

SEA+I

WINTER 2018



Camper &
Nicholsons
International
YACHTING SINCE 1782

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SEA+I

FOREWORD

In this issue of SEA+I we celebrate the finest yachts, destinations and memorable experiences that Camper & Nicholsons has to offer along with comprehensive advice on how to get the most out of your yachting experience – be that as an owner or a charterer.

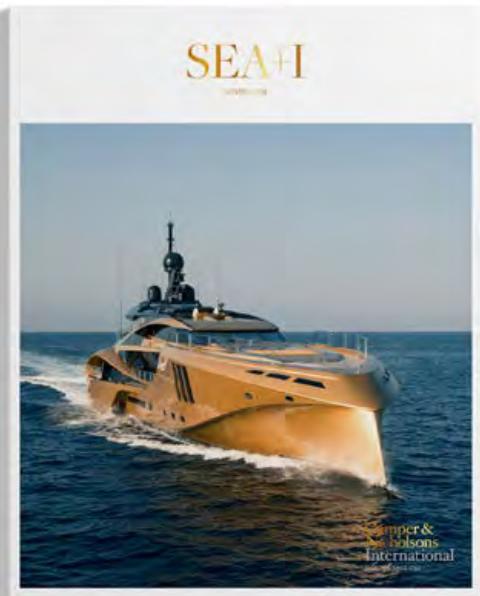


IMAGE The winter issue of SEA+I is replete with some of the finest superyachts available to purchase or charter

Our travel pages steer you to cruising grounds far and wide. The effects of September's series of hurricanes on some areas of the Caribbean left the superyacht industry looking for ways to help the islands, and, although a few areas have remained off limits this winter, about 75% of the Caribbean was untouched. Rather than avoid this stunning cruising ground why not take a look at the fabulous line up of yachts we profile in our regular Charter section that are available in the Caribbean.

Alternatively, there are some wonderful but less well-known cruising grounds to explore. Take a look at our selection of lesser-known islands best discovered by yacht, or our insiders guide to Indonesia – an essential read for those planning a charter through this stunning archipelago.

Guiding you every step of the way, this section features the newest yachts for charter, with a behind the scenes look at what makes the perfect charter yacht.

For those looking to take the step up from chartering to owning, we profile a selection of the most exceptional superyachts currently for sale. We also take a look at a few of the challenges facing superyacht owners and the services available to ensure that your own yacht ownership is smooth sailing.

All in all, an issue full of ideas that we hope will get you excited about your yachting travels.

Unrivalled knowledge. Unbeatable experience.



PHANTOM

ONE OF ONE

The world needs icons. For those whose presence inspires greatness there is only one choice. Unmatched. Unrivalled. This is Phantom.



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**Dining
Destination**
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port louis marina
GRENADA WEST INDIES

Camper &
Nicholsons
Marinas

YACHTING SINCE 1782

Port Louis Marina

Enjoy sailing & yachting in the Caribbean this season at internationally recognised Camper & Nicholsons, Port Louis Marina, Grenada.

Located in the beautiful Lagoon just outside the capital, St. George's, Port Louis Marina provides the perfect base from which to cruise the unspoilt Caribbean Paradise of Grenada and the Grenadines. The tranquil marina accommodates 159 berths for yachts up to 90m and 7.5m draft.

Port Louis Marina offers everything you expect from Camper & Nicholsons Marinas – high-quality marina facilities, including free Wi-Fi, hardwire internet connection on each dock, and Port of Entry. Along with easy access to a wide variety of attractions including white sandy beaches, waterfalls, tropical rainforests and fine dining.

Grenada lies on the southern edge of the main hurricane belt, making this the destination of choice in the Caribbean during the summer months.

Berth your yacht in Port Louis Marina to cruise to Carriacou (35NM), Tobago Cays (45NM), Mustique (65NM), Trinidad & Tobago (75NM).

To find out more or to book a berth, please contact:

T: +1 473 435 7432

E: reservations@cnportlouismarina.com

W: www.cnmarinas.com/plm





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Camper & Nicholsons International

YACHTING SINCE 1782



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 1

HERITAGE

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

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



THE CAMPER & NICHOLSONS LEGACY CONTINUES 10-19
RÉARD – AND THE ENDURING ALLURE OF HERITAGE 20-27

HERITAGE

The Camper & Nicholsons legacy continues

WRITTEN BY KIM KAVIN

Precious few of today's yachting companies can claim that their history dates back to 1782, but Camper & Nicholsons International can authoritatively say that and much, much more.

The line that connects today's Camper & Nicholsons team with the firm's founders not only runs through the history of yachting as a sport, but it also forms the backbone of the modern day yachting industry, with the company having helped to create today's business model across generations.

It all started in 1782, some 235 years ago, when Frances Amos opened a shipyard in Gosport, England. In 1809, his great-nephew, William Camper, joined the team, which began to build trading ships and fast yachts. By 1842, Ben Nicholson – just 14 years old – had become an apprentice, and he went on to become chief designer and head of the yard.

As clients throughout the years sought out different types of yachts, Camper & Nicholsons answered their requests, pushing the limits of technology and speed in its naval vessel, sailing yacht and power yacht designs. The yachts that the Camper & Nicholsons shipyard built became hallmarks of quality construction, with some of them still recognised today as iconic classics. From large schooners to shallow draft single handers, to royal yachts, to J Class America's Cup racers, to the world's first large, diesel powered yacht – *Pioneer*, launched in 1914 – the Camper & Nicholsons design and construction teams continually evolved while continuously achieving milestones of excellence.

Then, as the needs of yacht owners began to change, clients started asking for everything from brokerage sales to refit work to charter bookings to yacht management and crew placement. Camper & Nicholsons again proved itself equal to the task, always remembering its foundation while continuing to help the industry itself expand.

Experts in every division of Camper & Nicholsons gained new expertise to carve paths that became the transcontinental network that connects today's yachting industry. As shipyards opened in new parts of the world, Camper & Nicholsons was there. As refit work grew to include new technologies, Camper & Nicholsons maximised its benefits. As charter became a multibillion dollar industry unto itself, Camper & Nicholsons helped to customise and professionalise it.

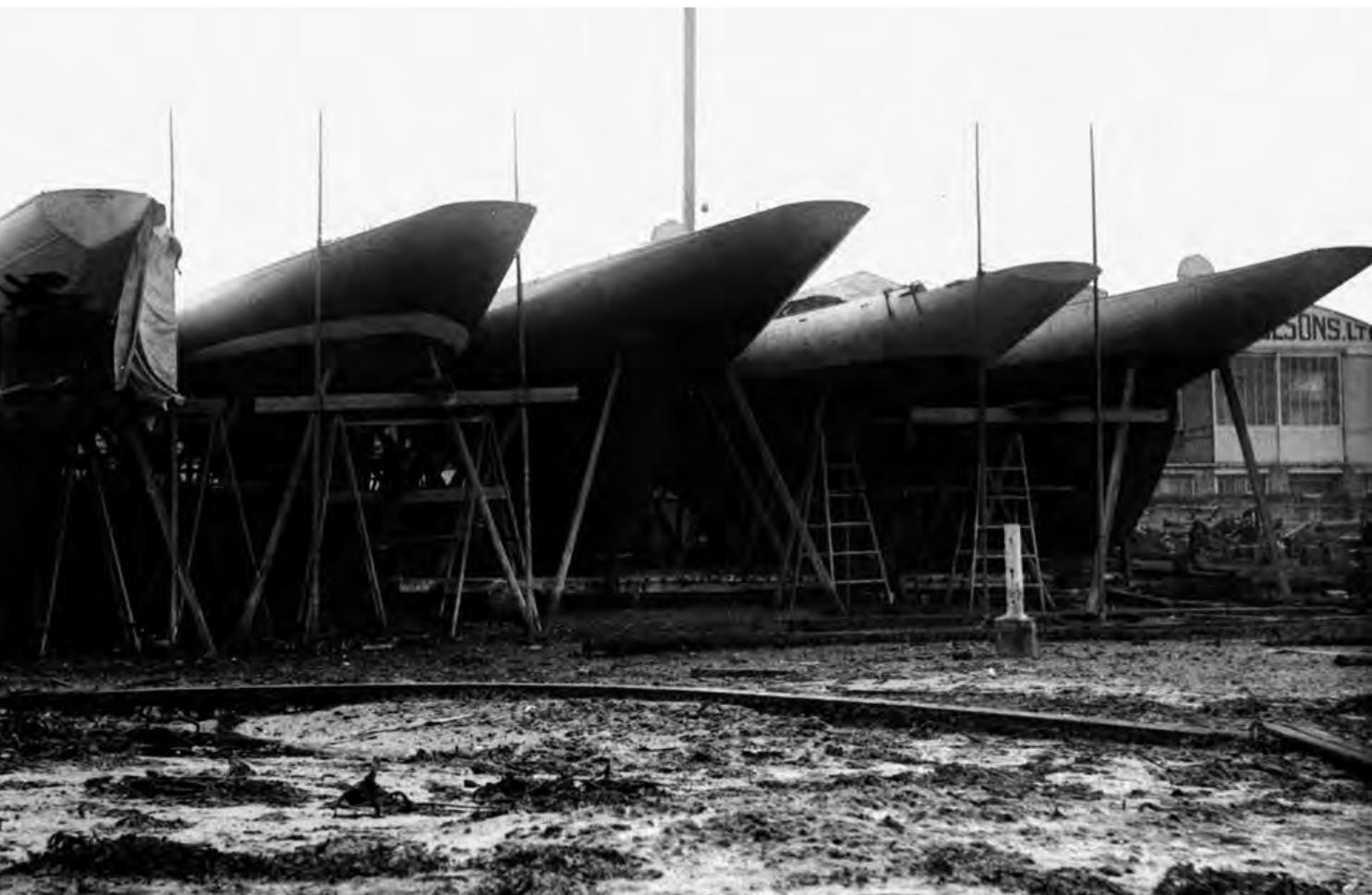
Today, 235 years after the Gosport shipyard opened for business, Camper & Nicholsons maintains offices in a dozen locations around the world – and young Ben Nicholson's family tree extends through multiple generations to Fernando Nicholson, who now works for Camper & Nicholsons in Miami.

From his base in South Florida, Fernando serves as a yacht broker and continues the firm's legacy alongside numerous brokers who, themselves, have spent



ABOVE Workers at the Camper & Nicholsons yard in Gosport pouring hot lead into the keel mould of the J Class yacht *Velsheda*. 1930s.

The yachts that the Camper & Nicholsons shipyard built became hallmarks of quality construction, with some of them still recognised today as iconic classics





LEFT Workers laying up the huge J Class and 23 metre yachts at the Camper & Nicholsons yard in Gosport. 1930s.
ABOVE Workers at the Camper & Nicholsons yard in Gosport laying the deck of the J Class yacht *Shamrock V*. 1930s.



We know all the people in the shipyards, all the people who run the shipyards, and all the top designers. It's easy for us to make a phone call to the best people in the world

decades of their own lives contributing to everything that makes Camper & Nicholsons unique in the yachting community.

Fernando tells stories about his father, George Nicholson, the way other people might talk about their own dads and the work that marks their greatest accomplishments – but in Fernando's stories, his father is helping to shape companies known today as global leaders in creating the finest superyachts afloat. They are yacht builders whose names are synonymous with excellence in meccas like Italy and the Netherlands – Perini Navi, Benetti, Feadship and more – companies where Camper & Nicholsons has working and personal relationships dating back decades, and maintain strong working affiliations in the modern age.

These top shipyards of the world are known, at least to the brokers on the Camper & Nicholsons team, as places where fathers and sons have collaborated on some of the most iconic yachts of their times as part of the fabric of their lives.

“My father was involved in the 1960s and 1970s with the construction of the early Benettis,” Fernando says. “We have a huge ongoing relationship with Benetti. My father built two boats at a time when charter was becoming more professional. They decided to build two 45-metres only for charter purposes. Then

came the construction of the Golden Bay Series, the 150-footers. We were involved in about 80 per cent of the construction of that series. The Golden Bay Series changed the game of yachting.”

The Benetti Golden Bay Series of motor yachts was designed for long range chartering, at a time when more and more clients sought to book two, three and four-week-long vacations at sea. The yachts were an example of the way Camper & Nicholsons could listen to its clients' dreams and then collaborate with a top notch shipyard to make those dreams come true – a skill set that remains strong today, no matter what clients decide they want to do next.

“We are able to do that because we know all the people in the shipyards, all the people who run the shipyards, and all the top designers; we've known most of them for 20, 30, 40 years,” says sales broker Jean-Marie Recamier of the Camper & Nicholsons office in Cannes. “It's easy for us to make a phone call to the best people in the world.”

Recamier, who started work with Camper & Nicholsons in 1969, says the company's history and his own personal ties allow him to work with clients who appreciate the importance of pedigree, history and real value. “Of course, I sell different boats, but my specialty, being involved with the shipyards from their origins, is the classics,” Recamier says. “I knew people in the

RIGHT The motor yacht *Jo*, part of the Benetti Golden Bay Series which was designed and developed to undertake long-range charters







IMAGES The J Class yacht *Velsheda* was designed by Charles Nicholson and built by Camper & Nicholson's in 1933



ABOVE Onboard *Shamrock V*, commissioned by Sir Thomas Lipton for his fifth America's Cup challenge. Designed by Charles Nicholson and built by Camper & Nicholsons in 1930.

shipyards in the early 1970s who used to work there before the war. In the Southampton shipyard nearly everything was the same as in 1935. This is why it's a very special company. We have our roots deep in the origins of yachting. Camper & Nicholsons is part of creating yachting. Camper & Nicholsons started yachting by building the best yachts in the world in the 19th and early 20th centuries."

Knowing how the best yachts in the world have been built – for generations – also allows brokers like Recamier to help clients invest in quality vessels today. His own relationships date back years not only with his clients, but also with some of the yachts that have been afloat for decades, creating institutional knowledge that is impossible for younger brokers at newer companies to match.

"Twenty-five years ago, I sold a big yacht to a client," Recamier says. "Now, I'm selling the boat again. The boat was very fresh, top quality, pedigree built, and the owner is not losing a lot of money on paper from the first time he bought the boat 25 years ago. There are not too many companies where brokers are still looking after the same client 20 or 30 years on. I sometimes work with the third generation today."

The same is true when it comes to knowing each of the world's shipyards in depth, Fernando Nicholson says. Because the yards have emerged and evolved at times when Camper & Nicholsons was already established, the company's brokers have been able to understand each yard's expertise and translate that knowledge to clients, watching each shipyard find its own unique values and understanding each shipyard for what it can offer compared to the others.

"We have grown up with every shipyard," Fernando says. "Some were in Holland, some were in Italy, some were in Germany. What we look for is to find the best quality boat for the client. It's an important match to get right."

Today, as in the past, the yachting marketplace continues to change. Explorer yachts that can cruise for a month at a time to remote destinations, sometimes with ice-breaking capabilities, are becoming fashionable. The Passenger Yacht Code is allowing for the construction of superyachts able to take 36 charter guests instead of the usual 12, plus dozens more crew requiring specialised quarters and escape routes. Propulsion options now include pod drives and hybrid systems that were unimaginable just a few decades ago. Superyacht tenders are expanding in size and luxuriousness to the point that they are sometimes small yachts in themselves.

At the same time, the management that these types of yachts (some more than 100 metres long) require is becoming exponentially more complex. Owners now have to navigate the details of everything from import taxes, to VAT expenses, to countless boat show marketing opportunities, not to mention substantial crew training, required survey work and insurance protections in an age of superstorms and cyberterror. Such challenges may be new in their details, but they are classic in their broader sense – part of the ever evolving yachting industry that Camper & Nicholsons helped to create. The company maintains its sector leadership through an unblemished reputation and dedication to excellence, a dedication that allows the team to handle anything the yacht industry may grow and change to include next.

Quite honestly, at Camper & Nicholsons, addressing such challenges while working to shape the industry's future is what keeps the team excited today, just as it did in the 1700s.

As Recamier put it: "The original brokers in this company are extremely dedicated to their work. This is our passion. We've been trained with the spirit of the company, taking the roots from the history of yachting itself."

HERITAGE

Réard – and the enduring allure of heritage

WRITTEN BY MARY VALIAKAS

What does it take to become a heritage brand? As one of the most iconic designs relaunches its line of category-defining bikinis, Camper & Nicholson's reflects on the qualities of enduring allure.

Meticulous craft, peerless service, unsurpassed quality. These are things that have defined Camper & Nicholson's and its legacy from the start – and which Louis Réard, the inventor of the bikini, understood well. He didn't simply revolutionise swimwear with the creation of the two-piece; he lit the fuse on a postwar lifestyle that would meld glamour, style and individual expression. Now, as Réard Paris gears up for a momentous relaunch, we go back to the bikini's birth to understand what truly makes a heritage brand.

Just like the story of Camper, Réard's is a story that has it all: war, freedom, glamour. Its launch came at a time when Camper's was already at the heart of the evolving luxury and glamour scene, from Monte Carlo to Cannes, and when our groundbreaking yachts were already firm favourites with Hollywood stars, titans of industry and major royalty alike.

Bold vision

This particular narrative, that of the bikini, begins in a time of change, a febrile period for fashion and innovation. After five forbidding years, 1946 saw the first war free summer in Europe for what must have seemed

an age, and sun loving ladies around the Mediterranean were making the most of their hard won liberty. Amid this climate of independence, a visionary young designer, Louis Réard, noticed how avant-garde beachgoers on the French Riviera were rolling up the modesty of their swimsuits to catch a bit more sun – and bare a little navel. With the kind of genius that's utterly obvious only after the event, he enshrined their demand for more personal freedom in a bespoke, daring garment. The two-piece bikini was born.

Like the atomic bombs detonated on a remote Pacific island only days earlier, Réard anticipated his creation would make a huge bang in the fashion world. So he borrowed Bikini Atoll's name, applying it to what would become an unstoppable show of freedom and style. The bomb, terrible as it was, helped usher in a modern age of liberal lifestyles, and one proof these freedoms persist is the now worldwide popularity of Réard's creation.

Pushing boundaries

Réard knew the bikini would be a sensation. Even from the outset he had declared the test of authenticity required it being slight enough to pull

RIGHT The new 'Bikini' swimming costume by Louis Réard, which caused a sensation at a beauty contest at the Mollitor swimming pool in Paris. The model is holding a small box into which the entire costume can be packed.

NEXT PAGE Réard working with a model on his latest beachwear collection, July 1957.









Fashion and celebrity icons were modelling the two-piece in all the right places, including the Côte D'Azur and all along the Riviera

through a wedding ring. The symbolism was perhaps not subtle, but the point was that the bikini wouldn't pull its punches – it was bold and sexy from the off. Knowing his clientele's needs so well, and daring to go that much further to satisfy them, are principles Campers abides by too. From building exemplary yachts for King Edward VII, to designing the illustrious Bloodhound to challenge in the America's Cup, we've long known how to help extraordinary people push the frontiers of style and excellence. In fact, you could say these imperatives of anticipating and satisfying customer expectations in every area, underpin all we do.

Very soon, fashion and celebrity icons were modelling the two-piece in all the right places, including the Cote D'Azur and all along the Riviera. Amid the austerity of post-war rations and rebuilding, the sight of Brigitte Bardot or Ursula Andress in the latest look, whether on the promenade or the silver screen, gave everyone pause to enjoy true beauty and aspire to the good life once again. It was just what the world needed and Réard's business was as sought after as the actresses and singers he was dressing.

Hallmark of quality

Meanwhile Réard's name stood apart in what would soon become a crowded marketplace, a guarantee of quality and timeless class. Heritage brands are not simply a matter of having been first to market. The aura of desirability that surrounds a Réard bikini – and all other heritage brands – is one that had to be nurtured and guarded over the years. It's an intangible essence and for many discerning customers this elusive mystique is a compass that helps curate their lifestyle choices. For others, only the best will do, but

these customers also like to appreciate the essential quality of why they are getting the best – to savour that satisfying mix of bold innovation, daring vision, and timeless craftsmanship, woven together with a peerless level of service.

When a brand's creations, be they magnificent as a yacht or sublimely risqué as a bikini, capture the collective imagination not just for a season but for decades; or (as in the case of Campers) for centuries; it's safe to recognise the name behind them as a heritage brand.

Perhaps surprisingly, Réard temporarily withdrew from the bikini market in the late 1960s – a lack of family successors left the man behind the name with no natural business heir. But, when it recently relaunched in May 2017 as Réard Paris, the brand had lost none of its shine, roaring back to the luxury market with an impressive design team (its creative director, Céline Adler, hails from Chloé), major financial backing and the promise of Riviera level glamour in a more knowing age. Réard is once again helping the world's most glamorous and discerning women make a splash – and, as those in the know like to say, “wear a piece of history”.

As an exemplar of timeless heritage ourselves, we are delighted that the Réard name has resumed its place among the pantheon of heritage brands. Perhaps it really does take one to know one.



We've long known
how to help
extraordinary
people push the
frontiers of style
and excellence





ABOVE The rediscovered glamour of Réard Paris in Cannes
RIGHT The 49m (160'9) *Khallah*, launched in 2015, is the largest carbon yacht built



Camper & Nicholson's International

YACHTING SINCE 1782



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

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SECTION 2

SALE & PURCHASE

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

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



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SALE & PURCHASE

Behind the scenes

WRITTEN BY **MARINA MICI**

When you purchase a superyacht you can take it for granted that every measure has been taken to ensure you enjoy life on board. But, with today's complex yachting regulations what does that really mean? SEA+I looks at the challenges facing superyacht owners and the services available to ensure the entire lifecycle of yacht ownership is smooth sailing.

From their sheer size and power to the five-star hospitality of their crews, today's super and mega yachts have reached unparalleled standards. Built and fitted out to extremely rigorous specifications, they provide the ultimate in luxury, design, and performance, but with augmented levels of technology and sophistication comes an increasing demand for stringent security and safety measures.

In response to the rise in the size and number of superyachts, the yachting industry has evolved significantly over the last few decades and has established strict guidelines relating to all areas of construction, safety, pollution prevention, certification issues, and commercial operation. Indeed, for any commercially operated yacht, compliance with

industry regulations is a fundamental requirement and the challenge of owning a superyacht has become as complex as running a business. Fortunately, yacht management agencies exist worldwide specialising in all areas of ownership. So while owners and charter guests enjoy a fun, relaxed holiday aboard, they can rest assured that behind the scenes every measure has been taken to ensure their complete safety and comfort.

Having helped pave the way for the development of the luxury yacht industry since the 1960s, C&N is equipped to assist any owner with every facet of yacht ownership. From the initial purchase or build of a yacht to the management, crew selection, insurance, and charter marketing, their owner services are invaluable throughout the lifecycle of ownership.

THE LIFECYCLE OF YACHT OWNERSHIP

Camper & Nicholsons owners' services are designed to help owners enjoy their yacht throughout the lifecycle of ownership, not just the point of purchase.

1

Aquiring your superyacht

C&N brokers are the authority on the superyacht market and can advise on the best time to buy (or sell), what to buy, or where to build the most suitable yacht.

2

Protecting your asset

C&N's dedicated owners' services team includes experts in all insurance related matters to ensure maximum protection of your most valued assets.

3

Managing your yacht

From day-to-day administration to crucial issues of certification, licence, classification status and flag status requirements, C&N's yacht managers are experts in their field.

4

Crewing your yacht

Sourcing the right crew for your yacht is vital and requires skillful management of people and budgets. A good crew placement specialist, such as C&N, will be committed to matching qualified, skilled and knowledgeable crew with quality yachts worldwide.

5

Cruising on board

Wherever your yacht may be cruising, C&N has access to shore-based experts all over the world who are on hand to help with the yacht's every need.

6

Chartering your yacht

In order to maximise a charter yacht's potential, market it, hire crew and ensure all charters run like clockwork, a good charter manager is essential. C&N's Charter Marketing team has the knowledge, expertise and resources to ensure your yacht stands out from the crowd.

7

Refit and repair

Having invested so much capital in buying a superyacht, its upkeep is of prime concern. From advice on the potential scope of works, to negotiating with shipyards and subcontractors, to the management of the works, C&N's Refit and Repair division have a close working relationship with top builders across the world.

8

Selling your yacht

Whether you are looking to upsize, downsize or simply move on from yachting, when it comes to selling your prized possession you need to ensure your yacht receives the maximum possible exposure. C&N has an extensive database of buyers, and the most experienced team of brokers in the world.





Fabio Ermetto, C&N's Chief Commercial Officer, has a wealth of experience in new construction, having worked at a number of prominent shipyards before bringing his knowledge to Camper & Nicholsons

Acquiring your superyacht

Although brokerage doesn't strictly fall under owner services, your sales broker will be the first important introduction to owning a superyacht. Their knowledge of the industry is of paramount importance when it comes to ensuring that you buy the right yacht for you. Stay informed and seek the right advice from an experienced broker and you should join the ranks of owners who consider their yacht to be the best purchase they have ever made.

When it comes to building a yacht, the sheer size and complexity of a new construction project is akin to a large commercial property development, with long lead times, risks and high costs. Supporting an owner and their broker through the new construction process, C&N's yacht managers act as the owner's representative regarding budget, time, safety, compliance with regulations and making sure the client's brief is met. Fabio Ermetto, C&N's Chief Commercial Officer, has a wealth of experience in new construction, having worked at a number of prominent shipyards before bringing his knowledge to Camper & Nicholsons. "Whether a client is looking to build a fully custom yacht or a semi-custom vessel, there will always be unknowns in the build process," says Fabio. "Many decisions may seem inconsequential but when it comes to delivering the deliverable, the devil is in the detail."

It is essential that an owner uses the expertise of a yacht manager during any new construction project, or indeed refit and repair work, who will stay in constant communication with the yard, and project manager or build captain, watching out for any potential issues and ensuring the delivery of a safe, superb yacht.

Operating your yacht

As with any business, if a yacht is managed and maintained correctly safety issues are greatly enhanced, and legal and administrative complexities are significantly reduced. A yacht's manager will ensure that the yacht complies with statutory international regulations and operational laws and that captain, crew and, if chartering, charterers adhere to the stipulations of the relevant codes. Every yacht is unique and the services provided are tailored around the individual owner and their specific requirements to include accounting, technical management, administration, registration, logistics and purchasing, crew support, ISM (International Safety Management) and ISPS (International Ship and Port Facility) support, MLC (Maritime Labour Convention) compliance, and insurance. From the day-to-day administration required to run a yacht successfully to crucial issues of certification, licence, classification status and flag status requirements, a professional yacht manager has the expertise to ensure that all the relevant international regulations are constantly met and monitored.

As yachts get larger, more complex shore support from professional management becomes ever more important. Many aspects of yacht management can be undertaken by various experts, but having one point of contact to provide continuity, integrity, resources and a collective depth of experience is the best way to protect such a valuable asset. Emile Coetzee has been in professional yachting for 25 years, the majority of which have been as a captain for one owner and his last three yachts. Beginning on *Thunder Gulch* in 1999, followed by *High Chaparral* in 2004 and *Hurricane Run* since 2009. Emile was also the build-captain

for the final months on both *High Chaparral* and *Hurricane Run* and believes that a good yacht manager is an essential ingredient in ensuring the safe running of such a complex asset. “The support of a dedicated yacht manager is essential for the safe running of a superyacht,” explains Emile. “You cannot run a modern yacht without adhering to classification laws and complying with the stringent rules and regulations.”

C&N yacht managers also come into their own in budgeting for the yacht and, where possible, reducing costs in certain areas. They know each and every yacht in their managed fleet and have developed relationships with each yacht’s owner, representative, captain, engineer and manager. Each vessel runs differently to suit an individual owner’s particular requirements and it is the responsibility of the yacht’s manager, in collaboration with the captain, to ensure that owners have the freedom to do what they want, while keeping the yacht safe and legal. “I speak to my yacht manager at Camper & Nicholsons on a weekly basis, and more often during yard periods,” says Emile. “If any problem arises, I can rely on my yacht manager to look at the situation objectively,” explains Emile. “Being on board 24/7 you can be so consumed in the day-to-day issues that you lose sight of what it is you are doing - managing and protecting your owner’s asset to the best of your ability.”

Crew management

However much an owner spends on buying or building and maintaining his or her yacht, spending time and money on good crew is essential. It is standard practice to keep a yacht crewed all year round, regardless of its activities. They ensure the day-to-day maintenance of the yacht, act as constant on board security and create exceptional experiences for the owner or charter guests. Sourcing the right crew for a yacht is therefore vital and requires skillful management of people and budgets. Captains, chefs,

engineers, first mates, deckhands, stewards and stewardesses need to provide a winning combination of personality, experience and qualifications. The captain, in particular, must command respect from his or her crew and be able to motivate and inspire them, as well as charm the guests and ensure their safety and enjoyment on board. However, every crew member adds their own distinct personality to the yacht, maintaining it in five-star condition and extending unparalleled hospitality to all who step on board.

A good crew placement specialist, such as C&N, will be committed to matching qualified, skilled and knowledgeable crew with quality yachts worldwide. They understand each and every owner ensuring that the crew, and especially the captain, have the right personalities to fulfill their role in the owner’s plans for the yacht, be they for private or charter use.

Once on board, it is the yacht manager’s job to support the crew, working closely with the captain and engineer, as well as the steward or stewardess on logistics and provisioning when required. Training is all important and owners of C&N’s managed fleet are encouraged to have a dedicated budget for crew training. Since the operation of yachts has become so professional, well trained crews, who know their yachts, are not only safer but more economical in the long term.

Captain Emile Coetzee has a wealth of experience in managing crew, and knows how valuable a long serving, good crew member is. “On board *Hurricane Run* we hire like-minded people who are adaptable, intelligent, respectful, trustworthy and empathetic,” says Emile. “Each and every crew member understands that ultimately, their very reason for being on board is the owner and everything that they do must be respectful of the owner’s needs.”

The support of a dedicated yacht manager is essential for the safe running of a superyacht. You cannot run a modern yacht without adhering to classification laws and complying with the stringent rules and regulations

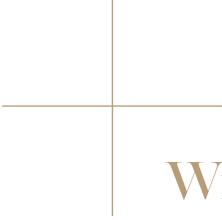


ABOVE Captain Emile Coetzee with C&N's management team: Marianne Danissen, yacht manager; Sacha Williams, global charter marketing director; and Celine Laffin, charter marketing manager



ABOVE The large entertaining deck on board *Hurricane Run*.
BELOW Launched in 2009, *Hurricane Run* boasts the distinctive and striking exterior styling associated with the acclaimed De Voogt Naval Architects





With a single point of contact, an owner can make the best personal use of their yacht with as little or as much charter availability as they wish to help offset the running costs

Charter marketing

The majority of superyachts are privately owned but due to escalating maintenance costs and the impracticality of using a large yacht solely for private use, most are chartered out to offset the running costs and maximise investment. Owners typically spend between four to eight weeks of the year on board their own yacht. Placing a yacht on the charter market may help to offset some of the costs of ownership, but, as with any business, managing a charter yacht is a full-time job. As anyone who has ever owned a business will no doubt agree, a first rate assistant, advertising agency and marketing agency figure significantly in day-to-day operations. Every company needs to be managed, promoted and coordinated. Staff need to be employed, meetings arranged, and decisions made, and running a successful charter yacht requires the same. In order to maximise a charter yacht's potential, market it, hire crew and ensure all charters run like clockwork, a good charter manager is essential. Their role is manifold and, as any owner of a successfully managed charter yacht will confirm, invaluable.

C&N charter managers have expertise in every aspect of charter management and know each and every yacht in their fleet. They remain in close contact with the owner, captain and crew and know the charter market like the back of their hand.

Along with the role of managing the yacht while it is chartering, there is also the issue of promoting it – a task that requires marketing skills, industry knowledge, expertise and innovation. In the competitive yacht charter market, the most successful yachts maintain a high profile. Active, direct marketing is vital to increase the yacht's profile and

therefore its charter income. A charter manager will go to many lengths to come up with innovative marketing ideas, ensuring that it is presented in the right way, at the right time, to the right people. Captain Emile Coetzee explains that the charter manager's role is invaluable. "*Hurricane Run* is an exclusive charter yacht," he says. "Our charter manager has the owner's interests foremost in mind when qualifying charter clients for the yacht, and this is of vital importance to both the crew and the owner."

Liaising with charter brokers on both sides of the Atlantic, as well as the yacht's captain and crew, support teams and industry contacts, a good charter manager is on call 24 hours a day, seven days a week. They advise owners on peak seasons, popular charter grounds, up and coming hot spots, and ensure that, whenever possible, the yacht's charter potential is optimised. In planning the yacht's annual itinerary, the charter manager will not only schedule in all the charters, and owner's use, but will also take into account the VAT implications for owner's use versus charter use, along with berthing, maintenance and docking considerations.

Whatever level of management you require for your yacht, the services of a professional yacht broker, yacht manager, charter manager and crew placement specialist are invaluable. The larger the organisation the more resources and support they are likely to offer. C&N offers a full suite of owners' services and are able to provide a team of experts that will best represent an owner's interests and provide that vital link to successful yacht ownership.

ON THE MARKET

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. **Intensity** 88.8m ^(288'7)
Abeking & Rasmussen, 2020 | €132,000,000
2. **Vitruvius** 80m ^(265'7)
Turquoise Yachts, 2019 | POA
3. **Sanlorenzo 62** 62m ^(203'5)
Sanlorenzo, 2020 | POA
Alex Lees Buckley | +377 97 97 77 00 | aleesbuckley@camperandnicholsons.com
4. **Baglietto #10225** 55m ^(180'5)
Baglietto, 2019 | €38,500,000
Fernando Nicholson | +1 305 604 9191 | fnicholson@camperandnicholsons.com





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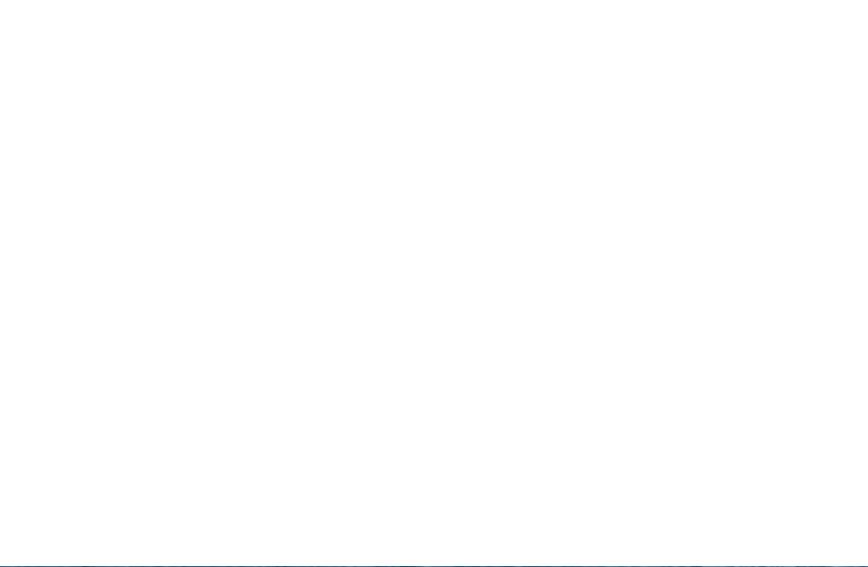
1

Sistership

1. **Project Blake** 50m (164')
Benetti, 2018 | €28,800,000
2. **S502 Elettra** 50m (164')
Tankoa Yachts, 2019 | POA
3. **Hull 38** 50m (164')
Christensen Yachts, 2018 | POA

2





4. **Hull 42** 50m (164')
Christensen Yachts, 2018 | POA

5. **Avalon 48 Cobra** 48.5m (159')
Rossi Navi, 2019 | €27,500,000
Rytis Babravicius | +377 97 97 77 00 | rbabravicius@camperandnicholsons.com



1. **Baglietto #10228** 48m (157'5)

Baglietto, 2018 | POA

2. **Columbia II** 43.03m (143'3)

Eastern Shipbuilding Group, 2018 | POA

AJ MacDonald | +1 954 524 4250 | ajmacdonald@camperandnicholsons.com

John Weller | +1 954 768 1123 | jweller@camperandnicholsons.com

3. **Sanlorenzo 40m Alloy** 40.8m (133'1)

Sanlorenzo, 2018 | €18,900,000

Gaston Lees Buckley | +33 4 83 14 12 44 | gleesbuckley@camperandnicholsons.com

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

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

Ocea, 2019 | €14,950,000

Foulques de Raigniac | +33 4 83 14 12 44 | fderaigniac@camperandnicholsons.com



2





3



4

On the market

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





4



5



6

1. **Menorca** 48.5m (159'1)
 Botje Enseng, 1961/2017 | €7,500,000
 Fernando Nicholson | +1 305 604 9191 | fnicholson@camperandnicholsons.com
2. **La Sultana** 65.4m (214'5)
 Georgi Dimitrov, 1962/2015 | €17,000,000
 Charles Ehrardt | +33 62 65 82 639 | cehardt@camperandnicholsons.com
3. **Gladiator** 44.65m (146'5)
 Feadship, 2010 | €23,000,000
 Alex Lees Buckley | +377 97 97 77 00 | aleesbuckley@camperandnicholsons.com
4. **Eclipse** 43m (141')
 Feadship, 1993 | \$10,950,000
 Alex Lees Buckley | +377 97 97 77 00 | aleesbuckley@camperandnicholsons.com
5. **Dragon** 41.1m (134'10)
 Palmer Johnson, 2007/2016 | \$11,500,000
 Fernando Nicholson | +1 305 604 9191 | fnicholson@camperandnicholsons.com
 Rytis Babravicius | +377 97 97 77 00 | rbabravicius@camperandnicholsons.com
6. **Safira** 39.32m (129')
 Newcastle Marine, 2013/2015 | \$18,900,000
 Flavio Constantino | +1 954 224 3728 | fconstantino@camperandnicholsons.com



1



2

1. **Netanya 8** 58m (141')

CMN Cherbourg, 2007 | €22,500,000

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

2. **Pure One** 46.2m (151'6")

Arno Leopard, 2008/2017 | €9,500,000

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



3

3. **Sofia 3** 43m (141')

Baglietto, 2008/2017 | €11,500,000

Fernando Nicholson | +1 305 604 919 | fnicholson@camperandnicholsons.com

Rytis Babravicius | +377 97 97 77 00 | rbabravicius@camperandnicholsons.com

4. **Mi Vida** 42.75m (140'2")

Baglietto, 2009 | \$12,500,000

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



5. **Triumphphant Lady** 47.25m (155')

Sterling Yachts, 1985/2009 | \$6,900,000

John Weller | +1 954 768 1123 | jweller@camperandnicholsons.com

6. **Ipanema** 50m (161'4")

Mondomarine, 2016 | \$26,000,000

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

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





1. **Mystic** 46m (150'11")

CMB Yachts, 2010 | €9,950,000

Adam Papadakis | +44 20 7009 1950 | apapadakis@camperandnicholsons.com

2. **Serque** 40.54m (133')

Custom, 2009 | \$5,700,000

John Weller | +1 954 768 1123 | jweller@camperandnicholsons.com

AJ MacDonald | +1 954 524 4250 | ajmacdonald@camperandnicholsons.com





4

3. **Andiamo** 47.6m (157'4)

Baglietto, 2017 | €26,900,000

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

4. **Polaris I** 48.3m (158'5)

Rossi Navi, 2014 | €24,900,000

Rytis Babravicius | +377 97 97 77 00 | rbabravicius@camperandnicholsons.com

5. **Okko** 41.1m (134'8)

Mondomarine, 2013 | €14,990,000

Rytis Babravicius | +377 97 97 77 00 | rbabravicius@camperandnicholsons.com

6. **Odalisque** 38.1m (125')

Feadship, 1973/2008 | \$2,950,000

John Weller | +1 954 768 1123 | jweller@camperandnicholsons.com

AJ MacDonald | +1 954 524 4250 | ajmacdonald@camperandnicholsons.com



5



6



- 1. Parsifal III 53.8m** ^(176'6)
Perini Navi SpA, 2005 | €18,900,000
Alex Lees Buckley | +377 97 97 77 00 | aleesbuckley@camperandnicholsons.com
- 2. Orso 3 33.02m** ^(108")
Benetti, 2013 | \$6,950,000
Fernando Nicholson | +1 305 604 9191 | fnicholson@camperandnicholsons.com
- 3. Amanecer 31.4m** ^(103')
Azimut, 2009/2015 | \$6,950,000
AJ MacDonald | +1 954 524 4250 | ajmacdonald@camperandnicholsons.com
John Weller | +1 954 768 1123 | jweller@camperandnicholsons.com





4. **The Black Dog** 22.86m (74'9)
 Viking, 2006 | \$1,795,000
 Walter Sea | +1 954 319 3259 | wsea@camperandnicholsons.com

5. **Sea** 30.5m (100')
 Arno Leopard, 2008 | \$1,800,000
 Charles Ehrardt | +33 62 65 82 639 | cehrardt@camperandnicholsons.com
 Fernando Nicholson | +1 305 604 9191 | fnicholson@camperandnicholsons.com

6. **Lady Genyr** 42.6m (139'9)
 CRN, 2013 | €14,500,000
 Flavio Constantino | +1 954 224 3728 | fconstantino@camperandnicholsons.com





1



2

1. **Billa** 42m (137'8)

Admiral, 2009 | €8,950,000

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

2. **Taurus** 28.23m (92'6)

Riva, 2010 | €3,600,000

Richard Higgins | +33 492 912 912 | rhiggins@camperandnicholsons.com

3





3. **Lamima** 65.2m (213'10")

Custom, 2014 | \$14,000,000

Adam Papadakis | +44 20 7009 1950 | apapadakis@camperandnicholsons.com

4. **Geosand** 41.9m (137'5")

Baglietto, 2011 | €11,500,000

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

5. **Vision** 28m (91'8")

Pershing, 2013 | €4,650,000

Rytis Babravicius | +377 97 97 77 00 | rbabravicius@camperandnicholsons.com

6. **Heritage** 45.3m (148'8")

Perini Navi SpA, 2006/2017 | €10,900,000

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

Camper & Nicholsons International

YACHTING SINCE 1782



Yacht Management

The most *experienced and trusted* management team in yachting

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

CNI@CAMPERANDNICHOLSONS.COM

SECTION 3

ON BOARD

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

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



TOP 10 BEST TOY LIST 56-57

SHIP SHAPE STYLE 58-61

RECOLLECTING VOYAGES 62-69

TOP 10 GIFTS TO RELIVE YOUR TRIP 70-73

ON BOARD

Top 10 best toy list

1

Legend

Serious high tech toys for adventurers. Not only does she have an ice breaker hull, but she comes with a helicopter and submarine.



2

Icon

Ultimate luxury with new Tecnogym equipment and full complement of water toys. Perfect for the fitness enthusiast.



3

Lamima

Luxury sailing with water sports instruction by members of the crew.



4

Callisto

Two water jet tenders, scuba gear/compressor, and inflatable windsurfers are just a few of the many water activities guests can experience onboard.



5

Silver Angel

Plenty of 'grown up toys' to keep the group entertained. Inflatables, golf machine on sundeck, kiteboard equipment and 16 sets of scuba gear.



6

Lioness V

Fully equipped gym, SeaDoo, stand up jet skis and laser sailing dinghy.



7

Roma

She is a “PADI Superyacht Dive Boat” and “Yacht Scuba Safety Certified”, that comes with plenty of water toys for the non divers.



8

Illusion V

Stylish beach club where guests can access water toys galore. Plenty of inflatables, towables and motorised activities to choose from.



9

Twizzle

High tech sailing yacht with an assortment of toys to rival the top motor yachts. Scuba diving, wakeboarding and paddle boarding just to name a few.



10

Ocean Paradise

Impressive gym facilities, RYA training centre with instructor on board and a comprehensive package of water toys including inflatables and SeaDoo.



FASHION

Ship shape style

MENS CURATED SELECTION BY GENTLEMAN'S JOURNAL

LADIES CURATED SELECTION BY HELEN JON

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





LEFT COLUMN, TOP TO BOTTOM

Boston small holdall
DUNHILL.COM

Namibia calico hat
LOCKHATTERS.CO.UK

Blue brushed cotton shirt
EMMAWILLIS.COM

MIDDLE COLUMN, TOP TO BOTTOM

18ct white gold, mother of pearl & diamond cufflinks
CROCKETTANDJONES.COM

Olive Twill Trousers
BERLUTI.COM

Tank Louis Cartier
CARTIER.COM

RIGHT COLUMN, TOP TO BOTTOM

Cadogan, tobacco calf suede
CROCKETTANDJONES.COM

Petrol blue coat wallet
ETTINGER.CO.UK

Camel beige cashmere polo sweater
LUCAFALONI.COM



LEFT COLUMN, TOP TO BOTTOM

Hanalei embroidered suit

Cabana dress – Del Carmen

Underwire one-piece Zuma

MIDDLE COLUMN, TOP TO BOTTOM

Hanalei dress

Estrada Halter

Corisca Beach Poncho

RIGHT COLUMN, TOP TO BOTTOM

String bikini Del-Carmen

Laguna sleeveless Kimono

Marimar surf-shirt black

AVAILABLE FROM HELENJON.COM



ON BOARD

Recollecting voyages

WRITTEN BY **TRISTAN RUTHERFORD**

The travel writer Bruce Chatwin cut an untrodden path through Patagonia armed with nothing more than a Moleskine diary. His task was to craft recollections from a land of lost memories.

IMAGES Whether it be sailing Antarctica, fishing for marlin or onboard Gatsby-esque cocktail parties, motoryachts *Legend*, *Le Montrachet* and *Silver Angel* offer guests memories that will stay with them for years to come









Up to 26 guests can cruise the seldom seen coasts of Greenland and South Georgia in unparalleled luxury

Above Tierra del Fuego, where Ferdinand Magellan had sailed four centuries before, he wrote of volcanic fantasies and phantom beasts. His reminiscences became a rock during arduous journeys ahead. In Chatwin's words: "To lose a passport was the least of one's worries. To lose a notebook was a catastrophe."

The recalling of voyages past is a touchstone. A propitious moment during a rainy day in London, or wherever one's office might be. Guests might recall dawdling dinners with family, or belly laughs with friends. Other sailors like Captain James Cook revelled in the recollection of sailing off the map. "Our present navigation is upon an unknown coast and surrounded by perpetually thick fog," as he wrote aboard *HMS Discovery* in June 1799 – no doubt thrilled at the promise of virgin land just beyond the Arctic mist. To set glorious memories in stone is why many set sail in the first place.

Guests in search of similar memories as Cook may charter 77.4m *M/Y Legend*. The fully classified ice-breaking ship was carved in steel at a Dutch shipyard in 1973, then converted into a sumptuous superyacht by Icon Yachts in 2016. Up to 26 guests can cruise the seldom-seen coasts of Greenland and South Georgia in unparalleled luxury. The inclusion of a ten-strong expedition staff – in addition to the 19 crew – allows

for an ice pilot, polar guides and naturalists to accompany a trip of a lifetime. As Sacha Williams, Camper and Nicholson's Charter Marketing Director, attests: "There are yachts that have commercial helipads and submarines. There are yachts that go to the Arctic and Antarctica. But all of the above? *Legend* has all these capabilities and then some." One could conceivably paddle an ice floe by kayak and snow scooter to a crevasse. Then rejuvenate with a rum soda in the Balinese spa while the drone footage of your day is edited for screening in the on-board cinema. "Memories don't come much more indelible than that," says Williams.

Maritime writer Joshua Slocum, author of *Sailing Alone Around the World*, recalled a golden age of sail during the gathering cloud of steam. The first man to circumnavigate the world solo, he was something of an old seadog, who blithely disregarded both danger and any form of local culture. He relied solely on dead reckoning and took only one lunar observation during his 46,000 mile trip. We can recall his carefree style when his 11m gaff, the *Spray*, turned turtle. "I grasped her gunwale and held on as she turned bottom up, for I suddenly remembered that I could not swim." Slocum's mission was not exploration, but sailing for unadulterated pleasure.

IMAGE Soft seating on board *Legend* are set around a fireplace for cold weather cruising



The translucent seas between Bimini and Nassau are particularly rich in wahoo and marlin, as the sailor-writer Ernest Hemingway found to his great pleasure

In the Western Mediterranean, 62m M/Y *RoMa* provides a similarly spirited experience for a dozen guests – with 17 staff to ensure safety levels unseen on Slocum’s wooden boat. “*RoMa*’s bosun taught Latin dancing before he got into yachting,” explains Charter Manager Charline Francis. “He can teach the guests to tango in between everything else the yacht has to offer.” Yet there’s more to the Espen Oeino-designed yacht than a shimmy under the stars on the capacious sundeck. “She also has an approved PADI dive centre,” says Francis. “Guests can even start their diving initiation in the huge pool on the sundeck.” A tailor-made scuba trip to a marine park, like Mallorca’s Cabrera archipelago or Cinque Terre’s area marina protetta, are what personal stories are made of. A photo of loved ones, grinning through a mask and snorkel, would cheer any bureau top.

The most receptive of memory banks can be found in one’s taste buds. That’s why 38.4m M/Y *Le Montrachet* prowls the rich marine waters of the Bahamas and the British Virgin Islands. “The friendly captain keeps a 35’ Marlin tender rigged for fishing,” says Americas Charter Manager Janina Martinsen. “The translucent seas between Bimini and Nassau are particularly rich in wahoo and marlin, as the sailor-writer Ernest Hemingway found to his great pleasure.” Staff will clean the catch before serving on the bridge deck lounge as sushi, ceviche or au beurre. As *Le Montrachet*’s name suggests, the bespoke bar has enough New World vintages to satisfy Hemingway’s dyspeptic thirst. That comes as good news as guests page through his novels, seated beside the yacht’s baby grand piano.

For a final set of yachtsmen, endeavour holds the key to lifelong memories. That’s the serendipitous ability to relive the discovery of a deserted bay, a lost island, or a banana curve of powder soft sand where the footprints were yours alone. Herman Melville once spent 18 months cruising the islands of the Pacific. When he reached Tahiti, “the clouds floated away, and showed the three peaks standing like obelisks against the sky: the tears gushed.” Those thoughts stood him in good stead when he penned his trans-world quest of *Moby Dick*. Indeed, the sailing trips in his youth inspired him to even farther shores: the Galapagos, Cape Horn, the Holy Land.

One of the finest Benettis afloat, 64.5m M/Y *Silver Angel*, charts similarly distant waters – in style. Over the coming year she’ll meander through the lesser known Caribbean and across to the Galapagos while porting 16 sets of diving equipment, plus a Bauer Dive compressor to boot. It’s hard to say whether memories will be inscribed by a guided scuba tour of the Bonaire Marine Park with 400 sealife species. Or by a family cocktail party in the art deco interior decorated with a Gatsby-esque array of white onyx, silver leaf and Lalique. All we can do is provide the once-in-a-lifetime setting for ideas to take root. The memories are yours alone.



ABOVE FROM TOP Dive the Bonaire Marine Park, with over 400 sealife species. In the art deco interior of *Silver Angel*, enjoy a Gatsby-esque cocktail party. *Le Montrachet* prowls the rich marine waters of the Bahamas and the British Virgin Islands, where the captain keeps a 35' Marlin tender rigged for fishing



NEW ENGLAND

Pure Bliss

Length 36.6m (120'1)

Guests 12

Crew 8

CHARTER PRICE FROM \$85,000 PER WEEK

CARIBBEAN

Le Montrachet

Length 38.4m (126')

Guests 10

Crew 7

CHARTER PRICE FROM \$59,500 PER WEEK

CARIBBEAN, CUBA, CENTRAL AMERICA

Silver Angel

Length 64.5m (211'7)

Guests 12

Crew 19

CHARTER PRICE FROM \$450,000 PER WEEK



WEST MEDITERRANEAN

RoMa

Length 62m (203'5)

Guests 12

Crew 17

CHARTER PRICE FROM €395,000 PER WEEK



TURKEY

Orient Star

Length 47m (154'2)

Guests 10

Crew 9

CHARTER PRICE FROM €150,000 PER WEEK



INDONESIA

Lamima

Length 65.2m (213'11)

Guests 14

Crew 19

CHARTER PRICE FROM \$126,000 PER WEEK



ANTARCTICA

Legend

Length 77.4m (253'11)

Guests 26

Crew 19 (plus 10 expedition crew)

CHARTER PRICE FROM €460,000 PER WEEK

ON BOARD

Top 10 gifts to relive your trip

WRITTEN BY TRISTAN RUTHERFORD



1

Yves Saint-Laurent New Wave 1 sunglasses
Yves Saint-Laurent's legacy lives on. In October 2017 the new Musée YSL rose like a Moorish spaceship from the medina of Marrakech. Saint-Laurent felt so inspired by his adopted Moroccan home that he introduced the jellaba into mainstream 1970s' fashion. YSL's Permanent Collection of timeless catalogue favourites includes the New Wave 1 sunglasses design. The Havana acetate frames with green lenses will offset the whitest of superyacht decks – or the dustiest North African summers.

WWW.YSL.COM

2

DJI Mavic drone
DJI are the drone manufacturers behind the Inspire2. That's the \$3,000 flying cam that cinematographers use to shoot professional film. Their consumer version is the Mavic. It's essentially a 21mp digital camera with quadcopter wings, which can spit out Hollywood-standard footage straight to your Macbook Pro. Using ActiveTrack it can follow your subject – be it dog, offspring or superyacht – over a 7km range.

WWW.DJI.COM/MAVIC

3

Montblanc 1926 Heritage leather portfolio
A Montblanc always comes in handy. In 1963 Konrad Adenauer had to borrow John F Kennedy's one when he misplaced his own fountain pen during a signing ceremony in Cologne. A decade later, Montblanc's Hamburg workshop was acquired by Dunhill, and a smart range of leather business goods was introduced. The firm's brand new Heritage range, launched in 2017, includes satchels, wallets, a duffle and this wonderfully svelte document portfolio.

WWW.MONTBLANC.COM



4

Hasselblad X1D (Pictured)
Hasselblad hand-made the cameras used for the Apollo moonshot in a Gothenburg workshop. You can trust the Swedish company to pack their brand-new 50mp camera into a frame far sexier – and smaller – than most 35mm cameras. The key is the X1D's revolutionary mirrorless lens. This makes it “small enough to take anywhere, powerful enough to capture anything”. A 21st-century icon.

WWW.HASSELBLAD.COM

5

Boghossian Les Merveilles reversible necklace
Boghossian shook up the staid ladies of Old Bond Street when it opened shop in 2013. Since then, the sixth generation Levantine jeweller has served royalty and celebrity with a sassier degree of glitz than DeBeers next door. Bella Hadid modelled the firm's latest sensation. The Merveilles necklace has a fully reversible swoosh of rubies and diamonds on either side, allowing female guests to change for dinner all the quicker.

WWW.BOGHOSSIANJEWELS.COM

6

Afternoon tea set from Le Bristol, Paris
The novel accessories venture from the Oetker Collection saves you from stealing the teaspoons at the Eden-Roc. Since 2016 the luxury hotelier – which also owns The Lanesborough and Chateau Saint-Martin – has allowed customers to purchase tableware, art and furniture found in the world's finest hotels. This bird-themed Raynaud tea set for four, from Hotel Le Bristol, is an Eden Being exclusive.

WWW.EDENBEING.COM



WWF Snow Leopard earth bond

The World Wide Fund for Nature issues a series of Earth Bonds, which directly support global conservation efforts. The charitable organisation's highest value gift card, the Snow Leopard, automatically enrolls bond holders as a WWF Partner in Conservation. This grants direct access to ecology experts and environmental updates. Plus a meeting with WWF President Carter Roberts, a Harvard-Princeton alumni who fulfils the needs of five million members worldwide.



8

Smythson Panama diary

Pulling out a Smythson when planning a diary date forces one's fellow attendee to agree to your choice of rendezvous. The power of these pocket diaries – beloved of Sir Edmund Hillary and Grace Kelly – belies their discreet dimension. The petite nature of their Panama diaries mirrors Smythson's 1908 original, which became the world's first truly portable agenda. Available in six jazzy shades.

WWW.SMYTHSON.COM

9

Dunhill Boston leather hipflask

Even the saltiest seadogs would be delighted to draw a nip of Appletons rum from this discreet flask. A new Alfred Dunhill edition for 2017, the canteen's leatherwork recalls the firm's original saddlery on London's Euston Road in the 19th century. Be careful however, as the only Bond character to own a Dunhill accessory – Red Grant – ended up incapacitated on the Orient Express.

WWW.DUNHILL.CO.UK

10

Moleskine Carnet Voyageur notebook

The traditional Moleskine notebook was a travel writers' favourite. Ernest Hemingway penned novelas on their lined white paper, twanging the black rubber strap to stop seawater and daiquiri spillage seeping in. Bruce Chatwin carried one around Patagonia. Then bought every remaining notebook he could find when the French company went bust in 1986. Now resurrected by a Milanese bookbinder, the brand's Carnet Voyageur journal features a passport pocket and world maps.

WWW.MOLESKINE.COM



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SECTION 4

TRAVEL & CULTURE

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

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



TEN SECRET SUPERYACHT ISLANDS 76-91
THE LOST KINGDOM: LAMIMA'S INDONESIAN VOYAGE 92-97





CHARTER

Ten Secret Superyacht Islands

WRITTEN BY TRISTAN RUTHERFORD



Saba

DUTCH WEST INDIES

A catastrophic explosion ripped Saba from the seabed to leave a volcanic isle 887m (2,910ft) high. Its active peak is the highest point in Holland.

Mountain mists shroud mahogany forests, which tier seaward past orchid groves and mango trees. Sited above Atlantic surf on the eastern tip is a commercial airstrip, the world's shortest, which welcomes an occasional turboprop from St Barths. Such fearsome topography keeps lesser travellers at bay. Saba receives just 25,000 yearly visitors – the same number that hit Monaco in a single day. That's tragic. Because the island has become an eco-tourism pioneer that maintains the moniker "The Unspoiled Queen of the Caribbean".

Eleven hiking trails run through the Netherland's most diverse landscape, from sulphur mines to sandy beaches, where Atlantic tides sweep all footprints away. Thirty permanent moorings welcome yachts to knockout dive sites like The Pinnacles. Here 150 species shimmer around sea mounts that rise to within 25m (85ft) of the surface.



IMAGES Saba has become an eco-tourism pioneer that maintains the moniker "The Unspoiled Queen of the Caribbean"





Cayos Cochinos

HONDURAS

As National Geographic wrote: “The waters around this collection of coral cays are a marine biologist’s dream: busy with creatures that may not yet have names.” Little wonder these islets, marooned far from the Honduran mainland, are luxury yachting’s next big thing. This sail back in time delivers uninhabited atolls, wooden fishing boats and powder shores of Maldivian quality. The main island of Cayo Grande is hardly Times Square. With not a single tarmac road, locals are forced to walk, sail or swim. It has a census population of just 108.

Guests who paddle to shore will backstroke above the Mesoamerican Barrier Reef, the world’s second largest coral corridor. Fishing is strictly prohibited within 8km of Cayos Cochinos. University professors studying green turtles or Elkhorn coral are more common than scuba tours.



Apataki

FRENCH POLYNESIA

Anyone can fly to Bora Bora. But only confident captains can tiptoe through the gap in the coral ring of Apataki. Inside it’s an Elysian scene: a translucent lagoon, like a private bath miles wide, garlanded with a perimeter of nodding palms.

Outside the wall it’s another story. Perfectly formed Pacific rollers sculpt legendary waves, with nary another surfer in sight. The steady breeze shows it’s time to unhook the kiteboards from the stern beach. Shorty wetsuits be damned. All you need here are Vilebrequin shorts and a GoPro.



Mercury Islands

NEW ZEALAND

Imagine a sub-tropical Cornwall where the sun blazes all summer. The Mercury Islands sparkle like quicksilver at the end of the Coromandel Peninsula, a spit of sub-tropical kauri forest that crumbles into limestone islands and white sand.

The seven ocean specks read like a botanist's field book. Only Great Mercury is inhabited (where a private villa is the preferred retreat of U2 frontman Bono). Residents on the other six include Pycroft's petrels and tuatara lizards. Wetsuits are required for deep sea swims with demoiselle fish and giant snapper that guard the underground caves. The ultimate warm-up is a hot toddy and a thermal soak on Hot Water Beach, just across the sound.

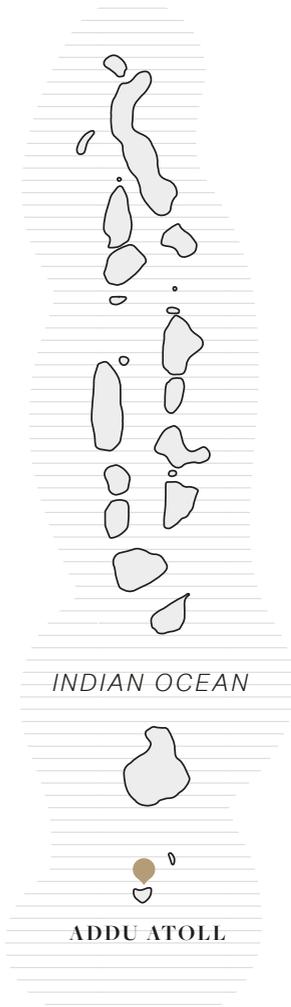


Mayaguana

BAHAMAS

Good luck trying to reach Mayaguana by air. It's the most distant, least developed and most unspoiled of all the inhabited Bahamas islands. Most of the 300 residents earn a living by fishing for conch. For leisure, they gather land crabs for creole chowder on Horse Pond Beach. The other dozen beaches are footprint free.

Like many isolated islands, Mayaguana boasts pristine seas. Take a tow on a Seascooter to Curtis Creek, where boxfish and triggerfish parade in a natural aquarium. Or kick back with a Hendrick's tonic and a telescope, as hummingbirds, oystercatchers and flamingos buzz around the bay.



Addu Atoll

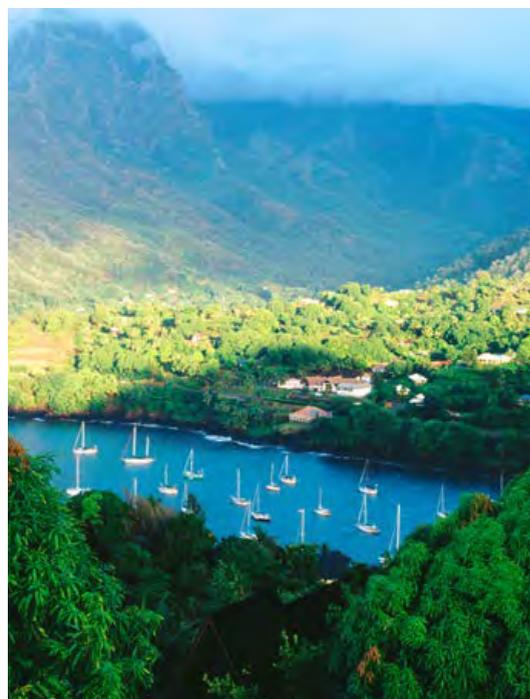
MALDIVES

Addu, the southernmost atoll in the Maldives chain, is nature's gift to yachtsmen. Stranded on the equator some 500km (300 miles) south of Malé, the atoll forms a magic circle around a limpid lagoon. Ships may moor safely, while barrier reefs have thwarted El Niño currents, ensuring healthy coral from snorkelling depth to deep scuba levels.

Giant pelagics like spotted eagle rays and spinner dolphins adore Addu as much as superyacht guests. Those who land, anchor or splash down on a floatplane will find traces of a British airbase that shut up shop in the 1970s. Tarmac roads make for joyously untaxing bike rides through the nodding palms – rest assured, you're pedalling through the flattest country on earth. Just pack the Nikon, and remember to cycle on the left.







TOP The Bay of Taiohae, Marquesas Islands **MIDDLE** A traditional Polynesian statue found in the Marquesas **BOTTOM** The peaceful port of Atuona at the head of the Taaoa Bay



Hiva Oa

MARQUESAS

The Marquesas make up one of the most isolated island chains in the world. Which is why artist Paul Gauguin sailed in to Hiva Oa in 1901 for a bit of peace and quiet. When not boozing and carousing, he found another way to annoy the strict French colonial authority: painting staggeringly colourful, and scantily clad, women against a backdrop of mean, green mountains.

Gauguin would recognise the massive tikis that still doze in dreamy rainforest today. With a hiking guide, visitors may circle Hiva Oa's 1,213m (3,980ft) peak. Peer down to see Pacific rollers crash midway between Australia and the Americas onto white sand, black sand and pebble beaches.

The population of this Malta-sized no-mans-land? Just 2,000 locals lost in time.

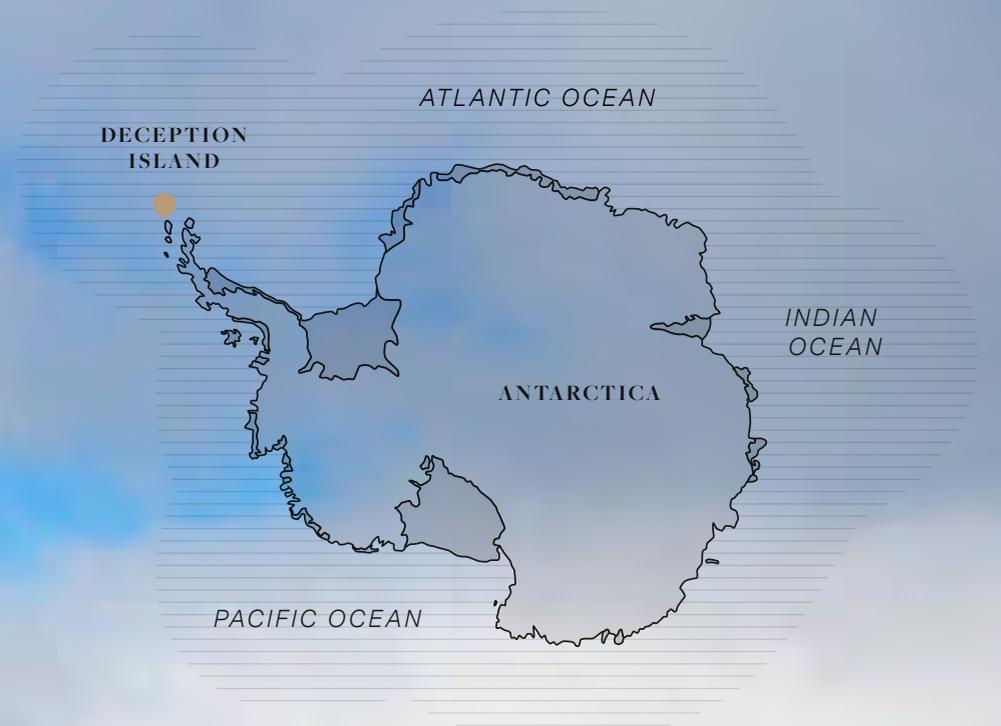
Deception Island

ANTARCTIC

Amid the maelstrom of the Southern Atlantic sits a sailor's haven of unparalleled history. Deception Island is an active volcano partially sunk into the icy ocean, allowing captains to creep into its sheltered caldera. Ships have sought refuge here for decades; their salty remains are frozen in time. Don immersion suits and ride in the RIB to explore a British naval base, a whaling factory and a discarded airplane fuselage (Antarctica's first flight took off from the beach here in 1928).

Bring a swimsuit too. Deception's geothermal core heats up rockpools on the steaming shingle, allowing guests to pose on Instagram while taking a volcanic Jacuzzi bath. A breezy hike up Baily Head passes Deception's nine species of nesting seabird. The world's largest colony of chinstrap penguins, 200,000 in all, squawks up from the shoreline.





Santa Maria

AZORES

Santa Maria rests in the mid-Atlantic, the southernmost and sunniest of all the Azores. Since time immemorial, whale sharks have migrated through its bottomless depths, followed by a carnivalesque entourage of giant tuna and pilotfish. When seen from below the scene is planet earth's ultimate dive experience. With a hook and line cast from the yacht, marlin, wahoo and swordfish can be poled for an evening sushi feast.

Inland Santa Maria is a different story. It's like an inebriated deity has experimented with nature, adding bits of Africa and Asia as he went. Barreiro da Faneca is a rock-red pyroclastic desert blasted from the earth's core, best seen by mountain bike. Ribeira de Maloás is an ancient lava flow, standing still like a stone waterfall. The warm seas are best entered from the white sand of Praia Formosa, the Azores' finest beach.





TOP The white sands of Praia Formosa RIGHT The arid desert landscape of Barreiro da Faneca
BOTTOM Whale sharks migrate through the waters of the Azores







Isla Parida

PANAMA

Isla Parida and its constellation of 25 tiny islets lie like emeralds in the Pacific blue. Even Panamanians refer to them as 'The Lost Archipelago'. Imagine a Darwinian fantasy of humpback whales, frigate birds and howler monkeys. With no hotels to speak of, pack sunscreen, beach towels and your own boat.

The entire island necklace sits within the Parque Nacional Golfo de Chiriquí marine park. Pirate ships once plundered the teak and mahogany trees that drip over banana curves of sand. The full 57 square miles of land and sea have been protected by UNESCO since 1994.

TRAVEL & CULTURE

The Lost Kingdom: Lamima's Indonesian voyage

WRITTEN BY TRISTAN RUTHERFORD

The northern tip of Papua fractures into a thousand lesser isles to form the Raja Ampat archipelago. To picture the scene, imagine the Marquesas Islands meets the Maldives. Towering islands of limestone rainforest are ringed by icing sugar shores.

Many are separated by lagoons that shine a Tiffany hue of sapphire blue. Others form entire ecosystems that could shelter – and feed – the world's largest superyacht inside a jungle-lined bay. Here DayGlo birds-of-paradise and the warbling laughingthrush sing a song far removed from the modern day.

The 21st century is, quite literally, a thousand miles distant. The Raja Ampat islands are far closer to Australia and the Philippines than the Indonesian capital of Jakarta, a week long sail (or five-hour flight) away. The ten million acres of sea are the realm of the phinisi, Indonesia's majestic wooden cruisers, hand-built on the beaches near the Spice Islands. These two-masted schooners are based upon the 17th century ships of the Dutch East India Company, which traded nutmeg and pepper in the archipelago. Like the Turkish gulet or Arabian dhow, phinisi have tailored their design to the local topography over the centuries. The result is a handsome hull carrying

a regatta's worth of sail, with lines muscular enough to carry timber or tins of beef through the 15,000 island Asian nation. Yet lithe enough to tiptoe over an unchartered reef in search of giant manta, a species protected for eternity thanks to a 2014 government fishing ban.

Such immutable settings gave veteran captain Dominique Gerardin the idea of *S/Y Lamima*. The Madagascar-born Frenchman, whose career has spanned from the Caribbean to South East Asia, sought to pair the accoutrements of a superyacht with the timeless lines of a phinisi. "Indonesia is a closed maritime registry," explains Gerardin, which means that no foreign yacht is allowed to charter in these hallowed seas. "As Indonesia had no real yachts to speak of, I knew I'd have to build my own." In order to "answer the needs of charter guests", Gerardin's boat would have to be big. The target was 65m (213'), several times larger than any phinisi

NEXT PAGE *Lamima* moored in the Raja Ampat archipelago







hitherto built. To be a world-class yacht under RINA specifications, the Catalan naval architect Marcelo Penna secreted seven luxury en-suite rooms under a tiered teak hull. It would also need a dive room. Raja Ampat has the richest marine diversity on the planet. As the spawning ground for both the South Pacific and Indian Ocean, 1,000 species of fish cavort around 500 species of coral – ten times more than the Caribbean. With a mask and snorkel one could witness a kaleidoscopic parade of snapper, grouper and milkfish, ingredients all welcome in the yacht's capacious kitchen. For post-dive recuperation, a spa and a cocktail lounge would be a bonus too.

"Almost all wooden boats in Indonesia are built on the forest backed beaches of Sulawesi," continues Gerardin. "At age 12, local boys can use all the tools. By 18, they have spotted which ironwood trees they would like to utilize in future builds. By sheer chance I was directed to Haji Baso, a master boat builder who learnt the trade from his father in the 1960s. At first, when I mentioned the size of yacht I needed, he didn't believe me." Amazingly, the hull was constructed with the plans not on paper – but inside Baso's head. On completion it took 50 men two months to drag the hull across the sand into the water by chainblock – a little further each day. "I invited Baso to Bali when *Lamima* was fitted out. He couldn't imagine how we had introduced a luxury specification inside his wooden frame."

The toys tally with *Lamima's* ethos of exploration and ecology. There are 11 stand-up paddleboards, allowing guided groups to chart an unnamed island then Instagram the scene using the WiFi back on board. Because nobody wants to wait for a Balinese back rub, there are two masseurs, plus two jetskis and two traditional jukung canoes. And diving gear for all 14 guests. Add in a 400hp 10m tender ("to reach shark processions and tuna reefs") and this 2014 yacht has it all. "Which is important, because in quiet months like September, we probably won't see another boat."

The yacht's additions fulfil another purpose close to Gerardin's heart. While no one starves in the verdant wilderness of Sulawesi, incomes and education remain poor. "This idea started when we took a group of schoolchildren from the boat building town of Sorong out for the day. We put these kids on the banana boat and donut. Had lunch on a desert beach. Then danced and sang." The children were allegedly in heaven. "The crew loved it as much as the kids, so we repeat it regularly." Little wonder the staff turnover of *Lamima's* 20 engineers, chefs, deckhands and dive instructors is, after three years, precisely zero.

Gerardin wants to do more. "Often the government will make news by building a school. However, there are sometimes no teachers employed in them. I don't want my boat to be labelled with charity, but I'd like to promote a week where I donate half my charter fee to a community where it will make a difference. It's important that we are cruising these areas every year, so we can really monitor the growth of our teaching project." Guests who book one of Gerardin's exploratory voyages will be contributing to a noble cause.

Until then, *Lamima* has a packed itinerary. There's Komodo Island, where dinosauric lizards prowl an austere scrubland bound by treacherously beautiful beaches. Plus the Dampier Straits, a watery funnel for hawksbill turtles, named after William Dampier, the first Englishman to explore Australia. Up to Cape Kri, where the world record was set for spotting 374 fish species during one scuba dive. Then in winter she will snake up between Singapore and Sumatra, like the spice ships of old, to Myanmar's Mergui Archipelago, another marine frontier where superyachts are as rare as a branch of Starbucks. But that's a story for another day.

S/Y LAMIMA IS AVAILABLE TO CHARTER FROM
\$126,000 PER WEEK



ABOVE Offering the charm of an Indonesian two-masted phinisi with opulent luxuries of modern yacht design, *Lamima* is a nautical masterpiece available for charter.

Camper & Nicholsons International

YACHTING SINCE 1782



Charter Marketing

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

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

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SECTION 5

CHARTER FLEET

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

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



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ON BOARD

Top 10 requested amenities: A checklist for the perfect charter experience

WRITTEN BY KIM KAVIN



Illusion V has a luxurious beach setup, complete with on-shore sun beds, a large tent, water toys and barbecue

1

Beach setups

Beach setups can range from simple barbecues with chairs to full-on tents with massage areas, sun loungers and more – all in a private location at the water’s edge.

“*Illusion V* has the most amazing beach setup,” Sacha Williams, Camper & Nicholson’s Director of Charter Marketing, says of the 58-metre *Benetti*. “It’s an extension of the yacht on shore, and it’s wonderful in the Caribbean and Bahamas. What makes it cool is the level of comfort. They have these huge inflatable chairs that are covered with the same fabric that is on the boat, so it’s a very comfortable sun bed on shore. They have the big tent, all of the toys and the barbecue – you can properly camp out for the day, you don’t need anything else.”

2

Water slides

The inflatable water slides that some superyachts deploy at anchor are always a hit with families. Top yachts with water slides include the 44-metre *Heesen, At Last* and the 62-metre *Viareggio Superyachts, RoMa*.

“It goes to the age of the families involved,” says Barbara Dawson, Camper & Nicholson’s Senior Charter Broker. “If the client has teenage kids or younger, they want the slide.”



SeaBobs are more in demand than jetskis these days



Paddleboards are a great way to squeeze a work out into your leisure time



The water-level beach club aboard the 67.5-metre *Icon*

3

Underwater Scooters

SeaBobs that pull guests through the water are the most popular motorised water toy for charter. Operating a SeaBob usually requires just a quick introductory course – the team aboard the 64.5-metre Benetti, *Silver Angel* has a pair of top-end SeaBob F5s for teaching novices – and the lack of government bans means the scooters can be enjoyed anywhere.

“SeaBobs are more in demand than Jet Skis these days because you don’t have the same restrictions,” Williams says. “They’re quite fun. You feel like a dolphin.”

4

Standup Paddleboards

At the other end of the water sports spectrum are standup paddleboards, powered by strong arms and a balanced core. They’re a fun workout and are becoming standard aboard the largest charter yachts. The 50-metre Benetti, *Jo* has them, as does the 50-metre Campanella, *Shake 'N' Bake TBD*.

5

Water-level beach clubs

Aboard the largest charter yachts, these areas at the stern can have indoor-outdoor seating and dining, wet bars, saunas, steam rooms and more. The beach club aboard the 67.5-metre Icon-built, *Icon*, for instance, has a fold-down transom with lounge seating and dining, all just a few steps down from the glass bottom swimming pool.

6

Massage therapists

Some charter yachts have dedicated spa experts who can perform many varieties of massage, both on board and in private areas along a beach. The 77.4-metre Icon, *Legend* has a full Balinese spa on board.

“Guests are requesting it,” Williams says. “They want a massage on holiday, wouldn’t you?”



Yacht areas can be transformed to personalise a special occasion

7

Special occasion setups

Numerous charter yachts have areas that can be transformed – a handy trick when a charter client wants to personalise an experience in a place like Spain’s Balearic Isles.

“Once, a boat turned the sundeck into a dance club off Ibiza because the clients had twins who were only 16 and couldn’t get into the clubs on shore, even with their parents,” Dawson says. “People were going toward the boat, thinking it was an actual party at the port, it was so cool.”



World class chefs are a regularly requested addition to a yacht charter

8

Great chefs

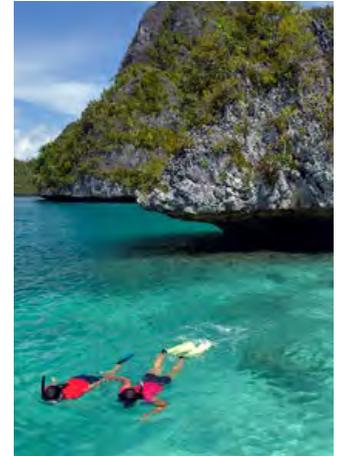
A number of charter yachts have world class chefs aboard; the 49-metre Palmer Johnson, *Khalilah* and the 65.2-metre Feadship, *Callisto*, for instance, have Michelin-starred trained chefs. For special culinary requests, charter yachts can work with shore-side experts.

“A client requested that a cake be made to celebrate a guest’s wedding anniversary on board *Elena Nueve*,” Camper & Nicholson’s Charter Broker Cristabel Nye says of the 37-metre Benetti. “The yacht managed to source a baker who made a cake in shape of the yacht. It was a nice touch, and I know the client appreciated it.”

9

On-deck hot tubs

“I get requests for Jacuzzis,” Dawson says, adding that nowadays, most top tier charter yachts have them. The 62-metre Viareggio Superyachts, *Sealyon* has a hot tub forward on her sundeck, surrounded by plush seating. The 62.5-metre Icon, *Baton Rouge* has a step up hot tub with spectacular water views.



Lamima comes fully equipped with all the necessary dive equipment, and there are two dive instructors in the crew

10

Snorkelling and Scuba gear

Virtually all charter yachts carry snorkelling gear, and some are also fitted out for serious scuba diving.

“I have a client who is a very keen diver,” Nye says. “In the past, he has employed outside diving companies to accompany him on his charters. However, a couple of years ago I suggested that he take the 65.2-metre custom yacht, *Lamima* in Raja Ampat, Indonesia. The diving here is probably one of the best areas in the world, and what makes *Lamima* even more attractive to diving enthusiasts is that there are two dive instructors included in the crew. The yacht comes fully equipped with all of the necessary equipment including BCDs, mask, fins and nitrox—and through the charter, one is able to gain PADI certification. All of this is included in the all-inclusive rate in Raja Ampat.”



CHARTER

Hurricane Run - the DNA of a perfect charter yacht

WRITTEN BY MARINA MICI

The determining characteristics of the perfect charter yacht's DNA are four fold. From the crew to the layout, facilities and even the décor, there is a fine line between a great charter experience and an outstanding one.

A successful charter yacht starts with the owner, who hires the right captain and provides him or her with the right tools to fulfill their role. The style and management of the charter is then led by the captain. Flexibility, empathy, intelligence and integrity are the four most important traits of the best charter captains. In turn, an empathetic and intelligent crew is equally essential. It is the crew who transform a great charter into a perfect and memorable experience. Those crews which have longevity of service are usually the most successful charter yachts, and having longevity in a crew means that they work as part of a team. Working as such a team, handling each charter afresh, and having fun while they work, results in an outstanding crew who can deliver an over and above level of service to each and every charter guest.

Captain Emile Coetzee has been in professional yachting for over two decades and with the same owner for his last three yachts. He is currently the captain on board *Hurricane Run*, one of the yachting

industry's most successful and highly sought after charter yachts. When it comes to selecting a yacht's crew, Emile believes that there is no magic formula, but experience plays a major part. "Hire like-minded people and plug them into the framework of the yacht's DNA; watch as they either seamlessly blend with their fellow crew, and adapt and fit in, or not, as is sometimes the case," says Emile. "A well model on group dynamics tells us that after a team forms, they storm before they are able to norm and ultimately perform", and never has this been truer than when creating a successful crew on board a superyacht."

One of the most important and memorable guest experiences on board a charter yacht is the food, and the most successful charter yachts develop reputations for their fine cuisine. Superyacht chefs are world-class, with the ability to switch from Michelin-star style cuisine to comfort food at a moments notice. Other crew members who are of vital importance are the chief stewardess and his or her team, who, on board a successful charter yacht, need to be efficient and

IMAGE Emile Coetzee, captain on board *Hurricane Run*







Charter yachts come in all shapes and sizes, but the most successful have a combination of elements that blend together well

good communicators so that each guest's personal preferences are seen to seamlessly throughout the charter. Behind the scenes, the captain, engineers and deck hands need to work in unison to ensure the safe running of the vessel, and the constant maintenance and upkeep of the yacht on behalf of the owner.

Another key factor affecting the perfect charter is the yacht itself. The layout, facilities, and décor are all crucial factors to consider when chartering. Each carefully designed superyacht interior has been created both for guests' relaxation and entertainment. The most successful charter yachts have flexible layouts with the ability to convert cabins to suit each charter party's requirement. Most charter yachts will only allow a maximum of twelve guests, although some are certified to allow more, many have double cabins that can be converted into a twin, or sometimes a twin cabin will have extra Pullman berths for children. Every cabin will feature an en suite, while many yachts have a master stateroom for the principal charterer.

Charter yachts are equipped with state-of-the-art audiovisual equipment to ensure a thoroughly enjoyable charter. From on-demand movies and music systems available throughout all guest areas, to private cinema rooms, outdoor cinema facilities or large screen televisions, anything is possible on the right charter yacht. They also carry an array of water toys and equipment on board. From submarines to semi-submersibles, diving and fishing equipment, the latest toy boxes on the most successful charter yachts are out of this world and, should you be looking to scuba-dive then some even have certified dive masters amongst the crew. For those looking to keep in shape, many charter yachts feature air conditioned gyms, and for those looking for something a little more relaxing then look for onboard spas and hammams or even a masseuse within the crew.

Charter yachts come in all shapes and sizes, but the most successful have a combination of elements that blend together well. Whatever you desire, your perfect charter yacht is on the horizon.



ABOVE The luxurious interiors aboard *Hurricane Run*

HURRICANE RUN

Profile of the perfect charter yacht

With a fine Feadship pedigree, an award winning Terence Disdale interior, and her dynamic and experienced crew led by the highly respected Captain Emile Coetzee, *Hurricane Run* is a natural choice for a superyacht charter experience to remember.

Immaculately maintained since new and updated with all the latest technologies, she was built for an experienced owner whose previous yachts included the groundbreaking Amels-built *Thunder Gulch* and the acclaimed Feadship *HIGH Chaparral*, both of which are still highly popular charter yachts. At 53.5m (175'6), *Hurricane Run* is larger than her sisterships by some 10 feet so has extra volume in which to accommodate the finest features. Up to 11 guests can be accommodated in her five versatile staterooms, including a main deck owner's suite, and four guest cabins on the lower deck.

The décor throughout the yacht is subtle yet striking, perfect for guests looking for a relaxed home environment, with a monochrome palette softened by natural, organic shades with an emphasis on tactile, textured materials. The main lounge and dining room share an open-plan arrangement with large windows offering magnificent views by day, and as the sun sets and the blinds are closed with a touch of a button, the perfect setting for a cinematic experience. The formal dining area seats up to 12 guests and is ideal should the elements require guests to retire inside, however,

as *Hurricane Run* was built for al fresco living, the bridge deck area is where most guests prefer to dine around a large limestone table with footrests.

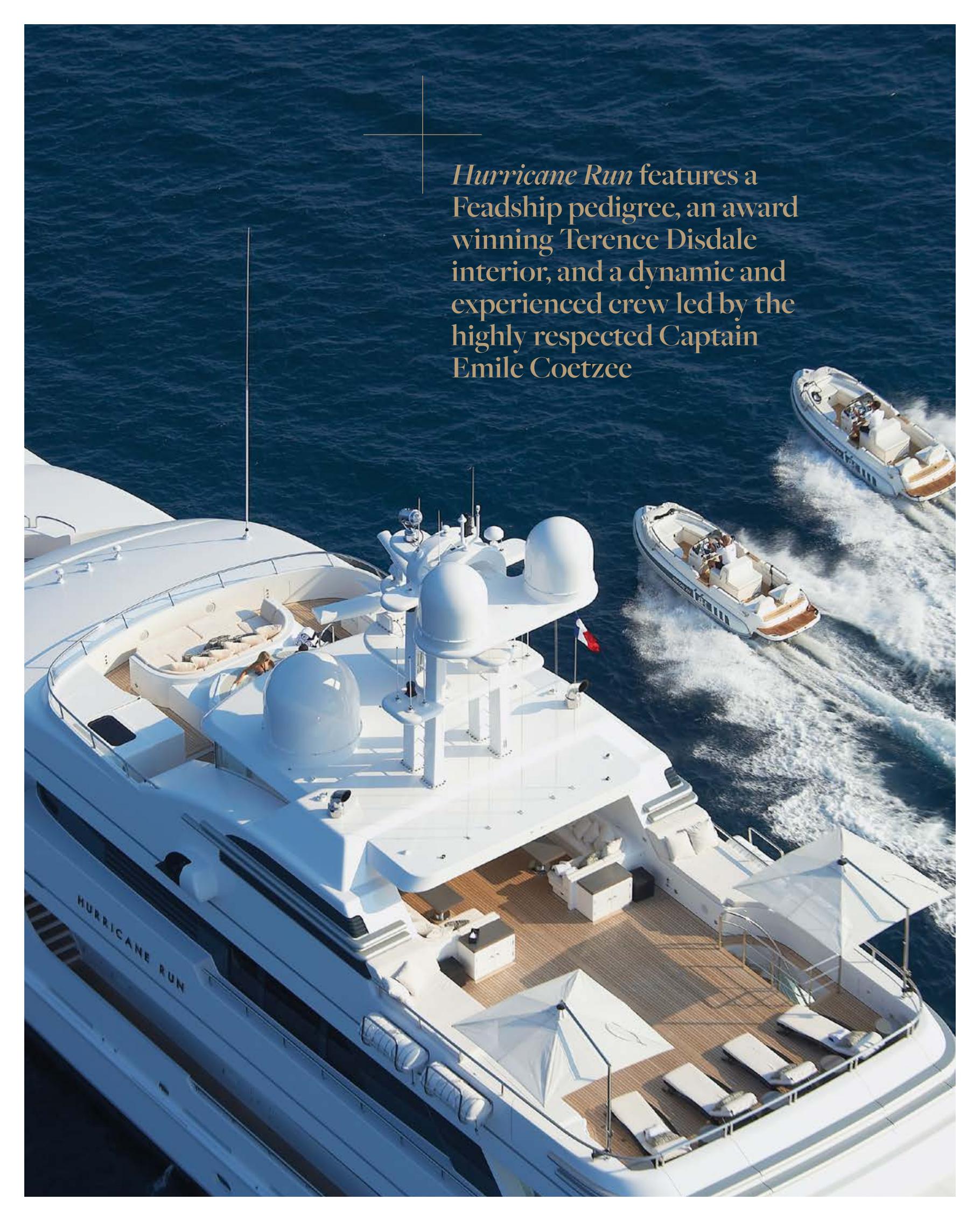
During the day the extensive sun deck hosts everything one could desire for relaxing in the sun or shade, with loungers, a bar area and large Jacuzzi, all of which can be protected from the elements by a glass partition. When required, the partition is raised and the sun deck transforms into a helipad.

Along with a fine complement of water toys and sports equipment, *Hurricane Run* has a small gym which converts into a sixth cabin when required; once again showing *Hurricane Run's* versatility and her pedigree as one of the finest charter yachts afloat.

SPECIFICATIONS

Length	53.5m (175'6)
Beam	9.9m (32'5)
Draft	3.5m (11'5)
Builder	Feadship
Interior designer	Terence Disdale Design
Year	2009
Guests	11
Crew	12

CHARTER PRICE FROM US\$295,000 PER WEEK

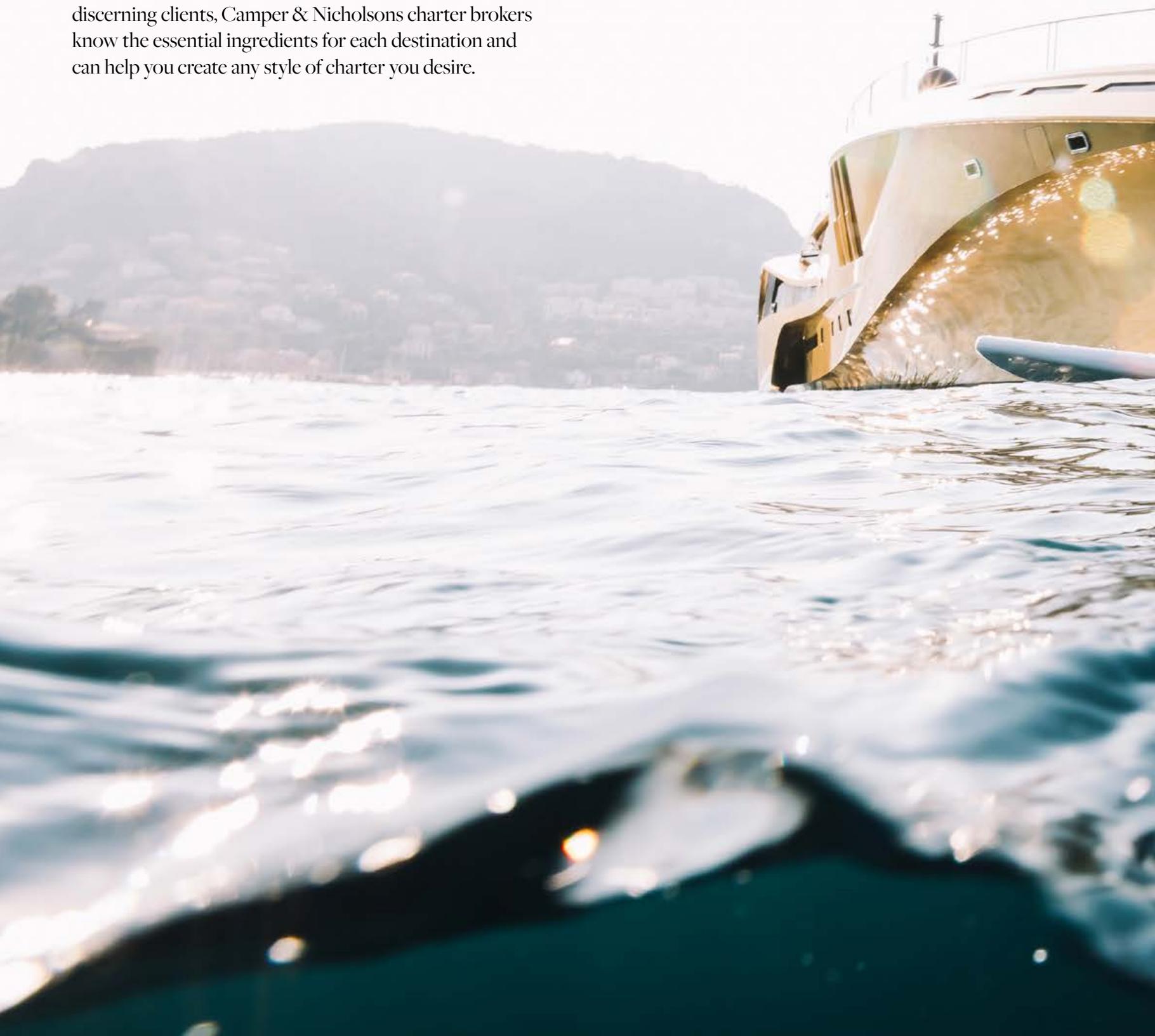
An aerial photograph of a large white yacht named 'Hurricane Run' on the water. The yacht has a complex superstructure with multiple radar domes and antennas. The deck is finished with teak planking and features several lounge chairs and a large white canopy. Two smaller white motorboats are visible in the distance, moving away from the yacht and leaving white wakes. The water is a deep blue. The name 'HURRICANE RUN' is printed on the side of the yacht's hull.

Hurricane Run features a
Feadship pedigree, an award
winning Terence Disdale
interior, and a dynamic and
experienced crew led by the
highly respected Captain
Emile Coetzee

DESTINATIONS

Cruising guide

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





Calisto in Thailand and Myanmar

New to Southeast Asian waters is the classic 41.5m (136') motor yacht Calisto. With a seven decade heritage, she served as a minesweeper for the US Navy in 1944, before being transformed into a luxury vessel by Group Captain Thomas Loel Guinness, the philanthropist behind Jacques Cousteau's Calypso expeditions. Three master suites, two double staterooms and two single cabins accommodate a dozen guests in period style. The SeaDoos and snorkelling equipment come in particularly handy as Calisto cruises the western islands of Thailand and Myanmar in 2018.

FROM \$65,000 PER WEEK





ST TROPEZ

Christina Sarah

Christina is a natural light UK and destination photographer, who is inspired by beautifully lit, natural and romantic fine art photography.

CHRISTINASARAH.COM



FRENCH POLYNESIA

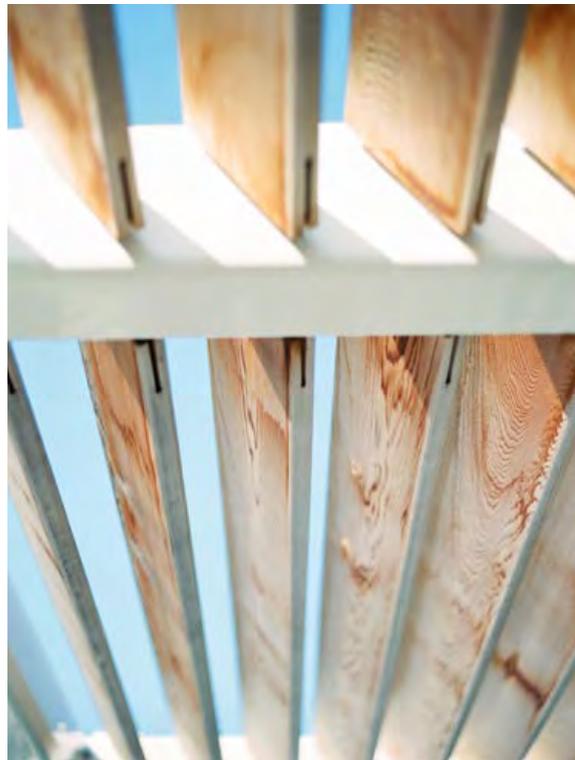
Enno Oldigs

Enno is a photographer and sailor from Germany. On his sailing trips around the world, he seeks out interesting people and stunning places like this one in Teahupo'o.

ALWAYSONTHESEARCH.COM









IBIZA

Ana Lui

Ana is an Ibiza-based lifestyle & portrait photographer who started her career shooting destination and celebrity weddings. She has shot for Condé Nast Traveller UK. Ana can often be found cruising around Ibiza and Formentera with her fiancé and their two pups.

ANALUIPHOTOGRAPHY.COM





PATAGONIA

Alex Strohl

Alex Strohl is a Madrid born, French photographer whose work is characterized by his extraordinary travels. Strohl creates authentic moments and captures them as they unfold before him – continually blurring the lines between work and life.

ALEXSTROHL.COM





GREECE

Allard Schager

Allard Schager is an allround professional photographer based in Alkmaar, The Netherlands. He specialises mainly in interior design, landscape and urban photography.

ALLARDSCHAGER.COM





SARDINIA

Graziano Atzori

Graziano is a Sardinia-based photographer who runs Beneveitos, a video production company which documents and celebrates all aspects of Sardinian life.

[VIMEO.COM/BENEVEITOS](https://vimeo.com/beneveitos)





NEW ENGLAND

Brett Carter

Brett Carter is a Boston-based photographer who finds inspiration in the quiet intensity of the outdoors, and the people and places that intersect it.

BRETT CARTER PHOTOGRAPHY.COM



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 to page 130 onwards and choose the charter yacht of your dreams.



95m (311'8)

Indian Empress

SPECIFICATIONS

Guests	12 in 17 cabins (10 double, 7 twin)
Crew	33
Beam	14.60m (47'11)
Draft	4.80m (15'9)
Built by	Oceanco
Naval architecture by	The 'A' Group
Interior design by	Mark Berryman Design
Year	2000/2015
Engines	3 x MTU, 7400kw each
Fuel consumption	2000 lph @ 18 knots
Speed	14/25 knots

KEY FEATURES

- State-of-the-art audio visual systems
- Elevator
- Gym
- Beauty salon
- Unprecedented massive covered deck
- Cinema
- Approved RYA water sports centre

CRUISING GROUNDS

Croatia, East Mediterranean

PRICES FROM

€650,000 per week





Providing 95m of opulence, this yacht is dedicated to just 12 guests with a crew of 33 on hand to satisfy every wish. *Indian Empress* incorporates luxurious living with exceptional standards. Her sheer volume makes her a unique and dominating presence on the water



86m (282'2)

Aquijo

SPECIFICATIONS

Guests	12 in 7 cabins (4 double, 1 twin, 1 convertible)
Crew	17
Beam	14.5m (47'7)
Draft	5.3m (17'5)
Built by	Oceanco & Vitters Collaboration
Naval architecture by	Tripp Design
Interior design by	Dölker & Voges
Year	2016
Engines	2 x Caterpillar 18, 1350kw each
Fuel consumption	460 lph @ 14.5 knots 850 lph @ 17.5 knots
Speed	15/17.5 knots

KEY FEATURES

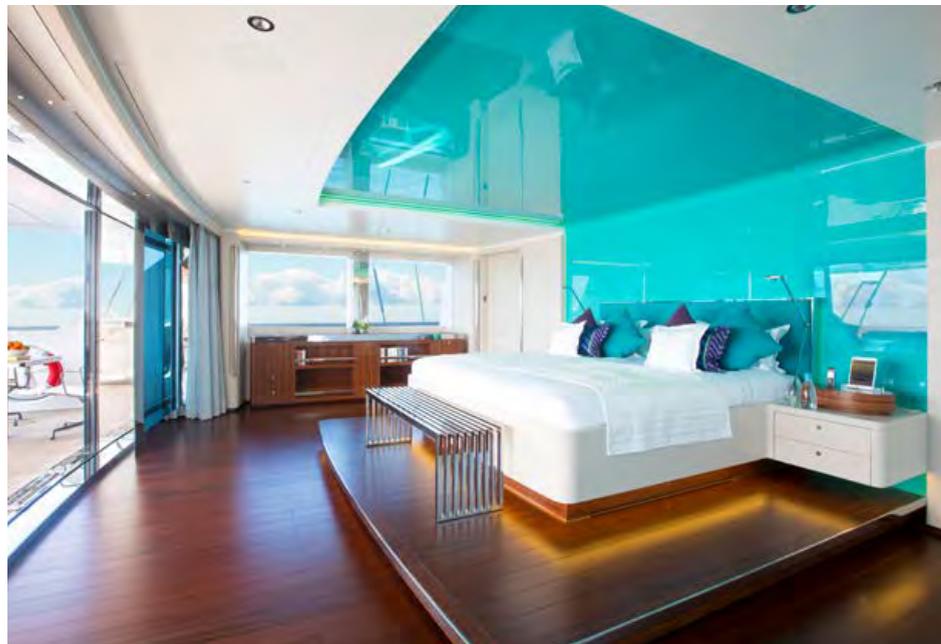
- Beach club with spa & Jacuzzi
- Sophisticated interior design
- Retractable sunroof above al fresco dining table
- Onboard theatre
- Elevator
- Swimming platform
- Unsurpassed sailing capabilities

CRUISING GROUNDS

French Polynesia, South America, South Pacific

PRICES FROM

€450,000 per week





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



77.4m (253'11)

Legend

SPECIFICATIONS

Guests	26 in 13 cabins (8 double, 5 twin / convertible)
Crew	19 (plus 10 expedition crew)
Beam	13.5m (44'3)
Draft	6.5m (21'4)
Built by	Icon Yachts
Naval architecture by	Diana Yacht Design
Interior design by	Legend Beheer B.V.
Year	1974 (rebuilt 2016)
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, Caribbean, Greenland, Arctic, Northern Europe

PRICES FROM

€460,000 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



77m (252'7)

Silver Fast

SPECIFICATIONS

Guests	12 in 8 cabins (5 double, 3 twin)
Crew	19
Beam	10m (32'10)
Draft	2.6m (8'6)
Built by	Silver Yachts
Naval architecture by	Espen Oeino
Interior design by	Vain Interiors, Germany
Year	2015
Engines	2 x MTU 16V 4000 M90, 2720kw
Fuel consumption	250 lph
Speed	13/27 knots

KEY FEATURES

- Helipad on foredeck
- Jacuzzi
- Spa with sauna and steam room
- Beach club with gym equipment
- Approved RYA training centre
- Zero speed stabilisers
- Steam shower in Master Suite
- Wifi

CRUISING GROUNDS

Arabian Gulf, Indian Ocean, Southeast Asia

PRICES FROM

€650,000 per week





Designed by world renowned, Espen Oeino, *Silver Fast* is an advanced ecofuel-efficient yacht. Her impressive leisure facilities make her ideal for socialising and entertaining with family and friends. Timeless styling, beautiful furnishings and sumptuous settings feature throughout an elegant and comfortable atmosphere



74m (242'9)

Cloud 9

SPECIFICATIONS

Guests	12 in 8 cabins (6 double, 2 convertible)
Crew	22
Beam	13.5m (44'3)
Draft	4m (13'1)
Built by	CRN Ancona
Naval architecture by	CRN Engineering
Interior design by	Winch Design
Year	2017
Engines	2 x 2682hp Caterpillar
Fuel consumption	480 lph
Speed	12/16.5 knots

KEY FEATURES

- Beach club with Espresso bar
- Spa featuring hair salon and massage area
- Fully equipped gym
- Elevator
- Main deck pool with spa jets
- Jacuzzi
- Indoor and outdoor cinemas
- Helipad
- Zero speed stabilisers
- Teppanyaki bar on sun deck

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$875,000 per week





Cloud 9 is a superyacht designed with family relaxation in mind. Timeless and elegant, she combines engineering expertise and ground breaking design to offer a high degree of comfort in a relaxed indoor-outdoor living environment. Her distinctive open air areas offer maximum scope for al fresco enjoyment



73m (239'6)

Titania

SPECIFICATIONS

Guests	12 in 7 cabins (7 double)
Crew	21
Beam	13.12m (43'1)
Draft	3.7m (12'2)
Built by	Lürssen
Naval architecture by	Espen Oeino
Interior design by	Zuretti
Year	2006 (refit 2012)
Engines	2 x Caterpillar 3512B Dita 1850BHP
Fuel consumption	400 lph
Speed	14/16 knots

KEY FEATURES

- Massage room and beauty salon
- Two spectacular master suites
- Glass gym with panoramic views
- Beach club with sauna
- Jacuzzi with swim up bar
- Elevator
- Zero speed stabilisers

CRUISING GROUNDS

Bahamas, Bermuda, Caribbean

PRICES FROM

\$490,000 per week





This spectacular yacht is one of the most distinctive charter yachts on the market, boasting an abundance of space both inside and out, as well as a vast array of amenities to ensure exciting and unforgettable cruising experiences. Her light filled interior creates intimate spaces for guests to escape, as well as spacious entertaining areas. Sumptuous accommodation is arranged across seven cabins



72m (236'3)

Axioma

SPECIFICATIONS

Guests	12 in 6 cabins (6 double, 2 convertible)
Crew	20
Beam	12.2m (40')
Draft	3.75m (12'4)
Built by	Dunya Yachts
Naval architecture by	Tanju Kalaycioglu & Sterling Scott
Interior design by	Alberto Pinto
Year	2013
Engines	2 x Caterpillar 3516; 6200 HP
Fuel consumption	650 lph
Speed	14/17 knots

KEY FEATURES

- Infinity pool
- Steam room and massage room
- Cinema
- Elevator
- Jacuzzi
- Gym
- Zero speed stabilisers

CRUISING GROUNDS

Caribbean, Cuba

PRICES FROM

€520,000 per week





Axioma is the stunning product of first class craftsmanship, design and construction giving her guests luxurious staterooms, amazing communal spaces with an open mezzanine in the main salon creating a real ‘wow’ effect with its double height and space



67.5m (221'5)

Icon

SPECIFICATIONS

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

KEY FEATURES

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

CRUISING GROUNDS

Please enquire

PRICES FROM

€500,000 per week





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



65.2m (213'11)

Callisto

SPECIFICATIONS

Guests	12 in 6 cabins (4 double, 2 twin)
Crew	16
Beam	11.65m (38'3)
Draft	3.8m (12'6)
Built by	Feadship
Naval architecture by	De Voogt
Interior design by	Terence Disdale
Year	2006
Engines	2 x 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

Caribbean

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 in 7 cabins (5 double, 2 twin)
Crew	19
Beam	11.2m (36'9)
Draft	3.7m (12'2)
Built by	Haji Baso
Naval architecture by	Marcelo Penna
Year	2014
Engines	1 x 1,000hp MAN
Fuel consumption	80 lph
Speed	8/12 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

Southeast Asia

PRICES FROM

\$126,000 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 in 7 cabins (5 double, 2 twin)
Crew	19
Beam	12m (39'4)
Draft	3.55m (11'8)
Built by	Benetti
Naval architecture by	Stefano Natucci
Interior design by	Argent Design of London
Year	2009 (refit 2015)
Engines	2 x Caterpillar 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

CRUISING GROUNDS

Caribbean, Cuba, 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



63.5m (208'4)

Lioness V

SPECIFICATIONS

Guests	12 in 6 cabins (4 double, 2 twin)
Crew	19
Beam	12.1m (39'8)
Draft	3.6m (11'1)
Built by	Benetti
Naval architecture by	Stefano Natucci
Interior design by	Argent Design of London
Year	2006
Engines	2 x Caterpillar 255kW
Fuel consumption	500 lph
Speed	14/15 knots

KEY FEATURES

- Showstopping elevated pool area
- Lavish cinema
- Several options for dining
- Fully equipped gym and steam room
- Large swim platform
- 40ft Van Dutch tender
- One of the highest spec Benetti's ever built

CRUISING GROUNDS

West Mediterranean, Balearics

PRICES FROM

\$425,000 per week





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



63m (206'8)

11.11

SPECIFICATIONS

Guests	12 in 6 cabins (4 double, 2 twin)
Crew	16
Beam	10.8 (35'5)
Draft	3.5m (11'6)
Built by	Benetti
Interior design by	Owners team
Year	2015
Engines	2 x Caterpillar 3512C
Fuel consumption	400 lph
Speed	14/16.5 knots

KEY FEATURES

- Stunning interior spaces
- Private owners sundeck
- Full beam VIP suite
- Axe bow
- Zero speed stabilisers
- Jacuzzi
- Pool on sundeck
- Spa with treatment room and steam room

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

€650,000 per week





Stylish, sophisticated and award winning, *11.11* has luxurious living areas drawing inspiration from the 1920s and 1930s Art Deco period, utilising neutral colours with touchable fabrics and hand crafted individual pieces throughout. Communal areas offer indulgence and relaxation in which to spoil yourself



62m (203'5)

RoMa

SPECIFICATIONS

Guests	12 in 6 cabins (5 double, 1 twin)
Crew	17
Beam	11m (36'1)
Draft	3.12m (10'3)
Built by	Viareggio SuperYachts
Naval architecture by	Espen Oeino
Interior design by	Newcruise & Gehr Interior
Year	2010
Engines	2 x 2680hp Caterpillar 3516B
Fuel consumption	600 lph
Speed	12/17 knots

KEY FEATURES

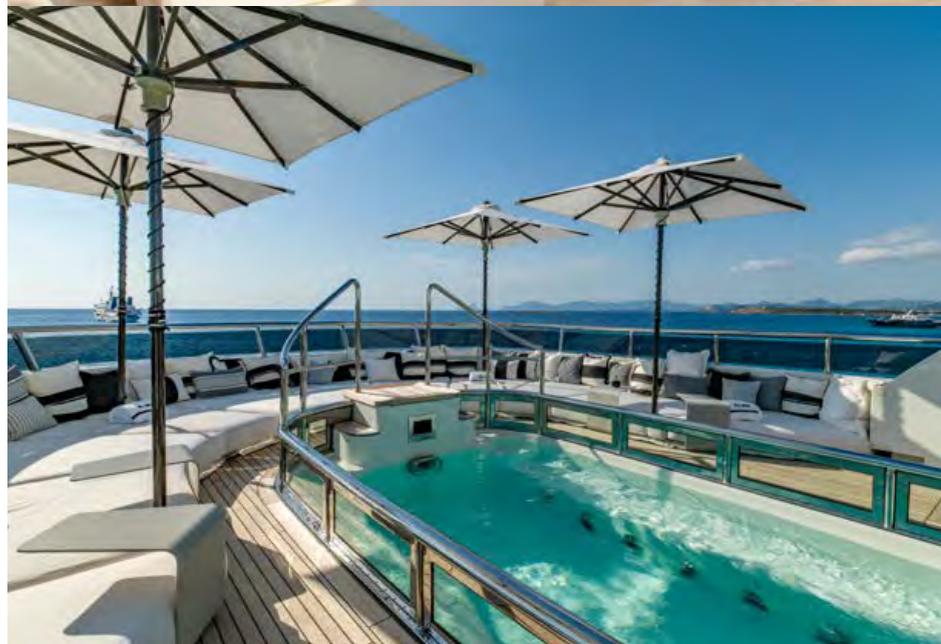
- Packed bow to stern with impressive facilities
- Designed by renowned naval architect Espen Oeino
- Luxurious living spaces
- Large master suite
- Wheelchair accessible
- State-of-the-art technology
- Portuguese bridge with seating
- Jacuzzi/swimming pool
- Sun deck bar
- Cinema
- RINA Green Star certified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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€395,000 per week





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



58.55m (192'1)

Capri 1

SPECIFICATIONS

Guests	12 in 6 cabins (4 double, 2 twin)
Crew	15
Beam	11.10m (36'5)
Draft	3.50m (11'6)
Built by	Lürssen
Naval architecture by	Lürssen
Interior design by	Glade Johnson
Year	2003 (refit 2012, 2015, 2017)
Engines	2 x Caterpillar 3512B DITA, 1950hp
Fuel consumption	450 lph
Speed	13/16 knots

KEY FEATURES

- Air conditioning
- State-of-the-art A/V system
- Deck Jacuzzi
- Gym / exercise equipment
- Stabilisers at anchor / underway
- Wide variety of water toys
- WiFi

CRUISING GROUNDS

East Mediterranean, Croatia

PRICES FROM

€280,000 per week





Capri I features exceptional craftsmanship throughout with a combination of classic style and modern comfort designed by Glade Johnson. She has a fabulous range of contemporary spaces on board for relaxation and entertaining as well as generous deck areas



58m (190'3)

Illusion V

SPECIFICATIONS

Guests	12 in 7 cabins (3 double, 3 twin, 1 single convertible cabin)
Crew	13
Beam	10.8 (35'5)
Draft	3.6m (11'1)
Built by	Benetti
Naval architecture by	Benetti
Interior design by	Green & Mingarelli Design
Year	2014
Engines	2 x Caterpillar 3512 C
Fuel consumption	350 lph
Speed	12/15 knots

KEY FEATURES

- Contemporary interior with exotic materials such as walnut, onyx & Lalique crystal
- Versatile accommodation
- Fabulous sun deck housing a large Jacuzzi, sunpads, bar & BBQ
- Abundance of water toys & inflatables

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

CRUISING GROUNDS

Caribbean

PRICES FROM

€235,000 per week



56.4m (185')

Mondango 3

SPECIFICATIONS

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

CRUISING GROUNDS

Caribbean

PRICES FROM

€196,000 per week



56m (183'9) Jaguar

SPECIFICATIONS

Guests	12 in 6 cabins (5 double, 1 twin)
Crew	11
Built by	Benetti
Year	2005 (refit 2010)
Speed	15/17 knots

CRUISING GROUNDS

Please enquire

PRICES FROM

\$285,000 per week



55m (180'5)

Ocean Paradise

SPECIFICATIONS

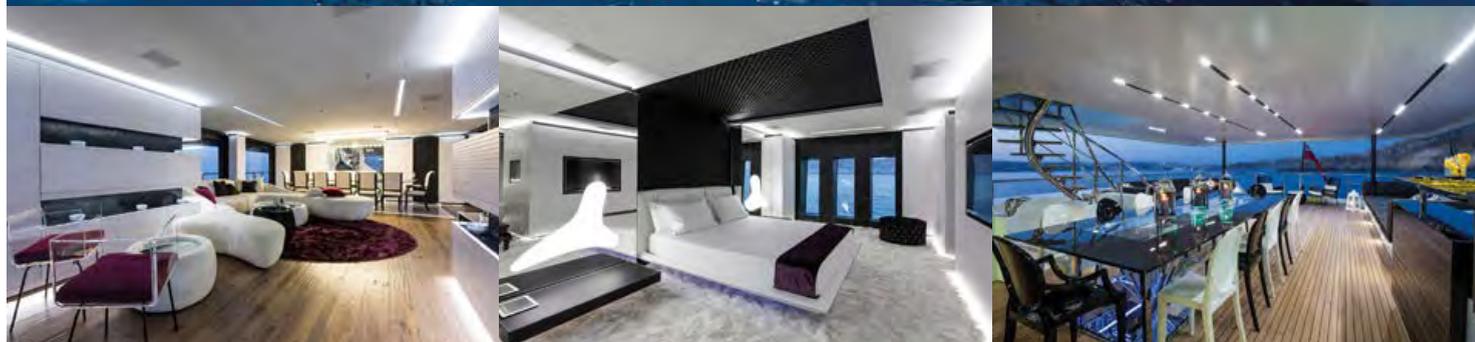
Guests	12 in 6 cabins (4 double, 2 twin convertible)
Crew	12
Built by	Benetti
Year	2013
Speed	15.5/17 knots

CRUISING GROUNDS

Caribbean, Indian Ocean

PRICES FROM

\$275,000 per week



54m (177'2)

Parsifal III

SPECIFICATIONS

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

CRUISING GROUNDS

Please enquire

PRICES FROM

Please enquire



53.5m (175'6)

Hurricane Run

SPECIFICATIONS

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

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$295,000 per week



51.9m (170'3)

Victory

SPECIFICATIONS

Guests	12 in 7 cabins (4 double, 3 twin)
Crew	12
Built by	Golden Yachts
Year	2007 (refit 2010)
Speed	14/17 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€200,000 per week



51.75m (169'9)

Q

SPECIFICATIONS

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

CRUISING GROUNDS

Caribbean

PRICES FROM

€180,000 per week



50m (164'1) Resilience

SPECIFICATIONS

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

CRUISING GROUNDS

Please enquire

PRICES FROM

€160,000 per week



50m (164'1) Jo

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

\$195,000 per week



49.82m (163'5)

Shake N' Bake TBD

SPECIFICATIONS

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

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$140,000 per week



49m (160'9)

Khalilah

SPECIFICATIONS

Guests	11 in 5 cabins (4 double, 1 twin)
Crew	9
Built by	Palmer Johnson
Year	2015 (refit 2018)
Speed	20/27 knots

CRUISING GROUNDS

Please enquire

PRICES FROM

€215,000 per week



48.29m (158'5)

Polaris I

SPECIFICATIONS

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

CRUISING GROUNDS

Please enquire

PRICES FROM

\$230,000 per week



47.25m (155')

Princess AVK

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€210,000 per week



47.24m (155')

Blush

SPECIFICATIONS

Guests	10 in 5 cabins (3 double, 2 twin convertible)
Crew	10
Built by	Sunseeker
Year	2014 (refit 2018)
Speed	16/20 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

Please enquire



47.24m (155')

One More Toy

SPECIFICATIONS

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

CRUISING GROUNDS

Please enquire

PRICES FROM

Please enquire



47m (154'2)

Orient Star

SPECIFICATIONS

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

CRUISING GROUNDS

Please enquire

PRICES FROM

€150,000 per week



45.72m (150')

Excellence

SPECIFICATIONS

Guests	10 in 5 cabins (4 double, 1 twin)
Crew	9
Built by	Richmond Yachts
Year	2010 (refit 2015)
Speed	16/18 knots

CRUISING GROUNDS

Bahamas

PRICES FROM

\$145,000 per week





45m (147'8)

Big Fish

SPECIFICATIONS

Guests	10 in 5 cabins (5 double, 1 convertible)
Crew	10
Built by	McMullen & Wing
Year	2010
Speed	10/14 knots

CRUISING GROUNDS

Australia, Fiji, New Caledonia

PRICES FROM

\$245,000 per week



45m (147'8)

Fathom

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€110,000 per week



44m (144'4)

Blue Vision

SPECIFICATIONS

Guests	12 in 5 cabins (3 double, 2 twin)
Crew	9
Built by	Benetti
Year	2007 (refit 2017)
Speed	12/15 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€130,000 per week



44.2m (145')

Hemisphere

SPECIFICATIONS

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

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$260,000 per week



44.2m (145')

Checkmate

SPECIFICATIONS

Guests 12 in 5 cabins
(4 double, 1 twin)

Crew 9

Built by Benetti

Year 2013

Speed 13/15 knots

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$160,000 per week



44.17m (144'11")

At Last

SPECIFICATIONS

Guests 11 in 5 cabins
(4 double, 1 twin)

Crew 8

Built by Heesen

Year 1990 (refit 2016)

Speed 14/19 knots

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$135,000 per week





43m (141'1)

Eclipse

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€125,000 per week



42.06m (138')

Geosand

SPECIFICATIONS

Guests	12 in 6 cabins (4 double, 2 twin)
Crew	8
Built by	Baglietto
Year	2012
Speed	16/20 knots

CRUISING GROUNDS

East Mediterranean

PRICES FROM

€130,000 per week



41.5m (136'2)

Calisto

SPECIFICATIONS

Guests	12 in 7 cabins (3 double, 2 twin, 2 single)
Crew	9
Built by	Astoria Shipbuilding
Year	1944 (refit 2017)
Speed	10/12 knots

CRUISING GROUNDS

Southeast Asia

PRICES FROM

\$65,000 per week



40.05m (131'5)

Thumper

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€155,000 per week





39.62m (130')

Lionshare

SPECIFICATIONS

Guests	12 in 5 cabins (4 double, 1 twin)
Crew	8
Built by	Heesen
Year	1987 (refit 2017)
Speed	12/19 knots

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$105,000 per week



38.4m (126')

Le Montrachet

SPECIFICATIONS

Guests	10 in 5 cabins (3 double, 2 twin)
Crew	7
Built by	Broward Marine
Year	1986 (refit 2016)
Speed	12/17 knots

CRUISING GROUNDS

Please enquire

PRICES FROM

\$59,500 per week



37m (121'5)

Elena Nueve

SPECIFICATIONS

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

CRUISING GROUNDS

Please enquire

PRICES FROM

€105,000 per week



36.88m (121')

Dragon

SPECIFICATIONS

Guests	12 in 6 cabins (4 double, 2 twin)
Crew	8
Built by	Guy Couach
Year	2010 (refit 2017)
Speed	27/30 knots

CRUISING GROUNDS

East Mediterranean

PRICES FROM

€100,000 per week





36.6m (120'1)

Pure Bliss

SPECIFICATIONS

Guests	12 in 5 cabins (5 double, 2 of which are convertible with a Pullman each)
Crew	8
Built by	Benetti
Year	2008 (refit 2017)
Speed	10.5/17 knots

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$85,000 per week



36.58m (120')

Touch

SPECIFICATIONS

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

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$75,000 per week



36.2m (118'9)

Metsuyan IV

SPECIFICATIONS

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

CRUISING GROUNDS

Croatia, East Mediterranean

PRICES FROM

€98,000 per week



35.97m (118')

Savannah

SPECIFICATIONS

Guests	8 in 4 cabins (3 double, 1 twin)
Crew	6
Built by	Intermarine Savannah
Year	2000 (refit 2017)
Speed	12/15 knots

CRUISING GROUNDS

Bahamas

PRICES FROM

\$56,000 per week



34m (111'7)

Solis

SPECIFICATIONS

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

CRUISING GROUNDS

Bahamas

PRICES FROM

\$120,000 per week



33.4m (109'7)

Narvalo

SPECIFICATIONS

Guests	12 in 5 cabins (3 double, 2 convertible twin)
Crew	6
Built by	Cantiere Delle Marche
Year	2016
Speed	12.5/14 knots

CRUISING GROUNDS

Bahamas, Caribbean

PRICES FROM

\$115,000 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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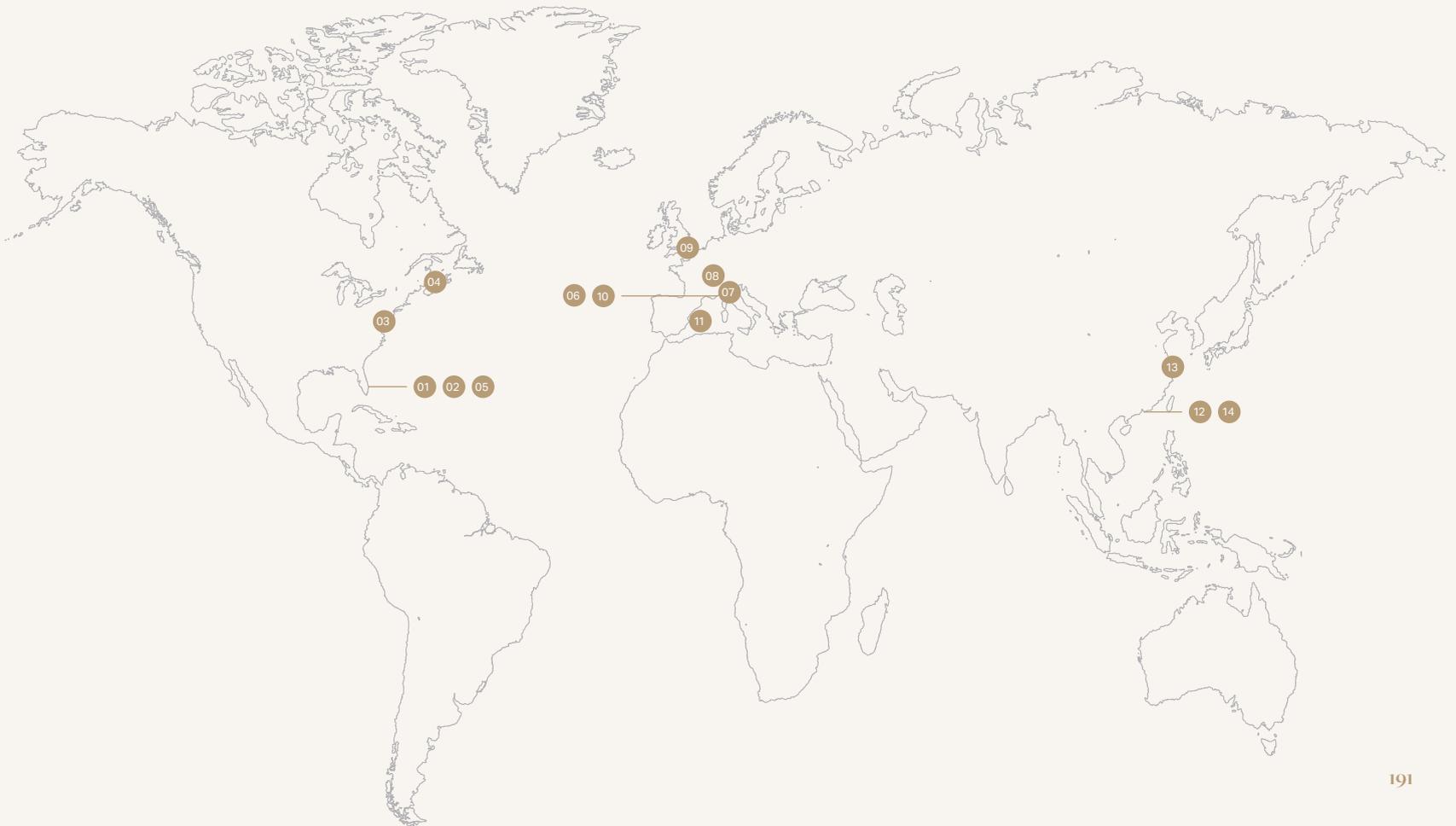
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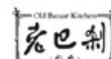
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