's a mini Macao of temples and churches, where guests can sip bubble tea or pineapple lassi while they shop for hand-made suits. Street food highlights a culinary timeline. Bengali traders imported roti flatbreads, which are best stuffed with seafood curry. French colonials came, conquered and left crêpes. At night markets like Chilva locals prefer timeless bites like crispy grasshoppers and silkworm pupa. Thailand's polyglot melting pot cooks it all. Yachts came late to these emerald seas.

In the 1970s the only boats on the horizon were longtails, which Sir Roger Moore piloted in *The Man With The Golden Gun*. His nemesis Scaramanga sequestered himself nearby on Khao Phing Kan. A savvy move, as his tropical bolthole – known locally as James Bond Island – basks in the Phang Nga National Park. Here limestone towers shelter giant grouper and 16 species of manta ray. A movie screening on deck can be paired with popcorn and chilled Singha beer. However, Phuket residents swear by Chalong Bay Rum. Flavoured with lemongrass and kaffir lime, it is distilled by a young Parisian couple who deserted careers in high finance to make booze on an island idyll. Who can blame them?

Even the saltiest seadog will shed a tear when leaving Royal Phuket Marina. However, a day sail away promises a Robinson Crusoe array of outer islands. Here sandy footprints will be yours alone. Ko Rok Nai and Ko Rok Nok sit 50km from the Thai mainland. The only full time inhabitants are a sun-tanned crew of National Park rangers, who must struggle daily at their beachfront HQ. One of their envy-inducing roles is to police the mile of sheltered seabed between

the two islands. This area includes the aptly named dive sites of Seastar Cove and Clownfish Reef. Truly, the heart bleeds.

When Googled from a rainy office in London, Similan Island looks like a joke upon mankind. Topaz seas lap icing sugar sands. The banana curves of beach are overhung with jackfruit trees that dangle lunch within easy reach. Ironwood trees render the interior an impenetrable fortress. Flying foxes and rainbow-plumed Nicobar pigeons are happy escapees from India's Andaman and Nicobar Islands due west. As if to mock those hunched over a computer desk, there isn't just one island to explore, but 11.

The greater Similan Islands National Park is best navigated by kayak. The chain shimmers like an endless jade necklace for 30km, atop a royal blue Andaman Sea. Hawksbill and Leatherback turtles are regulars on Ko Huyong. Smaller islets like Ko Payu are so isolated that even the macaque monkeys have learnt to eat crabs.

While Phuket parties, the Similans' waters sway to a different tune. Some 200 species of coral bend and twist to form gulleys and swim-through tunnels. Plus barrel sponges so large a diver could hide inside. That might be necessary, as giant pelagics weave through the island chain like boxers in a mismatched bout. Whale sharks and eagle rays perform menacing processions through these inky depths. Their next port of call might be Myanmar's virgin Mergui archipelago, or south to Langkawi, the scatter of rainforest islands off Malaysia's west coast. Your captain should set the GPS for there too.



TOP Stunning Similan Island is a must-see destination. MIDDLE The traditional long-tail boats of South East Asia. BOTTOM Street food in Phuket is as varied as it is delicious.



SOUTH PACIFIC

New Zealand

New Zealand is a fanatical sailing nation. A case in point is when TeamNZ clinched the America's Cup in 1995

A specially chartered plane carried the trophy to Auckland from San Diego, where Sir Peter Blake's crew had trounced Dennis Conner in the five-leg sailing match. The Auld Mug had its own First Class seat. With Champagne being sprayed on take-off, the trophy was zipped inside a bespoke trunk made by race sponsor Louis Vuitton, which took three French artisans 400 hours to handcraft.

IMAGE The iconic rock archway of Cathedral Cove





Ask a Kiwi captain to recommend a final stop and they'll choose the Bay of Islands. It's as if the 144 islands were custom-made for the yachting industry

When the champion sailors made their final descent, the scale of victory became apparent. The pilot performed a fly-by over the Hauraki Gulf, where countless boats had formed a sea of sail. The jet then taxied past rows of airport fire trucks, which sprayed a rainbow through fountains of water. Blake and his helmsman Sir Russell Coutts carried the trophy to the tarmac together. The ensuing parade was witnessed by 350,000 people. New Zealand's 15,000km of coastline has bred generations of sailors and offers an overwhelming choice of yacht hotspots. Auckland, where one in three families own a boat, is a fine place from which to set sail.

The Coromandel Peninsula sits 60km – and several centuries – beyond Auckland. This Lost World includes Cathedral Cove, a geomorphological palace of stone only reachable by foot, kayak or private yacht. Hot Water Beach allows guests to construct a sand-ringed Jacuzzi, should one's bath on deck not suffice. The peninsula envelops the Bay of Plenty. Which means it shelters the feeding grounds of Brydes, Minke, Humpback and Blue whales. Indeed, the only invasive species are trendy Aucklanders, who are colonising Coromandel with Flat Whites and Marlborough Sauvignon.

The Poor Knights Islands are due north. Maritime maverick Jacques Cousteau rated them among his best dive sites in the world. Snorkellers can leap from the rear beach to greet 120 species. Fish swim so close it's as if they've read the Marine Reserve rules. Just have a dive master ready to hold your hand when a pod of bottlenose dolphins or pilot whales circles your group. Braver divers can drift into Rikoriko, the largest sea cave in the world. Deep sea coral is tricked by the eerie light into thriving 10m below the blue-black waves. Admittedly the Poor Knights Islands are isolated. Many New Zealanders remain unaware of their existence. But that's reason enough to sail here in the first place.

Ask a Kiwi captain to recommend a final stop and they'll choose the Bay of Islands. It's as if the 144 islands were custom-made for the yachting industry. With the added bonus of all-you-can-eat oysters sprinkled undersea. Here Maori culture is at its most colourful. One may take in a performance, follow a guided hike through kauri forest, or eat barbecued green-lipped mussels on the shore. Sailors should save room for Hole in the Rock. The RIB ride through this 18m-wide sea tunnel is thrilling – even if it doesn't match winning the America's Cup.



ABOVE The 144 islands of the Bay of Islands are some of the most beautiful yachting backdrops New Zealand has to offer. **BELOW** Sir Peter Blake and the crew of Team NZ hoist the America's Cup trophy for the first time in 1995 in San Diego. The ensuing parade back in Auckland was witnessed by 350,000 people.



CARIBBEAN

Grenada

Grenada isn't called the spice island for nothing. It produces cinnamon, cloves and ginger

Indeed, a nutmeg seed graces the country's coat of arms, alongside a banana tree and a sailing ship. As a vast island in the Caribbean's deep south, Grenada dances to a different beat. That usually means a boogie to calypso or soca on a powder sand beach. With a plate of coconut, guava cheese and saltfish curry in hand

IMAGE St George's, Grenada's capital, is one of the most picturesque capitals in the Caribbean



Not all the spice boats left Grenada. A dozen lay wrecked on the ocean bed, now inundated with sea fans, sponges and rainbow runners. Surely the greatest wreck is that of the ocean liner *Bianca C.* In 1961 an explosion ripped through the engine room. The 180m-long Italian vessel sank in 30m of crystalline sea. Stingrays and seahorses emerge from portholes and vents. A current that oozes past the abutting reef allows divers to drift the full length. The Times rate the vessel as one of the ten best wreck dives in the world.

Bring an underwater camera to Molinere Bay. A decade ago artist Jason deCaires Taylor installed the world's first undersea sculpture exhibition on the seabed. The *Vicisitudes* artwork ranges in depth from 25m to sea level. Some 75 statues showcase the sometimes

harrowing history of Grenada. Taylor's porous cement structures were built to host marine life. Indeed each piece has been reborn as a living reef with coral skulls and algae hair. As objects appear larger and brighter under the waves, each statue peers eerily through one's mask. Wetsuits are unnecessary. Water temperatures in the southern Caribbean hover between 24°C and 30°C (75F to 85F). Simply pull on a pair of Vilebrequins and dive right in.

Grenada's little brother Carriacou is barely explored. For several reasons. Few sailors make it past Anse La Roche beach, a C-shaped curve of sand bookended by virgin forest. Furthermore, the island drink is Jack Iron, a 69% overproof rum that renders movement difficult. Skip the daiquiri to see inland

Carriacou. Hiking trails weave through a botanical dream of orchids, bougainvillea and towering mahogany trees. The island summit, 291m North Peak, is a fine spot to gaze upon one's waiting yacht.

On the tiny island of Petite Martinique one can forget the 20th century, let alone the 21st. The population of 900 seems content to build boats and fish for grouper, as opposed to checking their Facebook feeds. There are few attractions, a mere handful of restaurants, and the local museum is so tiny it only costs \$1 to enter. Sounds like paradise to me.



INDIAN OCEAN

The Maldives

The etymology of The Maldives is particularly charming. In Sanskrit, the root language of South Asia, *Mālādvīpa* means a ‘chain of islands’. While in Sinhala, the language of nearby Sri Lanka, *Maala Divaina* means ‘Necklace Islands’

When gazing down on the Maldives from a seaplane – a nation where 1,192 islands are festooned across 90,000km² of ocean – the reference seems particularly fitting.







Earlier residents simply built homes using coconut fronds, and let their footsteps on the beach wash away. It's these 1,000 sandy specks that cry out for exploration by yacht

Until recently the Maldives were the preserve of honeymooners. Newlyweds would hold hands underwater as they drift-dived schools of giant manta, then flew home the following week. A volley of new marinas has smashed that perception. In 2017 Amilla Fushi opened a Yacht Club and marina. Mid-sized boats can sail right up, or send in the tender when anchoring in the bay. It's naughty to even mention, but part of the island's charm is its boutique British chippie that batters Maldivian emperor bream then serves it with Sauvignon Blanc and fries.

Resorts used to be closed shops. Now yachts can drop in to the likes of Cheval Blanc Randheli for chef's table dining and Guerlain beauty flashes. The cosmopolitanism extends to sipping Manhattans with a resident astronomer or marine biologist. Even the pandanus blooms on its wild sister island of Maakurandhoo seem curated by a Parisian fleuriste. Although, come to think of it, the entire resort is managed by Louis Vuitton.

Zero sign of human habitation is apparent on 80% of the chain. In millennia past, indigenous groups hopped between islands on dugout canoes. These earlier residents simply built homes using coconut fronds, and let their footsteps on the beach wash

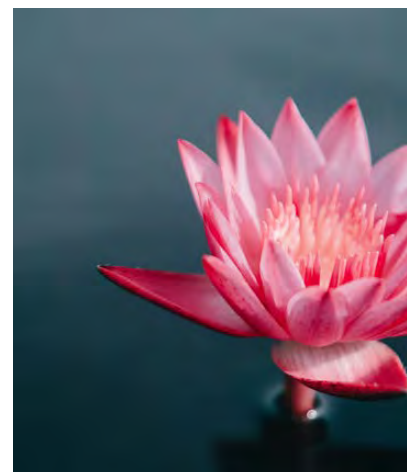
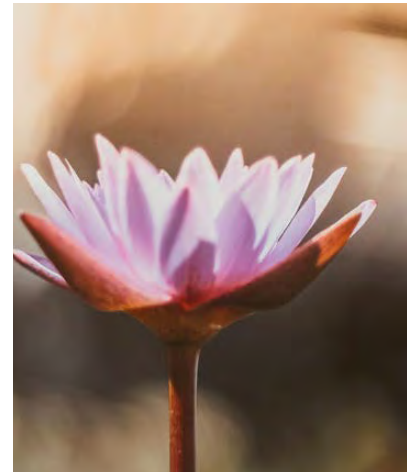
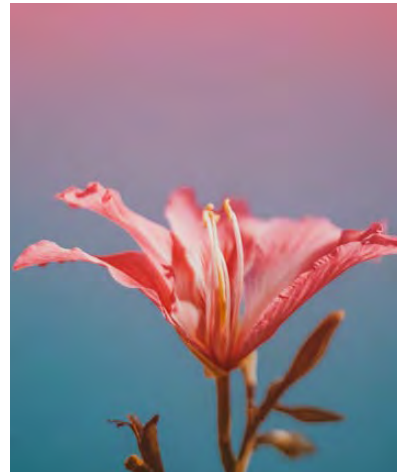
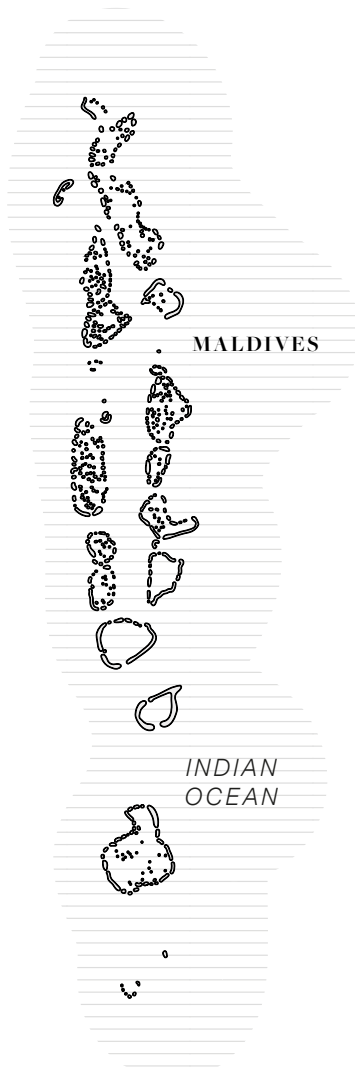
away. It's these 1,000 sandy specks that cry out for exploration by yacht. Although one should pack a dive master, a set of binoculars and decent wine cellar before casting off.

A case in point is the northern Raa Atoll. The entire island group was off-limits to foreigners until two decades ago. Of its 88 islands, only 17 show any form of human life. Many host a watery lightshow known as the Sea of Stars, where bioluminescent phytoplankton respond to electric signals and twinkle in the dusky sea.

Raa's central lagoon is famed for its thilas. These submerged islands rise from the seabed up to snorkel level, and are frequently crowned by the swishy-sway of anemone coral. The Wall is a drop-off reef that sinks from 10m to 60m. Manta rays migrate through like dinosauric birds through an inky ether. In these sheltered seas Napoleon wrasse can outgrow humans, their mottled blue skins mirroring the texture of the coral below. Sail out of the lagoon to find Indian Ocean surf that has seldom embraced a Rusty board. Once again, wetsuits are an unknown concept. Year-round water temperatures undulate between 27°C and 33°C (80F to 90F).



LEFT With over 1000 islands in its archipelago, you can discover your own deserted piece of paradise.
BELOW The Maldives is endowed with blue seas, pristine beaches and a rich variety of island vegetation, including many beautiful flower species.






CULTURE

The ultimate pairing: Gourmet wine islands

WRITTEN BY TRISTAN RUTHERFORD

Within cruising's most prestigious outposts exist a handful of seldom-visited islands that are pioneering a new gourmet trend. From Venice to the Cote d'Azur, all-organic vineyards are being combined with Michelin-star restaurants that gather ingredients from the bucolic vicinity





The Dorana grape was lost to civilization. Or so it was thought. In fact, around 80 Dorana vines had clung to vegetable plots and convent gardens in the surrounding lagoon

Mazzorbo last boomed during the 7th century. Byzantines used the tiny Venetian island to import spices and spirits into the lagoon. Five hundred years later it became an orchard for the Doges' dinner table. Heirloom artichokes and Anatolian apples evolved in watery isolation. Island grapes metamorphosed like dinosaurs in a Lost World. For a millennium, Dorana di Venezia vines grew in size until their grapes reached the dimensions of a bantam egg. Years of sea mists tinted each bunch with a saline tang.

As the Most Serene Republic declined as a maritime power, Mazzorbo collapsed into rural abandon. In 1966 disaster swept away the last vestige of an obscure history. An unprecedented acqua alta caused lagoon waters to rise by two metres. A few kilometres away in St Mark's Square residents paddled through the piazza by canoe. The Dorana grape was lost to civilization. Or so it was thought.

In fact, around 80 Dorana vines had clung to vegetable plots and convent gardens in the surrounding lagoon. Saving the species became a race against time. In 2002 the Bisol Prosecco family replanted cuttings inside their original home of Mazzorbo's walled garden. A decade later the single hectare vineyard, known as Venissa, produced a mere 2,500 litres of a wine that starts as sweet as syrup, fireworks the palate with oriental spice, then departs with a saline whipcrack that leaves drinkers parched for more.

"Our yacht jetty is more popular every year", says Francesco Brutto, the Michelin-starred head chef who manages the Venissa estate's tiny island restaurant. "We source as much as possible from the island, where the salty lagoon imparts a deep minerality to our grapes and our ingredients." As in the Doge's days, white turnips are planted between the vines to act as a natural fertiliser. Mazzorbo's tiny castraura artichokes, which are so supple they are served raw as antipasti, sprout anywhere they choose. Other plants are so archaic that nine pensioner gardeners are shipped across from the neighbouring island of Burano – they are the only folks who remember how to tend them.

"Like on a yacht, all meals must be planned in advance," explains Brutto. "Being on an island away from the Venetian crowds is wonderful, but if you forget anything it's a problem!" Each dish is a lesson in hyper-locality. Gnocchi come filled with smoked oysters and island walnuts. Crab cakes are topped with foraged fennel and wild mustard. Half-bottles of Venissa cost around €150 but oenophiles must beg to take one home. Years of allocation have been pre-purchased by the likes of Venice's Gritti Palace and Milan's Ristorante Trussardi alla Scala. If you want to pair a topographically unique dinner with the world's rarest wine, set the GPS for here.



PREVIOUS PAGE The golden Venissa leaf is melted into the glass, and each bottle is numbered by hand, engraving the number into the glass. ABOVE, CLOCKWISE FROM TOP LEFT The iconic Venissa bottle and gold label; Venissa's single hectare vineyard in Mazzorbo; The Venissa estate's tiny island restaurant produces exquisite food, thanks to Michelin-starred head chef Francesco Brutto; Matteo Bisol, the director of Venissa, has been steadfastly overseeing the Mazzorbo project since its beginnings.



IMAGE Al fresco dining at Porquerolles's Michelin-starred restaurant, Le Mas du Langoustier.



The island's allure doubles at 7pm when the last tourist boat departs to mainland France

Another yacht-friendly wine island has offered fine dining for longer. Like Mazzorbo, the island of Porquerolles near St Tropez has a providential backstory. And once again, its population would barely fill the interior of an Airbus jet.


In 1912 Porquerolles was purchased by Latin American gold miner François Joseph Fournier. The 7km-long island was a wedding present for his young wife Sylvie. She must have been very grateful indeed. To toast the deal, Fournier planted 200 hectares of vines. His former fields now comprise the all-organic Domaine de l'Île. Their predominant rosé production is based around Tibouren, a sun-loving grape brought by Provence's Greek colonisers. The wine sings with seawater salinity, dusky maquis incense and cool summer breeze.

Like Venissa, Domaine de l'Île's wine rarely travels far. Much is sold in Le Mas du Langoustier, Porquerolles's Michelin-starred restaurant. "Dining here is naturally unique," says head chef Julien Le Goff. "Our kitchen is a reflection of what you see growing around you."

A Porquerolles fisherman delivers lobster, red mullet and squid. "The only destination you can pair this boat-fresh seafood with this island wine is here."

The island's allure doubles at 7pm when the last tourist boat departs to mainland France. Yachtsmen and residents are left to enjoy a botanical fantasy of eucalyptus, lemon blossom, juniper and tamarisk. High above peregrine falcons and turtledoves crisscross the goldening sky. Evening bike rides through Domaine de l'Île's vineyards blend with sunset swims.

"Despite our star in the Michelin guide, our restaurant is not stilted," notes Le Goff. "For example, our yacht clientele come by RIB, paddleboard and kayak. Some guests even swim in." Although tenders disgorge discreet captains of industry and heads of state throughout summer it doesn't matter what they wear. "We are an island. You do not have to come in evening dress. It's what's on the plate that counts."



A magnum of topographical uniqueness costs around €150, as one might expect from a terroir that uses the Cap d'Antibes as a windbreak

No gourmet wine island is stranger than St Honorat, a short sail down the Cote d'Azur coast off Cannes. It was colonised by religious hermit Saint Honoratus on AD410. Sadly for him, news of his sun-drenched El Dorado travelled faster than a Novamarine tender. Honoratus was inundated with 'disciples' whether he wanted them or not. To make paradise even tastier, the monks planted heat-loving wine varieties on their eight-hectare plot. These include Viognier, an ancient Roman grape that worships the sun as gamely as a British office worker. And Mourvèdre, a mettlesome red that also bathes under the azure skies of Alicante, Arizona and New South Wales.

Wine from the 2km-long island isn't cheap. A magnum of topographical uniqueness costs around €150, as one might expect from a terroir that uses the Cap d'Antibes as a windbreak. A better idea is to tie up the tender at St Honorat's dock and stroll the vineyards on foot. Wines are served, just metres from where

the grapes were plucked, in the seafood restaurant La Tonnelle. The eatery remains popular with starlets from nearby Cannes – if only because the monks' Cistercian principles forbid them from speaking to each other, let alone the celebrity press. Only one of the order's 30 residents, Brother Marie, is allowed to converse. A trained oenologist, he leads wine tasting tours of the domaine.

St Honorat's wines are revered by Christian Sinicropi, the Michelin two star chef at Cannes' La Palme d'Or. The island vineyard twinkles across the bay from his restaurant terrace above the Hotel Martinez. "Christian Willer, my predecessor at La Palme d'Or, venerated the wines of the island monks," he recalls. When Sinicropi assumed the mantle of head chef in 2008, island vintages continued to be paired with San Remo shrimps and Provençal pigeon. "I also use the olive oil made from the monks' trees. Any chef can make luxury cuisine. But here you can taste history too."

IMAGE Lerins Abbey, home to the monks of St Honorat who cultivate 8 hectares of vineyards.





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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LOCAL KNOWLEDGE

C&N – Asia

WITH CARMEN LAU STRATTON
MANAGING DIRECTOR OF CAMPER & NICHOLSONS ASIA

The Canadian- and British-educated Managing Director of Camper & Nicholsons Asia is the company's most widely travelled executive. Her industry insights pair owner aspirations and the latest technologies with a unique understanding of the Asian superyacht market

For a lesson in globalisation, look at the boarding passes on my iPhone. My week began in Shanghai's Pudong area. This financial district barely existed two decades ago but it now has one of the world's most recognisable skylines. By Wednesday I was in Falmouth on England's southern coast to visit the Pendennis shipyard. That's right, from a city of 25 million to a town of 20,000 that has barely changed in a century. On Friday I parked my laptop at our Monaco HQ. The Principality is the same size as Falmouth yet it hosts 100 nationalities who come to party and do business in the world's most telegenic playground. It's a strange old world.


The Airmiles accrued over my career have given me a unique outlook into our interconnected industry. I began at China's leading shipyard, Kingship, where I oversaw their first steel and aluminium superyacht. Their seven bays soon filled with bespoke orders from predominately

American and European owners. They were so impressed by the Made in China marque that Kingship installed a guesthouse and swimming pool for visitors who wanted to stay and watch their yacht take shape.

During the Beijing Olympic Games I received a call that flipped my career on its head. Instead of brokering Chinese yachts to a Western clientele, I was asked to represent a Chinese client who was commissioning several new builds from Europe's leading shipyards, from windy Denmark to sunny Italy. There's nothing unusual in that because Asian owners frequently own two or three vessels – perhaps one in the Mediterranean, another in Thailand, plus a day boat near the office. My role was challenging but not arduous. At the superyacht level every accoutrement is of the highest class, and each layer of service is exemplary. It just involved several SIM cards and a heck of a lot travel.

IMAGE Camper & Nicholsons has just opened an office in Phuket, Thailand's largest island which has become a global hub where hedonists, epicureans and sailors of every flag come to play.





There is little difference between the needs of an Asian, European or any other global owner. Every aspect of a superyacht is personalised and premium

A later role as Asia Marketing Manager at Benetti completed the circle. Here I focussed on Asian clients purchasing tailor-made superyachts from one of Italy's most prestigious shipyards. I also ate a lot of swordfish tartare and lobster catalane, simple Viareggio dishes that have been served for centuries. It's strange to think that when Benetti commenced operations in 1873, China was still ruled by the Qing Dynasty. Now the country hosts 20% of the planet's population and the world's second largest economy. That's the thing with this job, you match the eternal with the dynamic.

I don't want to give away all my secrets but I'll tell you four key concepts I learnt during years of cross-continental visits to scores of shipyards.

Firstly, there is little difference between the needs of an Asian, European or any other global owner. Every aspect of a superyacht is personalised and premium. Therefore most clients desire ice-class hulls, interior cinemas and ever-larger beach platforms. Having said that, I once heard a broker claim that Asian clients demand a fully covered flybridge as they don't 'do' sunshine like Americans or Europeans. Please, you won't go far in China with that preconception. Given the sizes of builds I broker at Camper & Nicholsons Asia, each

new creation caters for differing climatic zones. That means open fireplaces and observation suites for Arctic voyages. Plus cool interiors and fold-out balconies for al fresco dining in tropical climes. When you are anchored in 28°c seas off Banana Island in the Philippines everyone wants an inflatable swim area, whether they are from Shanghai, Falmouth or Monaco.

Secondly, yachts are purchased because their owners feel an affinity with the sea. That may sound facile, but the desire for exploration, discretion and utter luxury is pan-cultural. Who wouldn't want a sun-kissed sail through Indonesia for whale shark dives near Flores, or selfies with a Komodo Dragon? Furthermore, ocean explorers are venerated in every continent. In the Middle East they revere Ibn Battuta who cruised for thirty years from Tangier to Guangzhou. Two centuries later the Portuguese navigator Ferdinand Magellan sailed in the other direction. Between the two was Admiral Zheng He. His fleet of 62 treasure ships, each one the size of a top superyacht today, navigated the coasts of India and Africa supported by 200 chase boats containing horses, gifts and several months' supply of water. Quite simply, sailing is in everyone's blood.





IMAGE Camper & Nicholsons runs its network of global offices from its central hub in Monaco



In China email isn't as popular as in Europe, so I frequently converse with clients via WeChat. That's the equivalent of brokering an ongoing sale worth millions of dollars via WhatsApp

The third lesson I learnt was all about translation. In Indonesia, a land of 18,000 islands, clients understand the need for zero speed stabilisers, additional fuel tanks or a third generator. In Thailand those same topics would be an education. Business also varies from province to province, from Texas to New York say, or from Harbin to Beijing. Other idiosyncrasies abound. You may laugh, but in China email isn't as popular as in Europe, so I frequently converse with clients via WeChat. That's the equivalent of brokering an ongoing sale worth millions of dollars via WhatsApp. To each his own. However, the rapidity of knowledge take-up in Asia is astonishing. The in-the-know destinations topping our Asian clients' itineraries for 2019 are Montenegro, Cuba and the Balearic Islands.

Finally, you can't broker a yacht until you've sailed through the same waters as a potential owner. You need to be au fait with the superyacht life – from travel plans and global aspirations, to family values and technological desires. Would an older Taiwan Chinese businessperson like a touch-screen operated superyacht

and a Teppanyaki grill? What are the key fixtures for a successful expat couple in Asia: a full beam suite, a pool-cum-dancefloor or a jet tender to beach upon isolated spits of coast? The possibilities are endless. Fortunately we fly in the slipstream of these lucky owners. We also see their yachts from the window of our Camper & Nicholsons Asia office in Hong Kong, including several that I brokered over the past two decades.

Local knowledge is also the reason why we opened our new office in Phuket. Phuket airport has tripled its arrival numbers in ten years, and for good reason: it's the only base where visitors can fly direct to London, Moscow and Dubai – as well as Hangzhou, Zhengzhou and Kunming. The ocean is for everyone. My only job is to make sure they enjoy it.



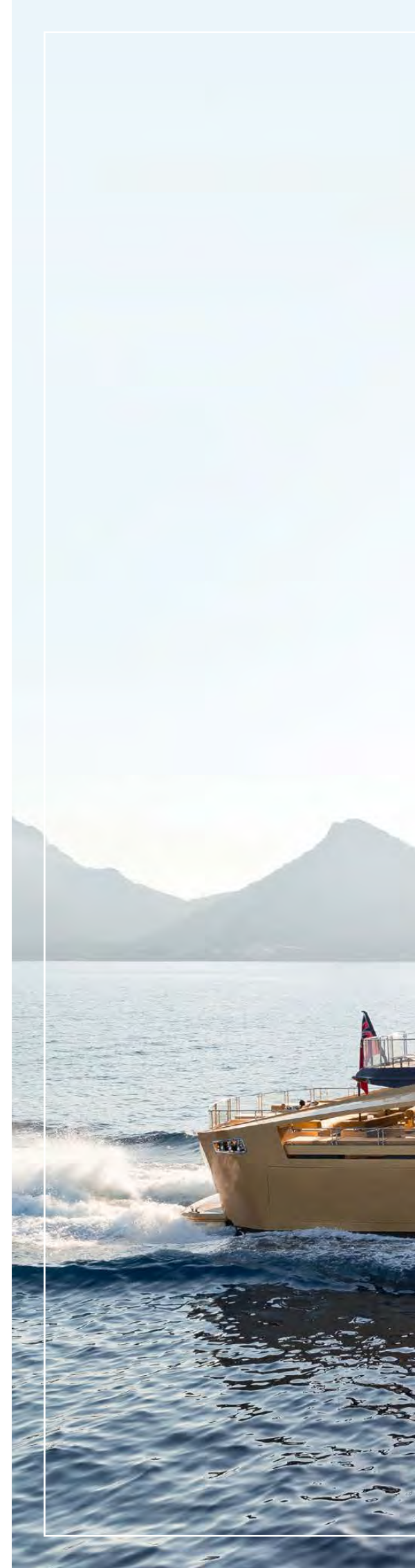
RISK MANAGEMENT

C&N – Superyacht Insurance

WITH MATTEO ESPINOZA
CEO OF CAMPER & NICHOLSONS
INSURANCE SOLUTIONS

The global reach of today's yachts calls for a new risk management strategy. That's why the CEO of Camper & Nicholsons Insurance Solutions has combined his industry knowledge with naval architects, medical insurers and merchant ship managers, to create a peerless in-house insurance solution

The last two decades have brought greater change to the global yachting industry than the previous century. First and foremost, yachts are sailing to destinations never previously imagined. Through 2019, some of our fleet will touch upon Indonesia's North Maluku, Polynesia's Marquesas Islands and the virgin beaches of Cuba. Expeditions to Antarctica and Greenland are increasingly common. There is even talk among my colleagues of more distant voyages. Who can imagine a superyacht itinerary in 2020? Perhaps China's Hainan Island, Colombia's Pacific Coast or the volcanic dreamland of Russia's Kamchatka Peninsula.





Yachts of up to 100m are regularly chartered. Crews can range up to 50 staff, including occupations as diverse as pastry chefs, soccer coaches, freedive instructors and reiki masseurs

Who can imagine a superyacht itinerary in 2020? Perhaps China's Hainan Island, Colombia's Pacific Coast or the volcanic dreamland of Russia's Kamchatka Peninsula

Other owners are content to cruise through more sophisticated destinations. As an Italian who works in Monaco and lives on the Cote d'Azur, I understand their desire. I imagine snorkelling near Portofino. Fine dining in Menton. Then a sunset anchorage off Port-Cros. These destinations are timeless – but the activities possible in each one are dynamic. We have clients who desire Seascooter safaris to far away reefs. Plus others who wish to fly in chefs that specialise in raw food or Peruvian cuisine. Or groups of guests who call for inflatable slides, trampolines and shaded seawater pool areas.

Yachts are now go-anywhere vehicles for limitless pleasure, a fact to be applauded. But for anyone involved in risk management, yacht insurance is a complex business.

Not that I am complaining. From my office window I gaze across the globe's largest yachts, several of which I underwrote myself. However, all those who work in my industry must accept that we operate in an ever-changing environment. Yachts of up to 100m are regularly chartered. Crews can range up to 50 staff, including occupations as diverse as pastry chefs, soccer coaches, freedive instructors and reiki masseurs. Not to mention the engineering teams that form the hidden locomotive behind an increasingly innovative array of yachts. Our fleet ranges from classic sailing vessels to the world's newest and swiftest motoryachts. Such diversity offers huge choice.

Such stunning assets need to be secured against risk. The same principles apply to the protection of fine art, private jets and shipping cargo – all markets in which I worked before specialising in yacht insurance. It's worth remembering that problems are inherently unlikely to occur. Theft or breakage in our industry is rare. But when issues arise that are outside an owner's control, such as superstorms, port collision, cyber terror or staff sickness, a policy to deal with such outcomes must be in place. My clients are busy enough without having to worry about the security of their family, friends, guests or asset.

That's why I pioneered the launch of Camper & Nicholsons' in-house risk management service in 2016. Superyacht insurance is too important a business to be left to a sub-contractor. Our aims are manifold. They range from protecting an asset's economic value to returning a yacht to the charter market as quickly as possible. Let me explain how it works.

When an issue arises an owner or captain calls our hotline. The professionals on hand are something of a dream team within our industry. We operate a group of surveyors, naval architects, medical insurers and former merchant ship managers, all of whom combine decades of sector experience. Their combined knowledge forms a swift action plan to deal with any problem anywhere on the planet. Random events are as likely to happen on a Sunday evening in August as they are on Christmas Day. In short, you might be on vacation – but we aren't. That's why our lines are open 24 hours a day.

RIGHT, FROM TOP Hiking the expansive Kamchatka Peninsula, in Russia's Far East; The Bay of Taiohae on Nuku Hiva, the largest of the Marquesas Islands; Experience the breathtaking northern lights in Greenland.







If international liaison is needed in any language, be it Russian, Thai, Spanish or Portuguese, we have a native speaker on hand to assist

Needless to say, our insurance experts have probably dealt with a similar issue in the past. If international liaison is needed in any language, be it Russian, Thai, Spanish or Portuguese, we have a native speaker on hand to assist. Yet the insurance holder speaks solely to the Camper & Nicholsons risk officer in charge of their case, in a language that they choose.

Speed is frequently of prime importance. That's another reason why our clients demanded an in-house service instead of contracting their insurance out. A yacht may require urgent mechanical assistance, or members of her crew may require repatriation. Discussions with local authorities might necessitate a site visit. An emergency response team can also log and photograph any occurrence for later use. They know what to look for in order to satisfy any eventuality. It's also common that a captain wishes to guard against lost charter bookings, or an owner demands a quick and fair settlement of a claim. Rest assured, we know how to plan, propose and execute a claim on your behalf.

Prior to launching our in-house risk management service we found that some owners were tendering sections of their insurance out to a variety of risk

managers for asset, liability or medical coverage. In our experience that's unwise. Alternate policies regarding, for example, staff insurance and damage to yacht assets, be it a jetski or work of art, can overlap. Or worse still, fall through the cracks. Furthermore, it's often less expensive to contract one insurer to complete the entire package.

Of course, those insurance packages vary. Standard policies may cover worldwide navigation, disruption of the charter season and hull damage. Broader policies may include protection for submersibles, private aviation or fine art. A key part of our role is to secure the best price for a client's bespoke asset. Camper & Nicholsons have access to Lloyd's of London, where I previously worked as a broker, and across the world's leading insurance markets. They say that peace of mind is priceless, but in the tabulated world of maritime insurance, a competitive tariff can be found.

I hope I can meet you to discuss the most economical way to insure your complex resource. That way you can derive greater enjoyment from your yacht's forthcoming passage to St Tropez or Sydney. In short, please enjoy your asset and let me do the hard work.



SILVER ANGEL

Charter Fleet

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



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



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

Thailand & Indian Ocean

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

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

Phuket, Raja Ampat

PRICES FROM

\$109,000 per week





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



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

- All 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 mosaic pool with resistance jets
- Premium communications
- RYA Training Centre

CRUISING GROUNDS

Caribbean, Central America

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

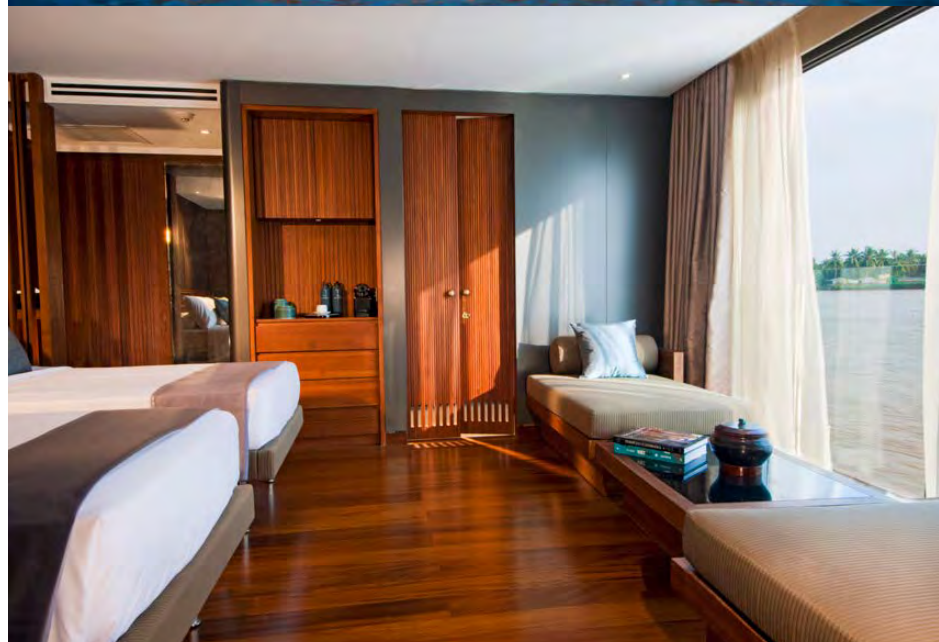
- Indoor & outdoor dining areas
- Cinema
- Observation deck
- Library/games room
- Gym
- Spa
- Boutique
- Deck plunge pool

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	3.1m
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

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

Please enquire

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
Beam	9m
Draft	4.5m
Built by	DRU
Year	1991/2012
Engines	1 x 1800HP Akasaka
Fuel consumption	220 lph
Speed	8/11 knots

KEY FEATURES

- Jacuzzi
- Snorkelling equipment
- Kayaks
- Banana
- Wakeboard
- Diving instructors for certified divers only

CRUISING GROUNDS

Indonesia

PRICES FROM

\$94,500 per week





Salila was completely redesigned and converted into an expedition yacht cruising the world's largest archipelago, including Komodo, Maluku and Bali. A vacation of a lifetime



53.5m (175'6)

Hurricane Run

SPECIFICATIONS

Guests	12 (3 double, 3 twin)
Crew	12
Beam	9.9m
Draft	3.5m
Built by	Feadship
Naval architecture by	De Voogt
Interior design by	Terence Disdale
Year	2009
Engines	2 x Caterpillar 3512
Fuel consumption	350 lph
Speed	13/15 knots

KEY FEATURES

- Novurania tenders
- Yamaha two-seater wave riders
- Seabob
- Water trampoline with mini slide
- Gym
- Fishing gear
- Rendez-vous diving only

CRUISING GROUNDS

Mediterranean

PRICES FROM

€245,000 per week





Hurricane Run is one of the finest Feadships. Her exterior areas host a vast, multi-use sun deck and a full width bridge deck lounge, providing a spectacular terrace when at sea



51.75m (169'9)

Q

SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	9
Beam	10.3m
Draft	4.9m
Built by	Alloy Yachts
Naval architecture by	Dubois Yachts
Interior design by	Reymond Langton Design
Year	2008
Engines	Caterpillar 3412E, 1200hp
Fuel consumption	150 lph
Speed	10/15 knots

KEY FEATURES

- Kaleidescape entertainment system
- Jacuzzi
- 19' Jet tender
- Topper sailing dinghy
- Seabob
- Hobie tandem kayak

CRUISING GROUNDS

Caribbean

PRICES FROM

€180,000 per week





Designed by Dubois Naval Architects, her interior by Reymond Langton, this yacht's Caterpillar engine gives her an awesome range of 7,200 nautical miles at 10 knots



50m (164'1)

Jo

SPECIFICATIONS

Guests	12 (4 double, 2 twin)
Crew	12
Beam	9m
Draft	2.9m
Built by	Benetti
Interior design by	Zuretti
Year	2004/2013
Engines	2 x MTU 396 TE94
Fuel consumption	300 lph
Speed	12/17 knots

KEY FEATURES

- Jet tender
- Inflatable water slide
- Windsurf equipment
- Waterskis
- Wakeboard
- Qualified windsurf and kitesurf instructors
- Jacuzzi
- Rowing machine

CRUISING GROUNDS

Caribbean

PRICES FROM

\$195,000 per week



Jo is a renowned vessel with a charter history that is second to none. The versatile interior and superb exterior spaces combine to give a comfortable, relaxed and understated décor



50m (164'1)

Resilience

SPECIFICATIONS

Guests	12 (4 double, 2 convertible)
Crew	12
Beam	9m
Draft	2.8m
Built by	Ortona Navi
Naval architecture by	Ortona Navi
Interior design by	Progetti & Associati
Year	2008/2014
Engines	2 x CAT 3512 B
Fuel consumption	500 lph
Speed	14/16 knots

KEY FEATURES

- Castoldi tender
- Towing tubes
- Kids towing tube
- Paddleboards
- Snorkelling equipment
- Skis and boards
- Jetskis
- Gym

CRUISING GROUNDS

East & West Mediterranean

PRICES FROM

€160,000 per week





With a transatlantic range, *Resilience* offers the very latest innovations in technology. The interior is decorated in oak wood panelling



50m (164'1)

Trending

SPECIFICATIONS

Guests	12 (4 double, 2 twin)
Crew	11
Beam	9.4m
Draft	2.3m
Built by	Westport
Naval architecture by	William Garden
Interior design by	Custom Interiors
Year	2006/2016
Engines	2 x MTU 16v 4000
Fuel consumption	100 US gall/hour
Speed	15/24 knots

KEY FEATURES

- Boston Whaler tender
- Novurania tenders
- Jet Lev with jetpack and boots
- SeaDoo
- Seabobs
- Stand up jet skis
- 2 person glass-bottom kayak
- Stand up paddleboards
- Scuba gear

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$200,000 per week





A superb example of a Westport yacht which has been refitted with the charter guest in mind with a brand new sophisticated interior, state-of-the-art technology, and an impressive collection of water toys



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

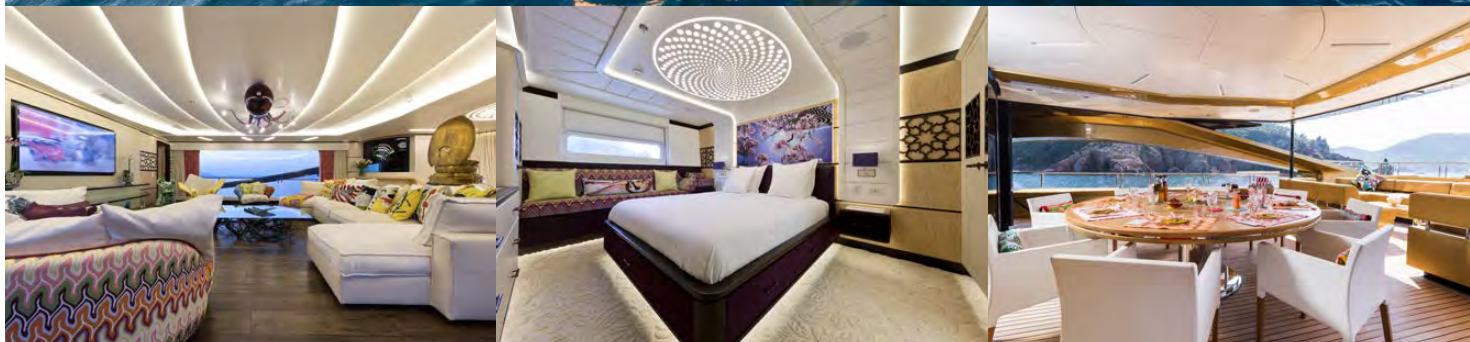
Guests	11 (4 double, 1 twin)
Crew	9
Built by	Palmer Johnson
Year	2015
Speed	20/27 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€215,000 per week



47.25m (155')

Arados

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€225,000 per week



47.25m (155')

Princess AVK

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€210,000 per week



47.24m (155')

One More Toy

SPECIFICATIONS

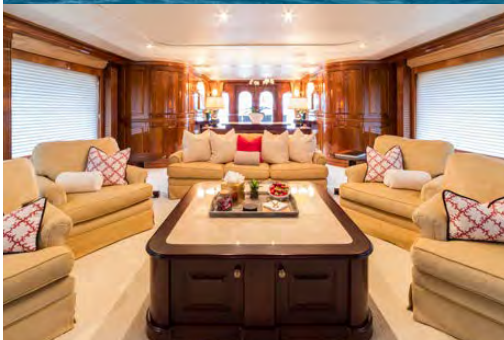
Guests	12 (4 double, 2 twin)
Crew	9
Built by	Christensen
Year	2001/2015
Speed	12/17 knots

CRUISING GROUNDS

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

Sorong

PRICES FROM

\$73,500 per week



45.72m (150')

Excellence

SPECIFICATIONS

Guests	10 (4 double, 1 twin)
Crew	9
Built by	Richmond
Year	2010/2018
Speed	16/18 knots

CRUISING GROUNDS

Bahamas, Caribbean, Central America

PRICES FROM

\$145,000 per week



45.72m (150')

Vantage

SPECIFICATIONS

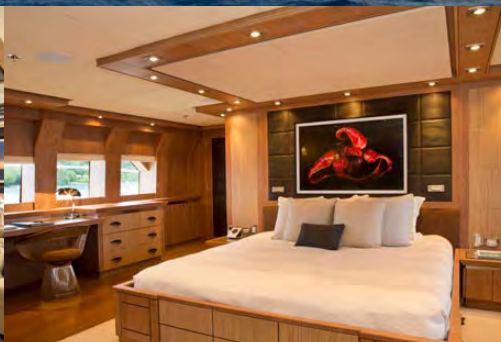
Guests	12 (3 double, 2 twin)
Crew	9
Built by	Palmer Johnson
Year	2010/2014
Speed	20/25 knots

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$190,000 per week



55m (180'5)

Ad-Vantage

SPECIFICATIONS

Guests	6 (1 double, 1 twin, 1 convertible)
Crew	9
Built by	Damen
Year	2012/2015
Speed	20/25 knots

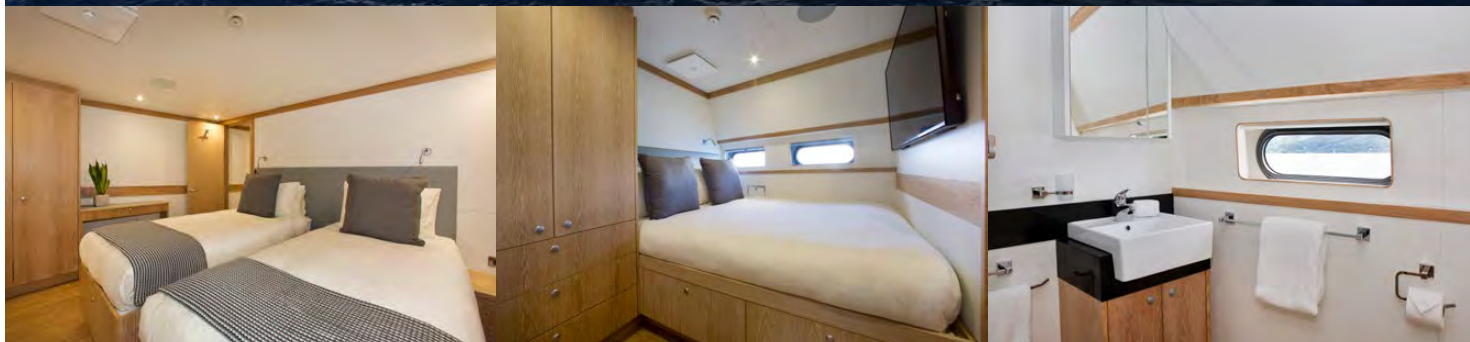
CRUISING GROUNDS

Bahamas, Caribbean

Support vessel for *Vantage*

PRICES FROM

\$75,000 per week



45m (1478)

Helios

SPECIFICATIONS

Guests	10 (3 double, 2 twin, 1 convertible)
Crew	7
Built by	Perini Navi
Year	2007/2016
Speed	10/15 knots

CRUISING GROUNDS

Caribbean

PRICES FROM

\$150,000 per week





45m (147'8)

Atlantic Goose

SPECIFICATIONS

Guests	10 (4 double, 1 twin)
Crew	10
Built by	Toughs
Year	1987/2000
Speed	11.5 knots

CRUISING GROUNDS

Caribbean

PRICES FROM

€90,000 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 (1478)

Aria Amazon

SPECIFICATIONS

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

CRUISING GROUNDS

South America

PRICES FROM

\$278,000 per week



44m (144'4)

Blue Vision

SPECIFICATIONS

Guests	12 (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, 2 twin)
Crew	9
Built by	Eurocraft
Year	2011/2016
Speed	10/14 knots

CRUISING GROUNDS

East & West Mediterranean

PRICES FROM

€135,000 per week



43.3m (142'1)

Ice Lady

SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	10
Built by	Helsingfors
Year	1959/2012
Speed	10/12 knots

CRUISING GROUNDS

East & 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

West Mediterranean

PRICES FROM

€125,000 per week



43m (141')

CD Two

SPECIFICATIONS

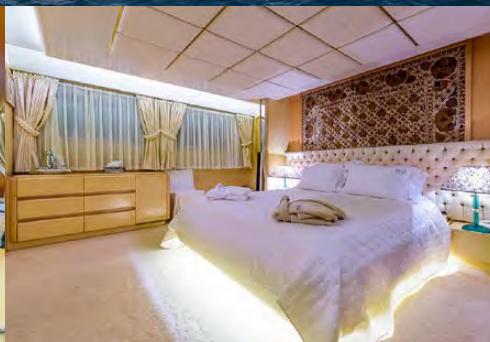
Guests	12 (3 double, 3 twin)
Crew	9
Built by	Nicolini
Year	1995
Speed	12.5/17 knots

CRUISING GROUNDS

Balearics

PRICES FROM

€95,000 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

Mediterranean

PRICES FROM

€135,000 per week



42m (138'1)

E&E

SPECIFICATIONS

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

CRUISING GROUNDS

East Mediterranean

PRICES FROM

€115,000 per week





41.8m (137'2)

Clicia

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€135,000 per week



41m (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

€95,000 per week





40.05m (131'5)

Thumper

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€155,000 per week



40m (131'3)

Gaia Love

SPECIFICATIONS

Guests	22 (6 double, 5 twin)
Crew	18
Year	2016
Speed	10/12 knots

CRUISING GROUNDS

South East Asia

PRICES FROM

\$88,440 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

Caribbean

PRICES FROM

\$105,000 per week



39.4m (129'3)

Lady Azul

SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	7
Built by	Heesen
Year	2001/2015
Speed	10/12 knots

CRUISING GROUNDS

Malaysia

PRICES FROM

\$98,000 per week





39.4m (129'3)

State of Grace

SPECIFICATIONS

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

CRUISING GROUNDS

South East Asia

PRICES FROM

€105,000 per week



38.4m (126')

Le Montrachet

SPECIFICATIONS

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

CRUISING GROUNDS

Bahamas

PRICES FROM

\$59,500 per week





37m (121'5)

Elena Nueve

SPECIFICATIONS

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

CRUISING GROUNDS

Balearics

PRICES FROM

€105,000 per week



36.6m (120')

Pure Bliss

SPECIFICATIONS

Guests	12 (5 double)
Crew	8
Built by	Benetti
Year	2008/2017
Speed	10.5/17 knots

CRUISING GROUNDS

Caribbean

PRICES FROM

\$85,000 per week





36.58m (120')

Touch

SPECIFICATIONS

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

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$75,000 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

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
Speed	12 knots

CRUISING GROUNDS

East Mediterranean

PRICES FROM

€98,000 per week



36m (118'1)

Savannah

SPECIFICATIONS

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

CRUISING GROUNDS

Bahamas

PRICES FROM

\$56,000 per week



35.2m (115'6)

Fleur

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€115,000 per week



34m (111'7)

Solis

SPECIFICATIONS

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

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$100,000 per week



33.48m (109'10)

Lionchase

SPECIFICATIONS

Guests	8 (3 double, 2 single)
Crew	6
Built by	Mangusta (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





30.05m (100'1)

Allures

SPECIFICATIONS

Guests	8 (2 double, 2 twin)
Crew	5
Built by	Composite Works
Year	2006
Speed	12/20 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€50,000 per week



30m (99'1)

Rapture

SPECIFICATIONS

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

CRUISING GROUNDS

New Zealand

PRICES FROM

€45,000 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.

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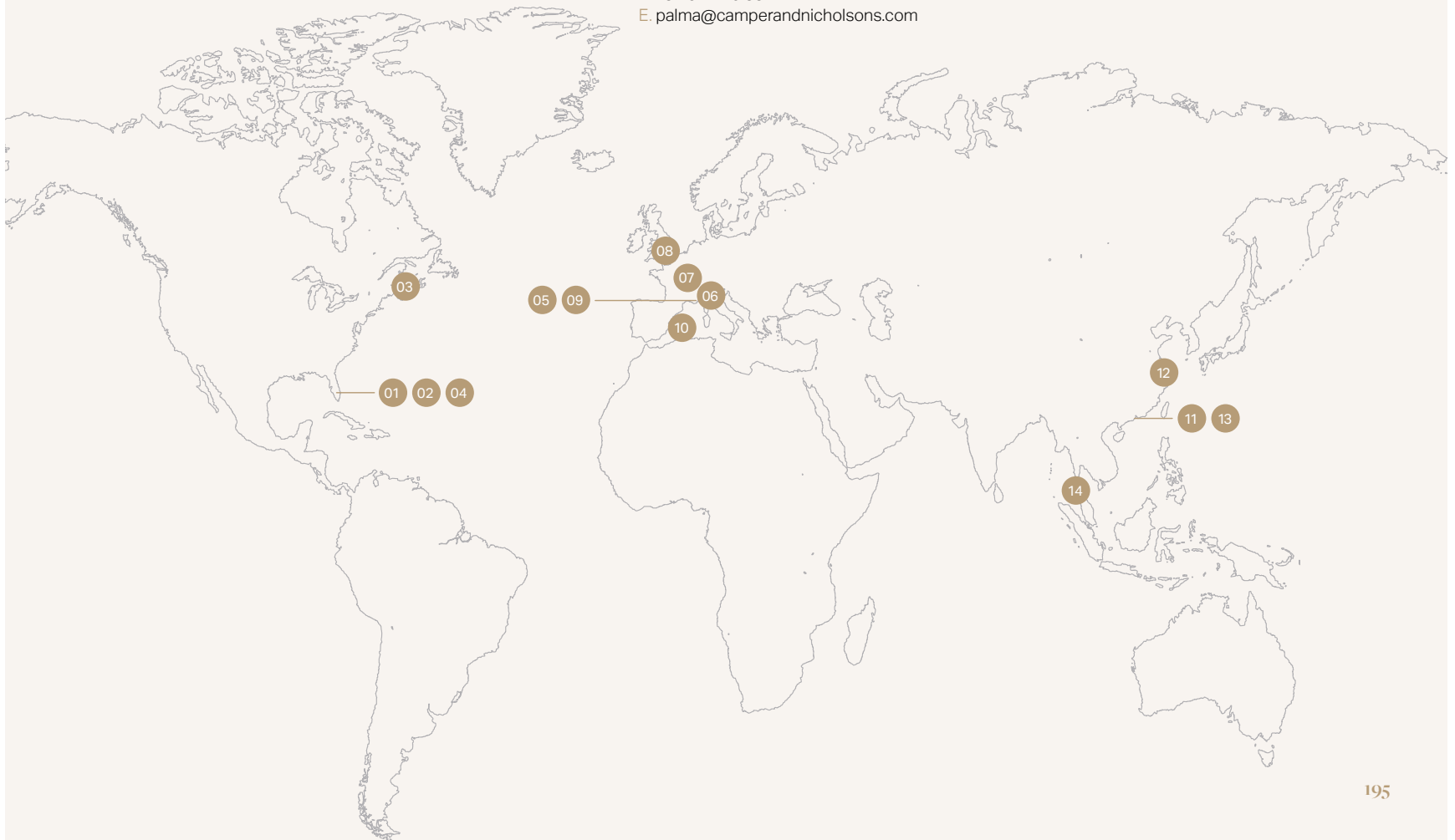
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