

# SEA+I

ISSUE 41



Camper &  
Nicholsons  
International

YACHTING SINCE 1782



# SEA+I

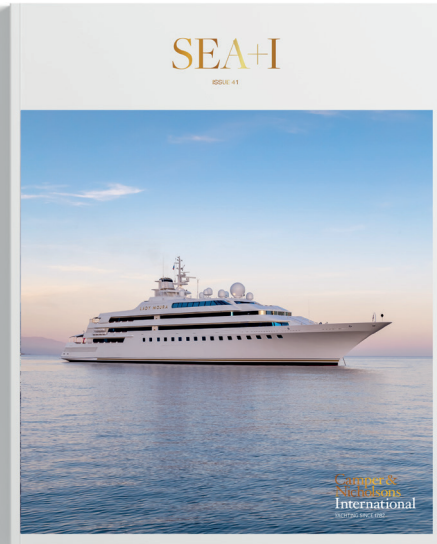


IMAGE Lady Moura for sale through CNI



**Paolo Casani**  
Chief Executive Officer

Unrivalled *knowledge*. Unbeatable *experience*.

## FOREWORD

### Dear Clients and Camper & Nicholson's friends,

With the long-standing yachting traditions of Camper and Nicholson's being kept front of mind, in this issue of SEA+I, we look to the future as we recover from the global pandemic with our message remaining one of optimism.

A challenge like this gives us all space for introspection and self-analysis. This is true for individuals as much as for our own brand. It's an opportunity for us to reconnect with our clients and delve deeper into what we have to offer. An opportunity to refresh our Modus operandi and further establish ourselves as the go-to for clients seeking luxuriously unique yachting experiences.

Throughout this period, our attention has been purely dedicated to developing and enhancing your digital experience with innovative solutions such as YARS - our brand-new proprietary Yacht Accounting and Reporting Software. Along with a compelling webinar series delving deep into the yachting industry and its future.

Therefore, as we recover from the global pandemic, we wanted to inspire you with our latest edition of SEA+I in digital format focusing primarily on our Charter offerings.

In this issue we focus on the exciting destinations that will appeal to our more adventurous charterers and those with a new found post-lockdown desire for conservation. As you peruse the yachts, places and experiences, consider joining an elite band who will circumnavigate the globe from November 2021 when they take part in the World Yacht Rally. Contemplate setting your course for the "new Riviera" and sail through the newly accessible 7,000 islands of the Japanese Archipelago. While timings are subject to change, the experiences on board a Camper & Nicholson's yacht - from wellness to culinary excellence - remain as alluring as ever. As this issue proves. We are dedicated to making your dreams of escapism a reality, through our plethora of charter options. Rest assured that we have already started on the SEA+I brokerage issue, which will include financial features, new build articles, exclusive brokerage news and will be available this Fall.

As always, our outlook remains optimistic for the future. We will use any further challenges as a foundation to further strengthen our position as industry leader.

Our teams are fully back to work and are available on call to discuss any yacht you may be interested in, or any destination you may wish to visit. For the full immersive experience, please check our new website.

We hope you and your families remain safe and well.





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Nicholson's  
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## SALE &amp; PURCHASE

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Boasting the world's most extensive database of buyers and sellers, Camper & Nicholsons achieves the industry's fastest superyacht transaction times. Our brokers across 12 worldwide bureaux are the best connected in the business. These relationships ensure that each yacht receives the maximum possible exposure via an arsenal of marketing tools, including yacht show representation, media placement and an award-winning magazine.

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SECTION 1

# CONSERVATION

CONSERVATION

The art of  
conservation

6



CONSERVATION

# The art of conservation

WRITTEN BY TRISTAN RUTHERFORD

Safeguarding our seas is a Camper & Nicholsons Mission Statement. Dianna Cohen entered the debate from an artistic angle. By coupling 1,000 of marine exploration's most powerful players, she is raising conservation to an art form. Best of all, our latest charters pair biodiversity with preservation oceanwide.

**P**lastic Pollution Coalition offers good company. Its 1,000 adherents include marine biologist Dr Sylvia Earle, who spent two weeks underwater as a NASA aquanaut, and actor Martin Sheen, who has funded direct action to safeguard whale and dolphin species. The Coalition's unique force of science and celebrity has helped them sponsor a Senate Bill. The Break Free From Plastic Pollution Act will discuss recycling management across the United States later in 2020. Shockingly, the movement all started with a plastic bag.

Coalition co-founder and CEO Dianna Cohen studied art and biology at UCLA in California. After she graduated in 1989, Cohen started creating collages using brown paper bags, then began to add plastic bags. "In the early '80s supermarkets started to offer plastic bags instead of paper, saying that you were saving a tree," Cohen recalls. "But nobody really talked about what the plastic bag was made of."

Cohen loved the medium. "I asked artist friends to mail more plastic bags to me. I started receiving incredibly colourful versions from different parts of the world. These I cut up and reformed and reassembled to create my own messages." The durability of plastic gave her an artistic epiphany. "I saw plastic as a kind of celebratory material," she says in hindsight. Then two things happened at the same time.

"Firstly, collectors who purchased my pieces in the late nineties noticed that some of the bags appeared to be shattering about eight years later," Cohen explains. "At first I got excited. I imagined that the plastic bags were organic like us, and that my artform had a finite lifespan." Research told her the opposite. "Basically my plastic art was fissuring and breaking into smaller bits. But it was never going to go away. Plastic is something that earth simply cannot digest."

Secondly, the 1997 edition of the Transpacific Yacht Race, where fast sailboats sprint downwind from California to Hawaii, competed as normal. Yet one racer, Captain Charles J. Moore, sailed home via one of the Pacific's most isolated areas - and directly through an ocean of plastic.

Captain Moore had discovered the Great Pacific Garbage Patch, a gyre of undegradable debris that's now three times the size of France. Some 95% is microplastics, tiny shards of discarded lighters, toothbrushes, baby bottles, fishing lines and plastic bags, which marine life ingests with ease. The majority of the 1.5 million albatross on Midway Atoll now host plastic in their gastrointestinal tract. According to UN reports, the amount of plastic in our seas could outweigh fish within 30 years. It became clear to Cohen that our relationship with plastic had to change.

IMAGE Palau is part of the Micronesia Islands Hope Spot.







IMAGE Sequoia cruising in the seas around Raja Ampat and the Mission Blue hope spot island Misool.



## “There are three R’s - Reduce, Reuse and Recycle. To which our Coalition has added a fourth R - to Refuse single-use plastic.”

“Fortunately there’s a lot we can do to stop more plastic entering the ocean,” says the campaigner. “There are three R’s - Reduce, Reuse and Recycle. To which our Coalition has added a fourth R - to Refuse single-use plastic.” Cohen encourages people to respond to all offerings of single-use plastics with the phrase ‘may I have it in a real glass or on a real plate please?’ “I’ve had very little kids come up to me and say ‘I’ve told my parents we can’t take plastic bags at the store anymore because turtles think they are jellyfish’. That’s a start.” Cohen advises using canvas bags, jute totes or baskets instead. “I’m basically like Little Red Riding Hood,” she jokes, referring to her woven basket. “I buy unpackaged food, or what they call ‘nude food’ in Australia.”

Plastic Pollution Coalition exists to raise consciousness. “Someone who listened to my TED talk was the founder of one of the world’s biggest computer manufacturers,” says Cohen. “After my five minute talk he came up and said ‘I have contacted the people I work with and told them to get rid of our plastic bottled beverages and switch to glass and filtered water options.’”

No sailor wants to see more plastic in the sea. “That’s why I’m glad to have seen filtered seawater served on expedition yachts, sailboats and even on cruise ships” says Cohen. “Essentially, if there is a way for owners and staff not to bring a whole bunch of plastic bottled beverages on the boat then please don’t.” Dozens of leading businesses have engaged with the Coalition to reduce their plastic footprint. This includes the Volvo Ocean Race, where Coalition members including

Sailors For Our Sea helped make the American leg of the tournament plastic free. “Our website has a downloadable toolkit which lists workplace ideas if you own a company or business. And if your product leeches microbeads or microplastics, try to phase those out before the government forces you to.”

As legislation acts to reduce plastic - alongside social media boycotts of alleged polluters - companies that reduce plastic now could be gifted a PR bonus. “If getting rid of plastic is good business then I’m all for it,” says Cohen. Indeed saving the seas can add to superyacht’s caché. The most eagerly anticipated launch in 2021 is 183m eco-yacht REV. Built to an Espen Oeino design, the luxurious 36-person charter can flip into a scientific research vessel. REV will be part powered by plastic collection trawlers that feed an energy producing incinerator, which helps guarantee a 21,120 nautical mile circumnavigation range without the need for refueling.

Camper & Nicholsons is a proud partner of Mission Blue, the ocean conservation organisation led by Dr Sylvia Earle. Their entire fleet can be chartered in Hope Spots, which are marine zones that pair unrivalled biodiversity with the need for additional protection. Guests will soon be able to view, track and log species as they cruise each Hope Spot using an app. Owners can complement the environmental trend by offering on-board lecturers, glass-bottomed kayaks, binoculars, wildlife spotting guides or further visits to uniquely natural locations.



“We’re simply sailing into a more balanced future. That means less noise and less fumes, but more Thai massages and organic ice cream.”

Several yachts in the Camper & Nicholsons fleet are capable of ecologically conscious cruising. *Sequoia* is a 26m sailing boat, hand built in Indonesia by her American owner. She remains the only luxury yacht in the 18,000 island archipelago that conforms to US Coast Guard safety standards and the latest Environmental Protection Agency tiers. Best of all, *Sequoia* combines zero emission cruising with a PADI diving centre in the marine sanctuaries around Raja Ampat and Komodo Island, arguably the finest scuba zones on earth. Whale sharks are frequent guests.

*Blue Vision* is a 44m Benetti based in the South of France. Her chef trained at Quattro Passi, the double Michelin-starred restaurant on Capri, and simply prefers shopping at local fish markets to commercial ingredients. Guests rave about her complete absence of parabens and plastics - not to mention her cellar of organic wines. In the words of *Blue Vision's* captain: “We’re simply sailing into a more balanced future. That means less noise and less fumes, but more Thai massages and organic ice cream.” Going green is more enticing than ever before.



IMAGES, FROM TOP Dolphins. Eco-yacht *Blue Vision*. Black Whale Shark.





## CHARTER

### *Private cruising to contemporary culture and timeless islands*

Every Camper & Nicholsons charter is a once-in-a-lifetime experience. Some guests prefer the discretion of the Italian Riviera or Croatia's 1,250 islands. Others are tempted by culinary history and secret beaches in ports from Indonesia to the Arabian Gulf. Our unique knowledge bank, which includes feedback from captains, brokers, travel editors and guests, distils up-to-date travel knowledge to craft the perfect voyage.

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SECTION 2

# ULTIMATE GOALS

ULTIMATE GOALS

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ULTIMATE GOALS

## 'A career to make one Blush'

WRITTEN BY TRISTAN RUTHERFORD

Eddie Jordan conjured a top F1 team that challenged Ferrari, while kick-starting the careers of Michael Schumacher and Rubens Barrichello. Now the Irishman unwinds on a Perini Navi named *Blush*. The 45m sailing yacht promises a garage of toys plus an alfresco lounge frequented by motor racing greats.

Sunday 30th August 1998 was a day Eddie Jordan will never forget. The F1 team boss overlooked a sodden Circuit de Spa-Francorchamps in Belgium's Ardennes Forest. For the fastest cars of Michael Schumacher and David Coulthard, the pouring rain was deemed a threat. For the Jordan Grand Prix drivers of Ralf Schumacher and Damon Hill, the hellish weather offered a roll of the dice.

As any F1 fan will attest, Belgium's Spa circuit guarantees action from the get-go. It is motor racing's longest, twistiest and frequently fastest track. As Eddie Jordan notes in his autobiography, *An Independent Man*, the circuit "sorts the men from the boys". Not least as parts are driven at 300kmh.

In the 1998 race, Coulthard spun on the first lap. His crash led to a chain reaction that squeezed Eddie Irvine, Jos Verstappen and other favourites into the saturated grass. After further pile-ups, a fire and more torrential rain, only six cars from a field of 20 were left running. Jordan's two racers took the chequered flag in first and second place. The party carried on all night.

That specific Grand Prix mirrors the life and times of Eddie Jordan. The Belgian race had ups and downs. It saw the arrogance of wealthy players wither in the pouring rain. It saw millions of dollars go up in smoke, with millions more gambled on a slithering tarmac track. It saw a young Irishman take on the big boys against all the odds. And win.

Edmund Patrick Jordan was raised in the Dublin suburb of Dartry. He was "fantastically good at maths". Young Eddie followed a banking career until a strike in 1970 inspired a summer working trip to Jersey. Here the 22-year-old discovered karting - the sport that kick-started the careers of world champions Sebastian Vettel, Fernando Alonso and Lewis Hamilton. Jordan never looked back. Multiple jobs were worked to pay for travel, competition fuel and spare parts. In his own words: "Racing was the beginning and the end. Nothing else mattered."

NEXT PAGE Circuit de Spa-Francorchamps in Belgium's Ardennes Forest. Eddie Jordan celebrating the epic win at the 1998 Belgian Grand Prix.









## “When 20 Formula 1 cars stormed off the grid in Melbourne on 6 March 2005, the only sound I could hear was the gentle lapping of water against the hull of a yacht”

Over the next two decades Jordan won every trophy going. He had £5m in the bank and could have retired comfortably in the South of France. But the siren call of speed proved too strong. “Every penny” was pitched on designing, engineering and testing a car to take on Ferrari, McLaren and Williams. “In 1990 the company name was changed from Eddie Jordan Racing to Jordan Grand Prix,” recalled the F1 boss. “We were committed.”

Budgetary requirements dictated a roster of fast, if frenetic, drivers at Jordan Grand Prix. The flamboyant Italian Andrea de Cesaris rarely troubled his brake pedal. So much so that he set the fastest lap in the 1991 Mexican Grand Prix. The Italian was soon up to fourth place behind the McLaren of Ayrton Senna. Alas, his ravenous fuel consumption caused the car to run out of gas “just short of the chequered flag”. Jordan takes up the story: “Urged on by me, (de Cesaris) began to push the car towards the line. According to the rule book we should have been excluded. We claimed that, had the car been left where it was, it would have been a hazard to other drivers sweeping out of the very fast final corner.” Sheer guile let Jordan Grand Prix hang on to their fourth place points despite protests from other teams.

The other Jordan Grand Prix driver in 1991 was devil-may-care Frenchman Bertrand Gachot. That season he became a regular points scorer and even took time out to win the 24 Hours of Le Mans endurance race. However, Gachot was imprisoned

following a road rage incident in London - on the eve of that year’s Belgian Grand Prix. An untried rookie named Michael Schumacher was drafted in as his last-minute replacement. Fortune favours the brave. Jordan finished their inaugural season fifth in the Constructors Championship. Through 15 successive seasons the team also gave a break to newcomers Rubens Barrichello, Giancarlo Fisichella and Eddie Irvine, as well as Schumacher’s younger brother Ralf.

F1 team owners have long found sanctuary in a private yacht. Jordan’s first luxury vessel, a Sunseeker Manhattan, provided such a “place of escape” to conduct discreet negotiations or evade the camera’s glare. His sailing dream took flight when Jordan took a back seat from F1. “When 20 Formula 1 cars stormed off the grid in Melbourne on 6 March 2005, the only sound I could hear was the gentle lapping of water against the hull of a yacht,” he recalls. He and his wife Marie were on a Perini Navi off Dubai. The trip inspired the purchase of 45m *Blush*, another Perini Navi, and therefore “a great sailing boat and very stable at sea”.

Needless to say, *Blush* was built to win regattas. If her performance in the Perini Navi Cup - a sprint from Porto Cervo to Sardinia’s Maddalena Islands - is any guide, her bright red hull can rifle through the Mediterranean at Lewis Hamilton speeds. It is frequently guests from the motor racing world, “like David Coulthard or Alain Prost,” that have urged Jordan to unfurl the spinnaker.

IMAGE *Blush* running.

The key to the Perini Navi sailing yacht? “Flexibility,” says Jordan. “It’s different to a motor boat. It has increased my desire for yachting and the love of the sea.” A uniquely adaptable cabin layout adds to its charter allure. The maritime chic master cabin can be divided into two using a removable mahogany wall. There’s an additional VIP double. Plus two twin cabins which can be converted into doubles, a triple, or even a quadruple with Pullman beds, allowing 12 guests to be accommodated in all.

As his autobiography proves, Jordan is a fun-loving socialite. This renders *Blush* a yacht dedicated to leisure and pleasure. The forward tender pit has been converted into the ultimate chill out zone with plush cushions, a speaker system and chilled beers on demand. Inside *Blush* has three distinct areas including a sophisticated bar, formal dining and lounge. Paired with a recent refit are photographs shot with Marie Jordan’s Canon, including cheetahs, lions and kingfishers snapped on their global sailing tour. Such an array of space charms all. “At Monaco or Barcelona we have a different market,” explains Jordan. “While in the Perini Navi Cup we had 50 people in the cockpit drinking Champagne and having fun.”

IMAGE *Blush* chartering in the Mediterranean sea.

“Invariably (the largest charter group) is families,” says Jordan. “That’s fine because we have four kids and a tribe of grandkids and they all want to jump off the side of the boat.” At anchor, *Blush*’s mast pulls to one side, allowing guests to dive in. The swimming platforms and rear transom offer further water access. “What I love particularly is the safety,” says the former F1 team boss, who was responsible for two drivers and hundreds of staff at Jordan Grand Prix. “You’re sitting around the boat and the kids are playing with all the toys but you can actually see them.”

Any future plans for *Blush*? “I was very lucky to circumnavigate the world so that’s no longer on the bucket list,” says Jordan. “My favourite destination is Corsica, just six hours away.” Croatia and Montenegro are also “wonderful”, while Kefalonia “is a favourite place, Paxos and Antipaxos too”. All of these destinations are on the charter itinerary during 2020. “You can never forget the tranquility and magnificent waters of Turkey,” concludes Jordan. “We spent six weeks sailing there last year and loved it.” The hardest working man in F1 has finally taken his foot off the pedal.

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## ULTIMATE GOALS

# A new Riviera

WRITTEN BY TRISTAN RUTHERFORD

The Japanese archipelago enjoyed centuries of solitude. Now its 30,000km coastline - a littoral four times longer than Italy - is welcoming luxury yachts for the first time. With 7,000 islands there's a lot to take in. Start in subtropical Okinawa, then plot a course for living art islands and Michelin-starred sushi.

Each year Japanese residents follow the cherry blossom forecast, or *sakura-zensen*, across their nation's 7,000 islands. The floral march begins in January on the sub-tropical Okinawa. On the same latitude as Mexico and Dubai, these islands are a sun-kissed Arcadia of rainforest and powder sand. By March the cherry blossoms, or *hana*, have reached Tokyo. The Japanese capital is a beguiling dreamscape where *izakaya* pubs, sushi bars and *pachinko* salons coexist with manicured gardens and Shinto shrines. In May the blossom colours the northern island of Hokkaido like a rose-tinted cloud. Here visitors may indulge in skiing, sashimi or soaking in *onsen* spas at East Asia's most alluring extreme.

The Japan archipelago is uniquely beguiling for good reason. It was literally off-limits for centuries. The 3,000km-long island chain, which dazzles the distance between Norway and Sicily, was closed to foreign shipping during the Tokugawa Shogunate. Until an American fleet sailed into the Bay of Tokyo in 1853, Japan enjoyed 200 years of solitude. The nation's traditions, from *bento* picnics under blossom trees to *Sado* tea ceremonies, were passed between generations. Japan's maritime highlights, including the golden beaches at Yonaha Maehama and the coral reefs off Amami Ōshima Island, thrived in isolation.

Sailors may now discover an island kingdom far removed from traditional cruising grounds. In 2019 the *Japan Times* predicted up to a 100% rise in

superyachts sailing Japan's 29,750km shores. By most calculations this coastline is the 6th-longest in the world, some four times greater than Italy or Croatia. This year the Japanese government announced a consultation to deregulate laws in order to welcome superyachts sailing north from the Philippines or Hong Kong. Several cities, like Yokohama, have created custom piers for luxury yachts to dock. Other regions have gone one step further. Kanagawa Prefecture has arranged visits from high net worth individuals to the coastline's marinas and resorts.

Riviera Group, one of Japan's premium marina operations and hospitality companies, employs a proactive approach to attracting superyachts. Since 2001 the firm sallied into the luxury yacht world with the opening of two marinas. Riviera recently organised a system to collaborate with local governments to welcome yachts of over 80m. The group also operates an exclusive members club known as the Riviera Country Club as far afield as Los Angeles, plus a luxury restaurant in Shanghai.

Riviera's President and COO Akio Kobayashi believes yachts can sail in tandem with Japanese culture. "We are committed to sustainability projects for the coexistence of people and nature. Therefore we would like to welcome all yachtsmen who expect an amazing experience with the best of Japanese culture, food and hospitality," said Kobayashi. "Riviera Zushi Marina, one of our two marinas, is ringed by sandy beaches

PREVIOUS PAGE Cherry blossom in Shinjuku Gyoen National Garden. Kozushima island administrated as a part of Tokyo.



## A new yachting partnership with Camper & Nicholsons will allow Riviera to indulge ever greater adventures.

and is located a one hour drive from central Tokyo. A mere ten minute drive is Kamakura, a stunning historic coastal town which, along with Kyoto, is known as a cultural capital of Japan. There are lots of ancient shrines and temples built in AD740, plus teahouses and restaurants.”

Meanwhile Riviera Seabornia Marina is a shimmering mix of land and sea. The harbour sparkles on the southernmost tip of the Miura Peninsula, pairing views of Mount Fuji with a Mediterranean microclimate. “The seafood is amazing,” attests Kobayashi. “Guests may walk through the Koajiro Forest adjacent to Seabornia Marina, which occupies 70 hectares of wilderness landscape. It hosts 2,000 different animals including 150 threatened species such as native red crabs. White butterflies guard both river and seashore. In Koajiro Bay the water quality is excellent. Rich nutrients promise lots of different fish and shellfish under a beautiful and calm sea.”

Riviera also operates Shimoda Boat Service on the Izu peninsula. This harbour offers access to the Izu Islands for dolphin watching and sport fishing. From here another 30 islands - the sun-sparkled Ogasawara Archipelago - are scattered like Tiffany diamonds 1,000km south of Tokyo. Their population (a mere 3,000 residents) combined with unrivalled biodiversity, has encouraged their nickname ‘the Galapagos of the Orient’. The islands were recently declared a UNESCO World Heritage Site.

A new yachting partnership with Camper & Nicholsons will allow Riviera to indulge ever greater adventures. Most incoming guests will cross the passerelle at Tokyo. The city is rightly famed for possessing more Michelin stars than Paris. Less publicised are the boutique eateries from upcoming chefs like Yuki Noda (previously at Parisian landmark Le Taillevent) at Kiki Harajuku, and Kan Morieda who operates the seven-seat sampler restaurant Salmon & Trout. Aesthetes will enjoy a day in Nikkō, where Tokugawa era shrines are lost in forests of maple and Mongolian oaks. Teenagers should be deposited at Harajuku, the mind-bending fashion bazaar frequented by shoppers and digital natives.

Osaka, Japan’s second largest metropolis, dances to a different tune. The wealthy port city is home to castles (like Himeji) and museums (like its acclaimed aquarium). A brave commentator might claim that Japan’s best food comes from Osaka. Those in doubt should try the €70 tasting menu at Franco-Japanese restaurant La Cime. Here dishes are crafted by Yasuhiro Fujio, S.Pellegrino’s Young Chef of the Year. On the avenues of Osaka’s Dōtonbori district, sample Japan’s most creative street food including *takoyaki* octopus balls and deep-fried *kushikatsu* meat and vegetable skewers. Little wonder the city lives by the expression *kuidaore*, which translates as “eat until you drop.”

NEXT PAGE, FROM LEFT Japanese chef preparing sushi. Red torii gate in front of the Tsurugaoka Hachimangu shrine in Kamakura. Art installation in Naoshima. The water town of Kurashiki. Beach at tropical island of Ishigaki, Okinawa.







Japan's Inner Sea is its yachting secret. Shielded by Honshu, Shikoku and Kyushu - three of the five main islands - a warm breeze cossets 3,000 far smaller islands. The water town of Kurashiki is like a little Venice. Stone bridges cross countless canals, which shelter cafés and ateliers. Kurashiki's Ohara Museum of Art contains a spellbinding selection of Claude Monet canvasses. Ironically, the French master was influenced by Japanese artist Hokusai, whose 'Great Wave of Kanagawa' print held pride of place in his studio in Giverny near Paris. The Inner Sea island of Naoshima is equally arty. Here contemporary installations are scattered within mansions, museums, in forests and along the sea shore. Some artworks are even sited within a converted bathhouse, where a life sized baby elephant hovers above a communal spa.

With so many islands a luxury yacht grants exclusive access to Japan's greatest sights. Nor does local culture stop when you step onboard. Classes in *ikebana* flower arrangement and *shodo* calligraphy can be arranged. A Japanese *sake* tasting session offers a lesson in Japanese geography as the finest blends hail from Shikoku (the rare Juyondai), Fukushima (the unpasteurised Snow Blossom) and Miyagi (for purer Junmai sake blends). Clear your head on Yakushima Island off the southern tip of Kyushu. Another UNESCO reserve, it's an emerald gem where cloud forests hide sika deer and red macaques.

There is a second aspect to the relationship between Riviera and Camper & Nicholsons. As Kobayashi explains: "One side is that Japan must be an attractive destination for superyacht owners. The other is that Japanese high net worth individuals would like to explore enriching lifestyles which only luxury yachts can provide." Despite Japan's rich maritime history, superyachts have seldom been marketed within the world's third largest economy. "I think the Mediterranean, the Caribbean and the Asian resorts could be potential destinations for Japanese guests," says Kobayashi.

IMAGE Kyushu, Nagasaki.

Japan also hosts the world's third-largest shipbuilding industry. Yards owned by Mitsubishi and Nishii Zosen KK have been used to construct large yachts. Other industrial craft are so well built that they have been gifted a second life as a superyacht, like 50m explorer yacht *Kudani*, which charters with Camper & Nicholsons in Indonesia. The former Japanese safety standby vessel boasts an unrestricted navigation certificate, which means it can patrol Indonesia's 17,000 islands with élan.

Arguably the greatest gift to Japanese yachting will be the Tokyo Olympics in 2021. The world's gaze will behold the XXXII Olympiad as sports including BMX, skateboarding and karate join the roster for the first time. In the latter discipline *kata* (forms) and *kumite* (sparring) will add a contemporary twist to the timeless event. A watersports programme will showcase Japan's ocean spirit, particularly in the surf events on Shidashita Beach. All eight sailing events will be held at Enoshima, a short sail from Riviera's Zushi and Seabornia marinas.

Of course, the Olympic Games have form in promoting Japan. Back in 1964, when Tokyo first held the tournament, Japan was considered an enigma, little known in the Western world. The viewing public were awed by scenes of *shinkansen* bullet trains, Sumo wrestling and skyscrapers. Many venues will be reused for the 2021 games. These include the Yoyogi National Gymnasium (for handball), the Nippon Budokan (for karate) and Enoshima (for sailing).

One young man inspired by the 1964 games was Minoru Saitō. The Japanese yachtsman went on to participate in three solo round-the-globe competitions. In 2006 Saitō was inducted into the Sailing Hall of Fame alongside single-handed greats Joshua Slocum and Sir Robin Knox-Johnston. As a retirement pastime, Saitō completed an additional circumnavigation of the globe at the age of 71. That's proof, if anything, that Japan can rule the waves.

ULTIMATE GOALS

# The spa that set sail

WRITTEN BY TRISTAN RUTHERFORD

Wellness breaks have existed for millennia. Ayurveda spread from India to Thailand and Bali, while the Greeks and Romans set sail for hot springs and herbal massages. Thanks to Camper & Nicholson's largest yachts, a spa experience at sea can be paired with scuba, wildlife spotting and fine dining.

Wellness is as old as time itself. Wealthy Athenians made a health pilgrimage to the Saronic Islands, where Spetses, Poros and Hydra shimmer in sapphire seas. Temples were visited in order to pray for vitality. To ensure miracles came true, many places of worship employed in-house doctors to dispense herbal cures and massage tired limbs. Women took time to combat ageing with olive oil and Greek island herbs. Myrrh was imported for use by both sexes as a healing salve and a holiday perfume.

Over two millennia little has changed. A global elite still prefer a blue gulf between their place of rest and place of work. In Greece's Saronic Islands, few retreats come as luxurious as *Saluzi*, a 69m floating beach club. Two wellness rooms and two full time beauty therapists dispense a host of luxuriating remedies. The yacht's *pièce de résistance* is the 'golden bed' - an electronic massage table suspended within its own gilded suite. Timeless tinctures infused with herbs and myrrh can still be sourced from Greek island apothecaries, if not bottled by Neal's Yard or

Dr Hauschka. Prefer group therapy? *Saluzi's* entire complement of 32 guests may partake in morning yoga sessions on her bridge deck.

Roman Emperors also sailed to the Saronic Islands for hot springs and health. They christened the concept 'Sanus Per Aquam', or health through water, from which we derive the acronym SPA. Where Romans settled, 'spas' sprang forth; Baden-Baden in Germany, Vichy-les-Bains in France and Bath in Britain. Other Roman holidays included the Aeolian Islands for volcanic mud baths; or Ponza, where stone 'swimming pools' were erected by the sea.

*Okto* has a similar watery boast. The 66.5m superyacht has a 6m-long infinity pool that can be moored near any Italian idyll. Unlike the Roman versions, *Okto's* pool boasts a contraflow swim current and mood lighting with a dedicated beautician and massage suite to give guests the vitality of Caesar himself. There's also a top deck gym and a sun deck Jacuzzi pool where one can feel, quite literally, on top of the world.

NEXT PAGE Sunrise on the Saronic Gulf, Greece.







IMAGE Yoga onboard *Lamima*.

*Illusion V* carries wellness one step further. The 58m Benetti sails from the Mediterranean to the Caribbean in search of life-affirming action. A massage room with gym equipment and Jacuzzi can corral, comfort and cosset alongside 7,000 blissful islands. *Illusion V* also encourages her guests to 'snuba'. This cross between snorkelling and scuba allows divers to swim above sea beds with rays and wrasse, as breathable air is piped down from a surface float. First time divers are welcome, and no scuba certification is required. Need a natural spa? On the volcanic island of Dominica, the hot springs at Soufriere have been bubbling mineral-rich water for 25 million years.

Ayurveda developed in India long before the Romans and Greeks. Its wellness practises of massage, meditation and healthy feasting found favour in successive civilisations. At Wat Pho, the largest temple in Thailand, statues show yoga positions and friezes detail acupressure points. The religious site retains a massage school to this day.

*Tranquility* follows the sun from the Mediterranean to Thailand and South East Asia during her annual relocation. At 91.5m in length, she hosts a 20m<sup>2</sup> swimming pool plus a wellness clinic. A spa zone comes with a stone treatment table, a hammam steam bath and a Finnish sauna. Brave souls can dip into *Tranquility's* freezing plunge pool before refreshing in her experiential showers. A fully equipped gym lets the elements inside. Quite literally so, when the yacht's hull flips open to offer panoramic views across the Gulf of Thailand and the South China Sea.

*Aqua Mekong* can sail nearer to the water's source. At 62m she is one of the grandest yachts in the Camper & Nicholsons stable. Such dimensions allow her to escort 40 guests up the Mekong River to the Hindu temple of Angkor Wat, the largest religious

monument in the world. It's best to think of *Aqua Mekong* as a floating five-star hotel. She combines four exploration speedboats plus bikes and kayaks with an accompanying staff-to-client ratio of one-to-one. Such a bevy of staff is needed to man the onboard spa. Singles and couples suites are the venue for ayurvedic massages, while a 5m-long infinity pool overlooks the surging Mekong. *Aqua Mekong's* hardwood suites and glass balconies take inspiration from the surrounding jungle. That's because they were designed by Noor, the architectural agency behind Raffles Le Royal in the Cambodian capital of Phnom Penh, another favoured port of call.

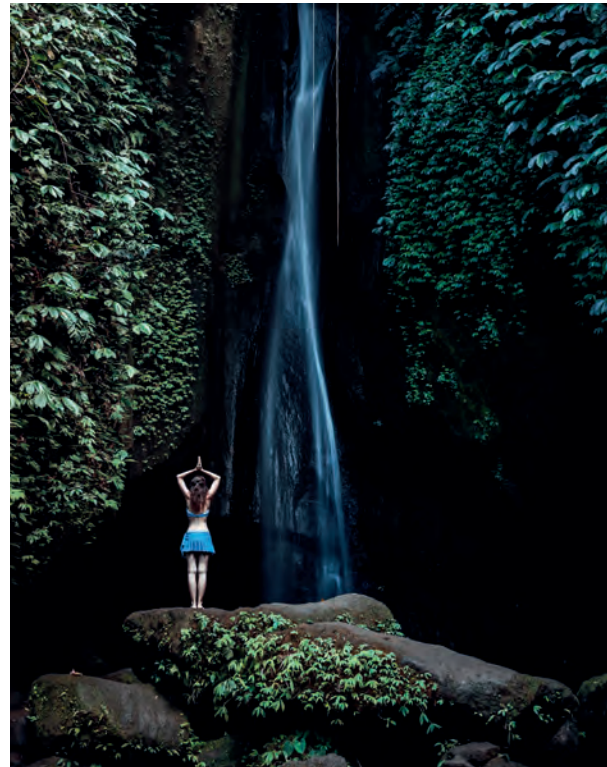
Hinduism and its wellness culture spread as far as Bali. This Indonesian island is a verdant temple to massage, ayurveda and health. Fortunately the surrounding Coral Triangle plays host to the newest Asian charter vessel 60m *Aqua Blu*, a sister ship to *Aqua Mekong*. She was originally built as a Royal Navy survey vessel in 1968. A breathless overhaul incorporates sky bars and scuba equipment, plus sunrise yoga programmes and uninhabited island excursions. Quite naturally, *Aqua Blu's* massage room is alfresco. All the better to witness wildlife migrations across the Spice Islands and Komodo National Park.

One yacht which pioneered Asian wellness still leads the pack. The 65m phinisi yacht *Lamima* has honed its knowledge of Indonesia's 17,000 islands to offer vivid scuba experiences, line-fresh seafood and local culture. Promises backed up by a PADI dive centre, a master fisherman and an expert tour guide. The world's largest wooden sailing yacht has a world class spa where two Balinese masseuses offer aromatherapy, shiatsu and honey wraps and facials. Wellness has never been so appealing.

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IMAGES, FROM LEFT Master bedroom on *Aqua Mekong*. Waterfall in Bali, Indonesia. *Illusion V's* impressive beach club. NEXT PAGE Relaxing on a remote Indonesian island.





Hinduism and its wellness culture spread as far as Bali. This Indonesian island is a verdant temple to massage, ayurveda and health.







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SECTION 3

# CULINARY HORIZONS

CULINARY HORIZONS

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CULINARY HORIZONS

## Oysters, a culinary jewel

WRITTEN BY TRISTAN RUTHERFORD

Oysters have a magical maritime history. The humble shellfish remained the preserve of Roman emperors and French kings until population growth in London and New York oversaw the species' decline. Now the bivalve is back in business from Nice to New Orleans, thanks to an innovative import from Japan.



NEXT PAGE, FROM LEFT Oyster Bed in the Pacific Northwest. Fresh Oysters for sale Whitstable. Oyster farming, Pier of Cap-ferret in France. Hands holding shells. Oysters from Netley Marsh, United Kingdom



**T**he world's most popularised cuisine is Italian. It's no surprise that the nation of good taste pioneered oyster production. When the Romans occupied Britain they cultivated beds of *Ostrea edulis* - a native oyster that zings with an ozone brine - off Whitstable, a day sail away from London. The Romans eventually tired of Britain. (Historian Tacitus warned his Italian readers of a nation where *Caelum crebris imbribus ac nebulis foedum*, "The sky is obscured by constant rain and cloud"). When they retreated, their heated villas, outdoor pools and oyster beds crumbled too.

The Romans held onto Gaul for longer. Inventor Caius Sergius Orata pioneered a breeding programme whereby mature oysters were surrounded by sticks. Young oysters (known as 'spats') could attach themselves to a twig then be transplanted elsewhere. The tidal flats of Brittany allowed local *Belon* oysters to filter 67 tons of heavily iodized seawater per year. The result is a mammoth mollusc that explodes in the mouth with a silken, hazelnut ooze. The combined *terroir* of minerality, algae and salt content changes an oyster's taste. Such that the river-fed Gulf of Morbihan produces a fleshy shellfish with real bite, while oysters from Utah Beach in Normandy are sweetly nutty with a saline whipcrack.

IMAGE Bars and restaurants on the main street in Cancale known for its delicious fish and seafood. Brittany, France

When the Romans left France, the *affaire gastronomique* continued. *A marché aux huitres* (oyster market) has served the Breton town of Cancale for the best part of 2,000 years. The Sun King, Louis XVI, demanded only Cancale oysters at the court of Versailles. From a gastronome who could demolish 20 dishes during one dinner - including a whole pheasant, four plates of soup and a side of turtle - that's high praise. Although he didn't out-eat his grandfather, Henri IV, who could stomach 300 oysters at a time.

In Britain, bivalves remained the food of the poor. Author Charles Dickens noted that "poverty and the oyster always seem to go together". As recently as a century ago, East London pubs near Canary Wharf (where wine was imported from Tenerife) and East India Quay (where Indian Pale Ale was exported to Bombay) served a free oyster with every pint.

In the United States the scene was similar. Oysters thrived in the brackish waters around Manhattan. Piles of burnt oyster shells (roasted on fires to open the juicy nuggets within) have been carbon dated to 7,000 years ago. By the mid-18th century New York City consumed a million oysters a day. That's two for each of its 500,000 residents, most of them lowly immigrants in need of cheap protein. Mirroring local tastes, the state of Louisiana gave the world the deep-fried oyster sandwich. It was nicknamed the "po' boy", a corruption of "poor boy".





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## Scarcity gave the humble oyster luxury allure. From London to New York, coastlines became cities, and growing populations ate through vast bivalve beds.

The largest beds of America's native *Crassostrea virginica* - a plump, round, briny oyster with lashings of minerality - were around Virginia's Chesapeake Bay. By the 1880s the estuary allegedly produced half the world's edible oysters. So valued were the wild bivalves that the 'Oyster Wars' broke out between Virginian fishermen and New England pirates, who came to 'rob' the beds by night. The species still secures reed beds while acting as a nursery for infant fish, making them a vital component of East Coast ecology. The 36m luxury yacht *Savannah* knows the coastline well. A tray of freshly shucked Virginia oysters, served on her alfresco main deck, is highly recommended.

Scarcity gave the humble oyster luxury allure. From London to New York, coastlines became cities, and growing populations ate through vast bivalve beds. Like once-scorned seafoods lobster (decried as 'sea insects' and fed to prisoners in the United States) and caviar (the salty roe spread on bread in Russian taverns to encourage heavy drinking), the oyster slowly became the aperitif of the elite. New recipes updated the oyster for a newly minted class. Oysters Rockefeller are baked with bacon, spinach, butter and breadcrumbs, a taste as 'rich' as American oil magnate John D Rockefeller himself. Royalty returned to the dining table. The corpulent King Farouk of Egypt, a monarch partly deposed because of his gluttony, ate 600 oysters a week.

IMAGES FROM TOP Natural oyster bed as seen at low tide in the Lynhaven Inlet off the Chesapeake Bay in Virginia Beach, Va. Luxury yacht *Savannah*.

Fortunately, one imported species sustained stocks. The Pacific oyster, or *Magallana gigas*, was cultured in Japan for centuries, then transplanted to the United States in the 1920s and France in the 1960s as native species dwindled. The Pacific is large, environmentally tolerant and indulges the local *terroir* to include notes of liquorice, mint or grass. Those from Maldon, where Britain's finest sea salt is harvested, sing with brine and cucumbers. Those from the Étang de Thau, a salt lagoon in the South of France, are alive with a nutty cucumber tang. Yachts in the vicinity include *Unplugged*, a 34m sailing yacht with a chef familiar with every seafood market from Sète to St Tropez.

Most oysters served in leading seafood establishments, from the Café de Turin in Nice to Wiltons in London, are again the crinkly, fluted Pacifics. *Magallana gigas* only take two years to mature to edible; native *Ostrea edulis* can take four or five.

Wiltons' head chef Daniel Kent sums up the species' joint appeal. "Oysters have been farmed around the British coast for quite a while," says Kent, whose restaurant has been serving shellfish since 1742. "However, native oysters are a more delicate creature so we have to watch how many we fish and serve." Kent recommends calling in for a tasting masterclass of raw and cooked specials including Oysters Christian Dior, a recipe the French fashion designer relayed to Wiltons' staff. Fortunately, it's a dish that a luxury yacht chef will gladly prepare on deck.

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CULINARY HORIZONS

# Arados and the Joël Robuchon legacy

WRITTEN BY TRISTAN RUTHERFORD

The late Joël Robuchon earned an unsurpassed 32 Michelin stars. Best of all, he mentored countless chefs, Gordon Ramsay included, who forward his legacy today. The Robuchon spirit recently set sail aboard Sunseeker's flagship yacht *Arados*. For the finest dining between Miami and Monaco, it's anchors away.

**J**oël Robuchon was the most garlanded chef in restaurant history. Yet the culinary star once stated that "food is not enough". That's why he started dressing his chefs in black. A lighting director was then commissioned to spotlight the hands and faces working in his open kitchen. Robuchon's *raison d'être* was to elevate fine dining to high theatre. As the Frenchman earned an unrivalled 32 Michelin stars across a dozen restaurants during a 60-year-career, he did so with aplomb.

Robuchon was born in the spring of 1945 in humble surroundings. By 15, he was an apprentice chef. By 21, he had joined the Compagnons du Devoir, an only-in-France mentorship programme operating since medieval times, which pairs young chefs with wise masters across the nation. A few years later his career was literally reaching for the stars. Robuchon was charged with managing 90 cooks at the brand new Concorde Lafayette Hotel, a 1,000-room skyscraper that still ranks as one of the tallest buildings in Paris. Yet the ideal of teaching a new generation, as he had been apprenticed himself, was ever present.

Hotelier-restaurateur Christophe Aldunate takes up the story. "I met Mr Robuchon when I was a 17-year-old kitchen apprentice myself," he explains. "He was an idol and mentor to scores of young chefs." Without Robuchon's mentorship, there would be no Gordon Ramsay and no Frédéric Anton, both three-star Michelin chefs. "We were very close during the last 5 years when we agreed to open his signature restaurants in Geneva and New York," continues Aldunate. "In fact, in many cities where you find a

Camper & Nicholsons office, including Hong Kong, London and Monaco, you'll find a Joël Robuchon restaurant too."

Alas, the next course might require a little more preparation. For the Joël Robuchon dining experience is about to set sail.

In 2017, the hospitality group that *Arados* is part of purchased 48m *M/Y Arados*, one of the largest and most advanced Sunseekers ever produced. Another Frenchman, Pierre-Yves Rochon, the designer of the Hotel George V in Paris and The Savoy in London, was tasked with her interiors. Her Instagram feed @motoryacht\_arados profiles her prowling lines as she strides the Mediterranean from Sicily to Santorini. The modernist dining salon could feature in the S.Pellegrino list of Top 50 restaurants. The only difference is that instead of art on the walls, this full beam space has windows that overlook an ever-changing seascape beyond.

As Aldunate explains, Robuchon's decades of mentorship allows the legacy to continue courtesy of the chefs who worked alongside him. "The two-star chef Christophe Bellanca at L'Atelier de Joël Robuchon in New York worked with Mr Robuchon for 18 years. We have five similarly starred chefs to continue the great man's legacy." These include Olivier Jean, who worked with Mr Robuchon for 11 years. He is currently training *Arados's* chef John Christie, just as Robuchon transmitted culinary knowledge to him. "That's the link we want to create between our restaurants and yacht."




IMAGES Arados, 48m Sunseeker for charter through CNI



IMAGES Al fresco dining on board Arados





## In 2017 Aldunate's hospitality company purchased 48m Arados, the largest and most advanced Sunseeker ever produced.

How else can the Robuchon legacy be emulated? "One important element of his gastronomy is that we respect food," explains Aldunate. The Frenchman loved to source locally and seasonally. Aboard the Sunseeker flagship that includes speeding to orchards along Italy's Cinque Terre coast in the Castoldi jet tender, alongside Croatian farmer's markets for almonds, figs and plums.

Other toys can also assist chef John with his dishes, which include a Dali-esque ensemble of seared scallops, and a lemon meringue tart with edible flowers that stand like sails. Two mountain bikes grant access to lemon groves in Menton and vineyard rows in Montenegro. Kayaks and paddleboards can be used to forage samphire and urchins from the Adriatic and Aegean. And thanks to Greek and Croatian charter licenses, fresh fish like *barbounia* (a type of red mullet) and *orban* (an Adriatic amberjack) can be hauled in using *Arados's* fishing lines.

Another enduring factor in *Arados's* dining room is Robuchon's desire for excellence. "He was a gentleman and was always polite," recalls Aldunate. "But he was also extremely demanding, always asking the best from his team." Here Aldunate's experience in the hospitality sector helped him to put perfection on a plate. "Four seasons ago we were new in the yachting industry," he concedes. "That being said, the level of service, security and privacy is very close to the hospitality industry, so top hotels, restaurants and superyachts have common ground."

The Robuchon vision helped Aldunate's team understand how dynamic yachting truly is. "Hotels have evolved," he explains, "in that a great stay is far more than just having the most beautiful room. The same is true for yachts, where having the longest or fastest isn't a match for a truly unique experience." In

short, like most other Camper & Nicholsons yachts, *Arados* has the beach club and capable crew to create lifetime memories. Plus levels of dining to match anything in New York or Paris.

Just don't expect *boeuf bourguignon* and *blanquette de veau* to be served in the summer heat off Sicily or Santorini. Robuchon's method of crafting simple ingredients into gastronomic excellence began when he was poached from Paris by Tokyo's Nikko Hotel. "In the early eighties it was rare for chefs to travel as they do today," explains Aldunate. "But Mr Robuchon grew to love the purity and simplicity of Japanese ingredients". Two Michelin stars followed in quick succession. As did the refinement of heavy, saucy Gallic cuisine into a lighter, contemporary French fare. On his return from Japan, cooking bible Gault Millau christened him "Chef of the Century".

What Robuchon loved about Japan, "was the precision, the discipline, the fact that everything, and I mean everything, had to be perfect," says Aldunate. He offers another example. Aldunate's hospitality group owns a chocolate factory in Geneva. "Our principal Japanese client takes two tons of chocolate per year, but always refuses to accept around 0.5% of this shipment if the box is not 100% perfect. Perhaps the ribbon is not tied properly, or the cover wrinkled. That ethos carries over into food preparation."

There's just one problem with perfection. It keeps one hungry for more. Aldunate's own *bête noire* is that Japanese sushi is so well made that he can't bear to eat in a French sushi shop any more. How about aboard *Arados*? "That would be different," concludes Aldunate, "because chef John would prepare it just like the great Mr Robuchon himself."

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SECTION 4

# DESTINATIONS

DESTINATIONS

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DESTINATIONS

## Adriatic: a sea of seven nations

WRITTEN BY TRISTAN RUTHERFORD

The Adriatic is a scatter of countless islands along a 1,000km waterway. All are shared by only three million residents from seven disparate nations. From the sea's Venetian castles to royal retreats, there's never been a better time to set sail.

**T**he Palazzo Giustinian overlooks the Grand Canal. The five-storey Gothic mansion was built during the 15th century to showcase Venetian sea power. At the time Venice was like Singapore, Dubai and Monaco - rolled into one. A superpower microstate that traded, shocked and awed, while importing apples from Anatolia, carobs from Egypt and silk from China.

Until late November 2020 the Palazzo Giustinian hosts the Venice Architecture Biennial. Once again global powers will sail in, this time to solve pressing issues using good design. The American pavilion will highlight eco-friendly wood framed architecture. The Dubai pavilion will showcase salt, one of the Emirate's most abundant resources, as a building material.

This year the world's largest luxury yachts will be able to dock alongside the show. A recent initiative, Venice Yacht Pier, promotes mooring at 800m of city-central quays. From here superyacht guests are able to paddleboard down the Grand Canal.

From the Grand Canal, Venice turned the Adriatic Sea into a Venetian Lake. Dominating the 1,000km-long waterway were castles, lighthouses and timber yards for Venice's fighting galleys. The sea is now shared by a mere 3.5m residents across seven disparate nations.

Venetian expansion is at its most picturesque in Istria. This heart-shaped peninsula dangles from Croatia, a two-hour cruise passed Slovenia from La Serenissima. Red-roofed towns like Rovinj speak dialectal Italian. Such that a Veneto native could order spumante *bianco* and spaghetti al *tartufo* without changing accent or currency. Visitors from Venice included Casanova. The aristocratic lothario gobbled 50 oysters a day from the adjoining Lim Fjord to fuel his strenuous form of holidaymaking. Today's guests can moor at Rovinj's brand new marina, which welcomes yachts of up to 50m (or longer with advance notice).

IMAGE Palazzo Giustinian on the very left, overlooking the Grand Canal, Venice, Italy.



## Istria's biggest event of 2020 resides on its eastern coast. This year the shipbuilding city of Rijeka is Europe's Capital of Culture.

Istria's biggest event of 2020 resides on its eastern coast. For the entire year the shipbuilding city of Rijeka is Europe's Capital of Culture. Croatia's largest port hosts arty open air pop-ups, while its fish market becomes a photo gallery - albeit one decked with red shrimp and Adriatic tuna. Rijeka's most ambitious exhibition is the freshly renovated 117m presidential yacht *Galeb*, which Yugoslav leader Josip Tito once sailed up the River Thames to greet Sir Winston Churchill. The ship, originally built in Italy in 1938 to transport bananas from Eritrea, has become a floating museum dedicated to Rijeka's maritime past. There has never been a better time to sail in.

President Tito certainly knew the highlife. His private presidential islands off the Istrian coast, the Brijuni Archipelago, were used to host celebrities and royalty from Gina Lollobrigida to Queen Elizabeth II. The 17 sun-drenched islands are now a National Park - with a difference. Sea-loving Tito installed a private yacht harbour and turned the Adriatic's first golf course into a private zoo. Visitors can now tee off alongside an elephant gifted by Indira Gandhi and a herd of antelope from Haile Selassie.

Potentates, presidents and private yachts have long cruised south from Istria to the Adriatic island of Rab. Here four centuries of Venetian suzerainty rises in Italianate campaniles and alfresco palazzi. In 1936 the spotlight shone on Rab when British monarch Edward VIII sailed in with Mrs Wallace Simpson. King Edward VIII tried to keep his liaison a secret.

A tricky task when you're aboard the luxurious 91m *Nablin*, a vintage yacht recently renovated by Blohm + Voss. It's unlikely the holiday of a senior royal and an American divorcee would attract such attention today. Joking aside, several Camper & Nicholsons yachts regularly tie up in Rab's historic harbour where the monarch disembarked. The island's hiking trails, wine cellars and naturist beaches - the latter utilised by Mrs Simpson - are as tempting as they were a century ago.

The Lion of St Mark also hangs above Vis. The tiny island, which can be circumnavigated by mountain bike in half a day, is among the most isolated of Croatia's 1,240 island gems. A microclimate cossets lemons, thyme and ancient Italian vines, which fruit a full month before the Croatian mainland. All items are used to make the unctuous grappa served in Vis's quayside bars. It looks like a sunny suburb of Venice - albeit several centuries ago.


The cerulean seas around Vis are so tempting that everyone has wanted a slice. After the Venetians came the Kingdom of Italy, the Austrian Empire, Napoleon Bonaparte and the British, who introduced cricket to the tiny Adriatic isle. During WWII the cricket green became an airstrip. One Flying Fortress bomber missed Vis's runway and sits intact on the seabed 100m from shore. It's now laced with gorgonia fans, which form a rainbow dwelling for moray eels and lobster, alongside 20 other significant air and shipwrecks. All in all, a scuba diver's dream.

IMAGE Town of Vis, Dalmatia, Croatia. The alluring sea deck on *Sarastar*. Rock formations close to Saranda, Albania. Lakeside promenade, Rab, Croatia.





FROM TOP Shoreline Monte Negro.



## A final nation makes it to the superyacht start line in 2020. Cap Rodon in Albania is a former Venetian bastion - which will soon become a luxury marina.

Adriatic islands like Vis, Lastovo and Mljet were off-limits to private yachts for most of the 20th century as naval bases. As was the Montenegrin port of Tivat. This strategic harbour, a day sail away from six other Adriatic nations, served as a top secret submarine base. A 30km no-fly zone meant the adjoining fjord of Kotor, which is riven with cathedral-high submarine pens, was quite literally off the radar.

Tivat has now been reborn as Porto Montenegro. The ne plus ultra of superyacht harbours couples maritime history (Tivat's sailors planted the port's park with trees from China to Brazil) with every fashion label from Alexander McQueen to Zadig & Voltaire. Porto Montenegro promises a regular action-packed programme. In September the Thousand Islands Race will deliver exactly that, as the regatta sweeps past countless forested islands in Croatia up to Rijeka and back. Finally, the Winter Superyacht Games sees harbour denizens compete at splitboard snowboarding and fat tyre downhill cycling at Montenegro's Kolašin ski resort.

A final nation has made it to the superyacht start line. Cap Rodon in Albania is a former Venetian bastion - which will soon become a luxury marina. From here

500km of Albanian coastline, riven with islets, beaches and submarine bases, beckons to the most exploratory of souls. Due south is one of Europe's largest abandoned islands. Sazan, which sits in National Park waters alive with beaked dolphins and sperm whales, only opened to day visitors in 2018. It's freshly accessible to sailors from another new marina, Limion Port, near the leafy ruins of Butrint. Once again every Adriatic overlord, from Ancient Greece and Rome through Byzantines and Ottomans, left their mark in the form of agoras, aqueducts, frescos and Hammams. Hungry for more? The UNESCO-protected town of Corfu is a 5km swim away.

Corfu was ruled by Venice for four centuries. La Serenissima's legacy is best tasted in the form of a masked *carnevale* and *pastissada*, a meaty Venetian stew that remains the island's most popular dish. The voyage back to Venice is best made using another Italian navigator, 60m *Sarastar*. This state-of-the-art superyacht has the power to invade tiny islands using wave runners, Seabobs and a fully fledged sailing dinghy. All of which makes it a great time to plant one's flag in the Adriatic.

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DESTINATIONS

# Rally around the world

WRITTEN BY TRISTAN RUTHERFORD

A mid-Atlantic epiphany spawned the World Yacht Rally. However the ideal of a luxury flotilla, pausing for tropical breeze and biodiverse seas, is only possible with meticulous planning. Step forward yachting's dream team. A squad of Olympians, America's Cup racers and Volvo Ocean Race veterans have detailed a once-in-a-lifetime itinerary for owners and guests alike.

**S**tef van 't Zand's epiphany came after the 1997 Volvo Ocean Race. "I was in my twenties sailing across the Atlantic," the Dutchman recalls, delivering the world's fastest racing yachts back home. The round-the-world yacht race had pitted Olympians against America's Cup champions as they circumnavigated the globe from Southampton via Auckland, Sao Paulo and Fort Lauderdale. "It gave me a certain romance to sail between such different cultures," says van 't Zand.

During subsequent round-the-world races van 't Zand's job got harder. That's because he was promoted to Head of Host Ports. This jetset role entailed gladhanding tourism ministers in China and marina owners in Cape Town. "I had to make sure the sponsors were ready, the suppliers could cope, the hotels could be flexible and that each port had enough draft to take a 22m-long racing yacht," says van 't Zand. "Then we had to shadow the Volvo Ocean Race with a travelling maintenance depot the size of a small shipyard. We had up to 80 staff specialising in carbon, sails and electronics."


The mix of stress and celebration, within a uniquely global arena, gave van 't Zand the knowledge to share the experience with like-minded people. "So I thought, why not? I love finding the right partners, setting up the structure and building a once-in-a-lifetime experience." However, this time van 't Zand's fleet would sail at leisure with chefs and masseurs alongside shipwrights and marine engineers.

The result is the World Yacht Rally. A circumnavigating flotilla of the world's most luxurious sailing yachts, where participants travel in the comfort of their own boat, or by chartering another. Camper & Nicholsons, the rally's exclusive yacht partner, will assist with the latter when the fleet sets sail in late 2021. The rally's 26 stops are chosen for culture and colour. Like the Cocos Islands midway between Australia and Mauritius, where two coral islands sat uninhabited until two centuries ago - although another 25 atolls are populated only by frigate birds and green turtles. Other highlights include New Year's Eve in Cape Town and a special dispensation to cruise around the Galapagos.





IMAGE Perini Cup 2018



## “Owners and guests want to follow in the wake of Francis Drake and William Dampier,” says van ‘t Zand, both of whom have islands, straits and passages named after them.

Further stops have been planned around similar meteorology reports that van ‘t Zand used during the Volvo Ocean Race. “It’s best to make the transatlantic crossing from the Canary Islands to the Caribbean in autumn,” he explains. “After that the World Yacht Rally fleet navigates the Panama Canal.” The Marquesas, Tahiti and Fiji are at their most sail-friendly during summer. “North Americans can tag in at a second start point at the San Blas Islands where we reassemble for the channel passage,” continues van ‘t Zand. “You can finish this section in New Zealand or Australia depending on your preference for golf, diving, wine or whatever we can help arrange. It’s a rally, not a race.”

Other ports like Sydney and Singapore are “not on any sort of generic itinerary list,” asserts van ‘t Zand. “I’m sure Camper & Nicholsons clients are familiar with many amazing places, but try finding a charter or crew from Rio or Cuba.” The latter tempts with over 5,000km of barely explored coastline. Highlights include Cayo Lago, a sandy pirate lair frequented by Sir Francis Drake, who carried out the world’s second global circumnavigation after the Magellan expedition. “When Cuba recently began to open to yachts we knew we had to include it,” says van ‘t Zand.

Needless to say, the World Yacht Rally is made possible by experience, a global network and logistics. “Owners and guests want to follow in the wake of Francis Drake and William Dampier,” says van ‘t Zand, both of whom have islands, straits and passages

named after them. “However, we believe that they want to make sailing’s ultimate challenge unburdened and worry free.”

Essentially, the Dutchman’s team does all the worrying for them. In charge of all on-the-water activity is Jack Lloyd, a former America’s Cup umpire and race director of the Volvo Ocean Race. Lloyd oversees the first aid training that all guests undertake plus overseas permits, ports and risk assessments. Ensuring medical safety at sea is rally partner MSOS. “These medics have a direct line to every boat,” explains van ‘t Zand. “They can help treat immediate problems like a fractured elbow or broken finger. Or they can helicopter an injured crew member off in an emergency if they’re close enough to land.”


Volvo Ocean Race veteran Nick Bice is another star signing. Bice oversaw the Volvo Ocean Race’s travelling ‘Boatyard’. “For the World Yacht Rally, Nick has distilled our mobile yard into two large containers,” says van ‘t Zand. “At each maintenance port his team will check your engines, rigging and sails. If you need, for instance, a new spreader or new head seal, he’ll make sure that happens.”

Two final extras might be of most interest to Camper & Nicholsons owners and guests. “Granted, not everyone can make the full 30 month navigation,” says van ‘t Zand. “So owners and sailors can leave at any time and allow our professional crew to arrange delivery of your yacht at the next start point.”



FROM TOP Cocos (Keeling) Islands, a remote territory of Australia in the Indian Ocean.  
Chapmans Peak, outside Cape Town.





## *Imagine's* iconic lines are currently prowling the coasts of South America before making for Oceania - and her fourth circumnavigation

Alternatively, a participating yacht can be chartered commercially through Camper & Nicholsons in an owner's absence. The attraction for charter guests is obvious: not everyone can claim to have circumnavigated the earth by sail.

Of course, crossing oceans is nothing new to Camper & Nicholsons. When Britain's greatest sailor, Sir Francis Chichester, chose to sail solo around the world at the tender age of 64, he turned to yachting's oldest name to provide the yacht. After 226 days at sea, *Gipsy Moth IV* sailed into the record books for the fastest and longest passage at sea for any small yacht. British passports include an illustration of Sir Francis's Camper & Nicholsons vessel.

Several of Camper & Nicholsons charter fleet have already sailed around the world. *Imagine's* iconic lines are currently prowling the coasts of South America before making for Oceania - and her fourth circumnavigation. A 2018 refit added new generators and the latest tech to the 33m Dubois design, allowing guests to boast about their adventure live from the South Pacific.

*Twizzle* was built by Royal Huisman as a world-roaming family cruiser that can hold her own in an ocean race. As well as bagging a circumnavigation, the 57.5m yacht won two ShowBoats Design Awards for best interior design and best recreational area. Both are key assets when sailing the world's largest expanse of ocean. A paperback of the circumnavigation classic, *Sailing Alone Around the World* by Joshua Slocum, would make another prudent pack.

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IMAGE Luxury yacht *Imagine*.



# AN OCEAN OF EXPERIENCE

## DESTINATIONS

The best memories are priceless. That's why whale spotting off New England, or treasure hunting in the Caribbean, remain in-demand experiences. Fancy springing into the America's Cup? Try bungee jumping in the sport's spiritual home of New Zealand, while overlooking the racing yachts beyond.

WRITTEN BY **TRISTAN RUTHERFORD**



BVIS

## Treasure hunting

A balmy Caribbean night in August 1750 heralded the start of heavy weather. The Spanish treasure ship, *Nuestra Señora de Guadalupe*, was caught in a tempest. Her poorly paid crew, several of whom would have been press ganged into service, took advantage of the foundering situation. They mutinied and shipped 55 chests of silver coins onto two sailing tenders, then fled south to the British Virgin Islands.

The BVIs are a treasure unto themselves. The main island of Tortola hosts 23,000 residents, while another 4,000 lucky souls are scattered across 50 sand-ringed gems. Like a picture postcard of paradise, palms lean over cerulean seas, as if they are too laid-back to grow straight. The Caribbean heat does that to visitors. Or perhaps it's the rum.

And the Spanish galleon's treasure chests? They were secreted on Norman Island, an hour's sail from Tortola. The naming of the island's squiggly coastline

gives the game away: Pirates Bight, Treasure Point and Privateer Bay. A fisherman is alleged to have found one treasure chest hidden in Norman Island's snorkel-friendly caves. (He promptly gave up fishing for good.) A luxury yacht crew will provide the spades and maps to find buried loot. Plus a pirate-themed beach party complete with chilled beers and barbecued lobster. All served with punch made from Pusser's Rum - a BVI firewater declared fit for the Admiralty itself.

A tiny islet near Norman Island demands closer inspection by kayak or paddleboard. Dead Chest Island is where the infamous Blackbeard marooned a group of recalcitrant seamen with a bottle of rum each. There's a reason why this island retains a Robinson Crusoe allure. While resorts were built across the rest of the Caribbean, Dead Chest Island was used as a firing target for the Royal Virgin Islands Police, ensuring utter serenity today.







#### Yacht in BVIs

*Touch* is like a 36.5m floating beach club. A dozen toys can assault lonely Caribbean islands, including seabobs, paddleboards and a 34' fast tender.

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#### Touch

Length 36.6m (120'1)

Guests 8 (4 double)

Crew 7

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CHARTER PRICE FROM \$80,000 PER WEEK

PREVIOUS SPREAD Tortola, part of the British Virgin Islands.  
ABOVE British Virgin Islands.



IMAGES, FROM LEFT Antibes, Juan-les-Pins. Waterskiing. Twizzle yacht.





JUAN-LES-PINS

## Waterskiing

Water skiing began as a joke. In 1931 Nice-born ski instructor Léo Roman donned a pair of snow skis and was towed behind a speedboat alongside the Cap d'Antibes. The rest is history. Later that decade, British Pathé filmed the scene. Their black and white videos showed bare-chested male boarders, and modestly covered women, 'aquaplaning' from Juan-les-Pins on large wooden boards - a precursor to the modern monoski.

By the 1950s waterskiing had evolved to include jumps, tricks and human pyramids, where six skiers are pulled in a triangle formation behind the speedboat. That decade Juan-les-Pins' Club de Ski

Nautique dominated the sport. Later innovations included barefoot skiing, wakeboarding (originally used by wave-hungry surfers in calm seas) and pyramids of 18 skiers at one time.

Juan-les-Pins, the birthplace of waterskiing, is the best destination to try the sport. Granted, beginners will drink a few mouthfuls of Mediterranean while being towed behind the tender. But by lunchtime expect to glide from the Hotel Eden-Roc to the Iles des Lérins in five minutes flat. Some yachts in Camper & Nicholsons South of France fleet also carry jetsurfs. These battery powered monoskis allow riders to overtake their tender, rather than ride behind it.





Some yachts in Camper & Nicholsons South of France fleet also carry jetsurfs. These battery powered monoskis allow riders to overtake their tender, rather than ride behind it.



Yacht in South of France

*Seablue'z* is a 36.5m Benetti custom-made for watersports. Her Ribtec chase tender can tow wakeboards, inflatables and the all important waterskis from San Remo to St Tropez.

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### **Seablue'z**

Length	36.58m (120')
Guests	10 (3 double, 2 twin)
Crew	7

CHARTER PRICE FROM €105,000 PER WEEK



#### Yacht in Auckland

*Twizzle* wasn't just built to cross open oceans in style. At 57.5m this Royal Huisman racer, which scooped awards for Best Interiors and Best Sailing Yacht, was built to win regattas on arrival.

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#### Twizzle

Length 57.49m (188'7)

Guests 10 guests (3 double, 1 twin, 1 convertible)

Crew 11

CHARTER PRICE FROM €235,000 PER WEEK

#### AUCKLAND

## Bungee jumping

New Zealander AJ Hackett created the world's first commercial bungee jump. The Kiwi daredevil was inspired by the ancient Vanuatu ritual of 'land jumping', where islanders leap from wooden towers with vines wrapped around their ankles. Hackett took tethered jumping one stage further. Using a home-made elastic cord, he dived off Auckland's Upper Harbour Bridge, recounting the sensation as "one of the most riveting experiences of my life."

Hackett couldn't resist the sport's ultimate challenge. Travelling to Paris in 1987, his 12-strong team hid overnight in the Eiffel Tower. At dawn he leapt off - straight into the waiting arms of French gendarmes, who promptly arrested the New Zealander and escorted him into custody.

Global headlines ensured that Hackett's bungee centre on Auckland Harbour Bridge became a roaring success. The site still promises excellent panoramas over Silo Marina, the New Zealand Maritime Museum and the entrance to the Hauraki Gulf, the venue for the 36th America's Cup.

Adrenaline junkies will find adventure aplenty on Camper & Nicholson's New Zealand fleet. Try cliff diving, fly boarding or careening down a superyacht on an inflatable slide. Activities every bit as white-knuckle as the America's Cup itself.



IMAGES, FROM LEFT Bungy jumping.  
Owhanake Bay, Auckland, New Zealand.  
Auckland Harbour Bridge.









IMAGES, FROM TOP Rhode Island coast. Blue Whale.





#### Yacht in New England

*Trending* is a 50m Westport born from her owners' passion for diving and fine dining. Expect kitesurfs, seabobs and a fully equipped PADI dive centre. Plus a chef sourced from Michelin starred kitchen.

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#### Trending

Length	50m (164'1)
Guests	12 (4 double, 2 twin)
Crew	11

CHARTER PRICE FROM \$210,000 PER WEEK

#### RHODE ISLAND

## Whale watching around Cashes Ledge Hope Spot

Dr Sylvia Earle is a marine biologist, presidential advisor and the force behind over 100 Hope Spots. These maritime areas couple extraordinary marine life with the need for extra protection. By promoting environmental awareness - and wildlife-spotting charters in each destination - Camper & Nicholson's is further raising the profile of Dr Earle's cause.

New England and Nantucket are no strangers to luxury yachts. But sailing a little further into the Atlantic will bring guests to Cashes Ledge. This undersea mountain range acts as a nursery to spellbinding biodiversity which includes bluefish

tuna, wolffish and porbeagle sharks. Cold water diving within a vast kelp forest is a key attraction. As is catching sight of migrating humpback and right whales. Dr Earle once called the area the "Yellowstone of the North Atlantic".

Yachtsmen should call at Martha's Vineyard on the sail home. The playground of the East Coast elite charms guests by way of windswept beaches and gingerbread cottages. And ensures they return with bellyfuls of Maine lobster and seafood chowder.



## CHARTER MARKETING

## Yachts are *compelling stories* waiting to be shared

A good story shares the facts. A great story mixes in heritage, topical reference and a generous splash of glamour. Our Charter Marketing division has the background to make a boat stand out from the fleet thanks to detailed notation, unsurpassed client liaison and an unrivalled selection of channels. That's why we've been sharing compelling stories since 1782.

## Camper & Nicholsons International

SALE & PURCHASE | NEW BUILD  
YACHT MANAGEMENT | CHARTER  
CHARTER MARKETING  
CREW PLACEMENT | INSURANCE

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SECTION 5

# CHARTER FLEET

CHARTER FLEET

Charter fleet

75







## Charter fleet

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

91.50m (300'2)

# Tranquility

## SPECIFICATIONS

Guests	22 (9 double, 2 twin, 2 convertible)
Crew	31
Beam	14.50m
Draft	4.09m
Built by	Oceanco
Naval architecture by	BMT Nigel Gee
Interior design by	Winch Design
Built	2014
Engines	M/E's 2 x MTU 20V4000 - 3600kw
Fuel consumption	810 lph
Speed	15/18 knots

## KEY FEATURES

- World Superyachts Awards Winner
- Versatile accommodation for up to 22 guests
- Excellent crew to guest ratio
- Zero speed stabilisers
- Guest elevator
- Spectacular beach club
- Spa complete with sauna, Hammam, massage room, experiential shower and plunge pool
- Vast swimming pool on deck with jets

## CRUISING GROUNDS

West Mediterranean

## PRICES FROM

€1,100,000 per week







*Tranquility* is an outstanding superyacht with an immaculate pedigree. Built to Ice Class and PYC compliant, this yacht is truly exceptional in her capabilities - an ocean crossing world explorer.



88m (288'9)

# Maltese Falcon

## SPECIFICATIONS

Guests	12 (6 double)
Crew	19
Beam	12.90m
Draft	6.00m
Built by	Perini Navi
Naval architecture by	Perini Navi Dykstra Naval Architects
Interior design by	Ken Freivoch
Built	2006 / 2016
Engines	2 x 1499hp Deutz
Fuel consumption	350 lph
Speed	14/18 knots

## KEY FEATURES

- One of the most iconic and unique yachts of all time
- High performance sailing combined with ultimate luxury
- State of the art gym equipment and personal trainer
- Spa with massage room, beauty and massage therapist
- Awarded the "Finest Yachts Ever" trophy in 2013
- Extensive list of water toys
- New spa facilities with hair salon

## CRUISING GROUNDS

East & West Mediterranean

## PRICES FROM

€480,000 per week





One of the most exclusive yachts on the charter market, *Maltese Falcon* is a floating masterpiece that turns heads wherever she goes. Pairing her elegant design and her black and silver superstructure with her revolutionary sailing system it is no surprise that she has received more than 18 awards.



74.50m (244'5)

# Lady E

## SPECIFICATIONS

Guests	12 (5 double, 1 twin)
Crew	21
Beam	12.8m
Draft	3.7m
Built by	Amels
Naval architecture by	Amels BV Makkum
Interior design by	Walter Franchini / Richard Hein
Built	2006 / 2020
Engines	2 x 2374hp Caterpillar
Fuel consumption	600 lph
Speed	13/17 knots

## KEY FEATURES

- Spa facilities: Turkish hammam, massage & beauty room
- Fully equipped gym on the sun deck
- Elevator serving all decks from the lower deck to the sun deck
- Large Jacuzzi on the sun deck
- Zero speed stabilisers to reduce any rolling motion while at anchor

## CRUISING GROUNDS

East & West Mediterranean

## PRICES FROM

€595,000 per week





Refitted, extended and sporting a fabulous new beach club, *Lady E* offers red carpet service, five star cuisine and pure indulgence throughout her five magnificent decks.



73m (239'6)

# Titania

## SPECIFICATIONS

Guests	12 (7 double)
Crew	19
Beam	13.12m
Draft	3.70m
Built by	Lurssen
Naval architecture by	Espen Oeino
Interior design by	Zuretti
Built	2006 / 2018
Engines	2 x Cat 3512B Dita 1850 BHP
Fuel consumption	400 lph
Speed	12/16 knots

## KEY FEATURES

- Two breathtaking master suites
- Beach club with sauna which can be converted into nightclub
- Fully equipped gym with on board fitness instructor
- Spa with on board masseuse and beautician
- Huge array of watersports including 12.7m slide
- 2018 refit, brightening up the interior

## CRUISING GROUNDS

Mediterranean & Adriatic

## PRICES FROM

€540,000 per week





This spectacular 73m motor yacht is one of the most distinctive charter yachts on the market, boasting an abundance of interior and exterior space as well as a vast array of amenities to ensure exciting and unforgettable cruising vacations.



72m (236'3)

# Solo

## SPECIFICATIONS

Guests	12 (4 double, 2 twin, 2 convertible)
Crew	18
Beam	11.6m
Draft	3.40m
Built by	Tankoa
Naval architecture by	Studio Ruggiero
Interior design by	Francesco Paszowski Design
Built	2018
Engines	2 x Cat 3516 B BITA-SCAC HD
Fuel consumption	450 lph
Speed	15/17.5 knots

## KEY FEATURES

- Private owner's deck with terrace and Jacuzzi
- Oversized beach club with spa facilities
- Large infinity pool on main deck
- Touch & go helipad transforms into dance floor
- Contemporary and spacious interior
- Vast array of entertainment options
- Two large tenders
- Latest collection of water toys

## CRUISING GROUNDS

East & West Mediterranean

## PRICES FROM

€650,000 per week







*Solo* is the perfect combination of performance and luxury. Her wellness centre, with its private terrace on to the sea, is complete with gym and massage room equipped with the latest Technogym equipment.



71.10m (233'3)

# Haida 1929

## SPECIFICATIONS

Guests	12 (4 double, 2 twin, 1 single)
Crew	18
Beam	9.14m
Draft	3.98m
Built by	Krupp Germaniawerft
Naval architecture by	Cox & Stevens / Krupp Germaniawerft
Interior design by	Adam Lay
Year	1929/2018
Engines	2 x Krupp Mak 550kw (original engines)
Fuel consumption	170 lph
Speed	10.5/11 knots

## KEY FEATURES

- Main Krupp engines stripped and rebuilt
- New interior design by Adam Lay
- Top deck extended with pool
- Spa and Hammam installed with barber shop
- Three fireplaces
- Three cinemas with 80" screens in library, owners lounge and deck

## CRUISING GROUNDS

East & West Mediterranean

## PRICES FROM

€310,000 per week





Meticulously restored by Pendennis Shipyard in the UK, the elegant stem to stern refit has retained all of the vessel's original majesty and sees her presented for charter in finer condition than before.



69m (226'5)

# Saluzi

## SPECIFICATIONS

Guests	32 ( 12 double, 4 convertible)
Crew	34
Beam	13.80m
Draft	2.40m
Built by	Austal Ships
Interior design by	Luiz de Baso
Built	2003/2014
Engines	3 x MTU, 1076
Fuel consumption	250 lph
Speed	11/14 knots

## KEY FEATURES

- Spacious accommodation for 32 guests in 16 cabins
- Incredibly vast deck spaces for entertaining on a large scale
- Sumptuous Spa with two full time spa therapists
- Fully equipped gym
- Open air cinema, professional Karaoke
- Plethora of watertoys and watersports
- Zero speed stabilisers at anchor and underway
- Two Jacuzzis

## CRUISING GROUNDS

Southeast Asia

## PRICES FROM

\$480,000 per week (Winter 2020)





*Saluzi* is a five-star cruising yacht, spanning five decks and offering accommodation for up to 50 guests. With over 700 sq m of deck space this yacht offers expansive and intimate areas for dining, sunning and relaxing.



66.40m (217'1)

# Okto

## SPECIFICATIONS

Guests	11 (5 double, 1 single)
Crew	17
Beam	10.50m
Draft	2.95m
Built by	ISA
Naval architecture by	BMT Nigel Gee
Interior design by	Alberto Pinto
Built	2014
Engines	2 x Caterpillar 351C, 2,366 hp
Fuel consumption	300 lph
Speed	12/14 knots

## KEY FEATURES

- 6m infinity pool
- Guest elevator
- Owner's balcony
- Four tender garages
- Cinema room and Sky lounge
- 103" Panasonic 3D plasma TV
- Large array of water toys
- iPad controls in guest cabins

## CRUISING GROUNDS

East & West Mediterranean

## PRICES FROM

€400,000 per week





*Okto* can boast an array of truly unique features. Her distinctive and stealth-looking dark hull with its sweeping curved lines, cuts an eye-catching sight on the water, giving the yacht an imposing yet elegant presence.



65.20m (213'11)

# Lamima

## SPECIFICATIONS

Guests	14 (5 double, 2 twin)
Crew	20
Beam	11.2m
Draft	3.70m
Built by	Haji Baso
Naval architecture by	Marcelo Penna
Built	2014
Engines	1 x Man 1000hp. 735kW
Fuel consumption	80 lph
Speed	8/12 knots

## KEY FEATURES

- Largest wooden sailing yacht in Southeast Asia
- World-class charter yacht
- Full Class Status and LY2 compliance
- Beautiful bright interior
- Exceptional deck space
- Marcelo Penna design and engineering
- Onboard PADI dive centre
- Balinese spa

## CRUISING GROUNDS

Indonesia & Southeast Asia

## PRICES FROM

\$147,000 per week







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



64.50m (211'7)

# Silver Angel

## SPECIFICATIONS

Guests	12 (5 double, 2 twin)
Crew	19
Beam	12.00m
Draft	3.55m
Built by	Benetti
Naval architecture by	Stefano Natucci
Interior design by	Argent Design
Built	2009
Engines	2x CAT 16cyl 3372kW 3615B.A RAT
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

## CRUISING GROUNDS

West Mediterranean

## PRICES FROM

€425,000 per week





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



62.40m (205')

# Aqua Mekong

## SPECIFICATIONS

Guests	40 (20 convertible)
Crew	40
Beam	11.50m
Draft	1.50m
Built by	Saigon Shipyards
Naval architecture by	Noor Design
Interior design by	Noor Design
Year	2014
Engines	2 x New Caterpillars
Speed	8/12 knot

## KEY FEATURES

- Award-winning design
- Well-appointed and flexible accomodation for 40 guests
- Full-length windows offer spectacular panormaic views
- Top-class service wityh 1-to-1 crew guest ratio
- Daily expert-guided adventures activies and shore excursions
- On-deck Jacuzzi plunge pool
- Indoor and outdoor cinema facilities
- Spa with single and couple treatment rooms
- Boutique shop supporting local craftsmen
- Gym

## CRUISING GROUNDS

Mekong River

## PRICES FROM

\$229,600 per week





Cruising Asia's Mekong River between Vietnam and Cambodia, *Aqua Mekong* is the only five-star luxury vessel for charter in the region. She is spacious and indulgent, yet intimate enough for guests to feel completely at ease and comfortable on this exotic river.



62m (203'5)

# Atlantic

## SPECIFICATIONS

Guests	12 (3 double, 3 twin)
Crew	12
Beam	8.85m
Draft	5.00m
Built by	Van Der Graaf BV
Naval architecture by	Gardner & Cox USA + Doug Peterson
Built	2010
Engines	Yanmar 555kw at 1840 rpm
Fuel consumption	80 lph
Speed	10/18 knots

## KEY FEATURES

- Trans-atlantic range
- Audio visual and music system
- Air Conditioning
- 6.2m Sillinger RIB
- Great selection of water toys
- Excellent crew to guest ratio
- 12 guests in six en suite staterooms
- Skylights to allow for additional light to the interior
- Recent upgrades to all on board electronics

## CRUISING GROUNDS

East & West Mediterranean

## PRICES FROM

€110,000 per week





This 2010 reimagination of the 1903 original is a true declaration of sailing style. With her classically styled exterior matching her traditional and timeless interior, the yacht remains sympathetic to a timeless charm but with all the amenities of modern life.



60.35m (198')

# Aqua Blu

## SPECIFICATIONS

Guests	30 (12 double, 3 twin, 2 convertible)
Crew	25
Beam	11.40m
Draft	4.20m
Built by	Brooke Marine
Naval architecture by	Brooke Marine Ltd / Vortex Marine
Interior design by	Cor D Rover
Built	1968 / 2019
Engines	4 x 660hp Lister Blackstone
Speed	10/12 knots

## KEY FEATURES

- All-inclusive rate with tax paid
- Brand new stylish, contemporary design
- A warm and inviting interior with plenty of natural light
- Well-appointed and flexible accommodation for 30 guests
- Expansive deck spaces with on-deck Jacuzzi
- Excellent crew-to-guest ratio
- Expert-guided adventure activities and shore excursions
- True ocean-going capabilities with excellent seakeeping
- ISM Compliant, RINA Class, SOLAS Certified
- Stabilisers underway & zero speed

## CRUISING GROUNDS

Indonesia

## PRICES FROM

\$264,000 per week







*Aqua Blu* is the first western-style superyacht available for charter in Indonesian waters all year round. An all-inclusive package makes diving in biodiverse Raja Ampat, chasing dragons in Komodo, and exploring the ancient trade routes of the Spice Islands more luxurious than ever before.



60.20m (197'6)

# Sarastar

## SPECIFICATIONS

Guests	12 (5 double, 1 twin)
Crew	15
Beam	10.80m
Draft	2.90m
Built by	Mondomarine
Interior design by	Owners Italian Design Team
Built	2017
Engines	2 x MTU 3,862 HP
Fuel consumption	500 lph
Speed	15/21 knots

## KEY FEATURES

- Eclectic & luxurious interior
- Three vast deck areas
- Multiple seating & lounging options
- Two 7.5m Colombo Tenders with 270hp engines
- RYA Water Sports Centre
- Bar & gym areas
- Beach club operational during the day & evening
- All the latest watertoys and inflatables
- State-of-the-art Kaleidescape M300 entertainment system
- Touch & go helipad

## CRUISING GROUNDS

East & West Mediterranean

## PRICES FROM

€364,000 per week





At 60m in length and with a generous 10.8m beam, the opulently spacious *Sarastar* is the perfect yacht for entertaining friends and family.



58m (190'3)

# Illusion V

## SPECIFICATIONS

Guests	12 (3 double, 3 twin)
Crew	14
Beam	10.80m
Draft	3.60m
Built by	Benetti
Naval architecture by	Benetti
Interior design by	Green & Mingarelli Design
Built	2014
Engines	2 x 3512 C 1380Kw Caterpillars
Fuel consumption	325 lph
Speed	12/15 knots

## KEY FEATURES

- Contemporary interior
- Versatile accommodation
- Fabulous sun-deck housing a large Jacuzzi, Sunpads, Bar, BBQ
- Abundance of water toys and inflatables
- Massage room with on board masseuse
- Wine cellar & humidior

## CRUISING GROUNDS

East & West Mediterranean

## PRICES FROM

€350,000 per week



Relax in the on board massage therapy room, enjoy sunset cocktails in the Jacuzzi and discover her impressive beach club with some of her many water toys - *Illusion V* is the ultimate in both luxury and style.



57.49m (188'7)

# Twizzle

## SPECIFICATIONS

Guests	10 (3 double, 1 twin, 1 convertible)
Crew	11
Beam	11.60m
Draft	3.80m
Built by	Royal Huisman
Naval architecture by	Dubois Naval Architects
Interior design by	Redman Whitely Dixon / Todhunter Earle
Built	2010
Engines	Caterpillar C32 Acert, B-rating 970 kw @2100 rpm, 1300hp
Fuel consumption	100 lph
Speed	11/13 knots, max 17 knots under sail

## KEY FEATURES

- High performance sailing
- Multi award-winning yacht
- Stunning interior with unique layout
- Impeccably maintained
- Forward panoramic salon
- Vast master suite
- Fully customised stern swim-platform
- Retractable centerboard for cruising shallow and environmentally-sensitive waters
- Great toy list including scuba equipment
- Exceptional crew-to-guest ratio of 11:8
- International long-standing crew

## CRUISING GROUNDS

East & West Mediterranean

## PRICES FROM

€235,000 per week





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



55m (180'5)

# Serenity J

SPECIFICATIONS

Guests	10 (4 double, 1 twin, 1 convertible)
Crew	13
Built by	Amels
Built	2014
Speed	13/15 knots

CRUISING GROUNDS

East & West Mediterranean

PRICES FROM

€275,000 per week





# 53.80m (176'6)

## Parsifal III

### SPECIFICATIONS

Guests 12 (3 double, 2 twin,  
1 convertible)

Crew 9

Built by Perini Navi

Built 2005/2012

Speed 11/14 knots

### CRUISING GROUNDS

East & West Mediterranean

### PRICES FROM

€195,000 per week



53.50m (175'6)

# Hurricane Run

## SPECIFICATIONS

Guests	12 (3 double, 2 twin, 1 convertible)
Crew	12
Built by	Feadship
Built	2009
Speed	12.5/15 knots

## CRUISING GROUNDS

West Mediterranean

## PRICES FROM

€245,000 per week



# 51.75m (169'9)

# Q

## SPECIFICATIONS

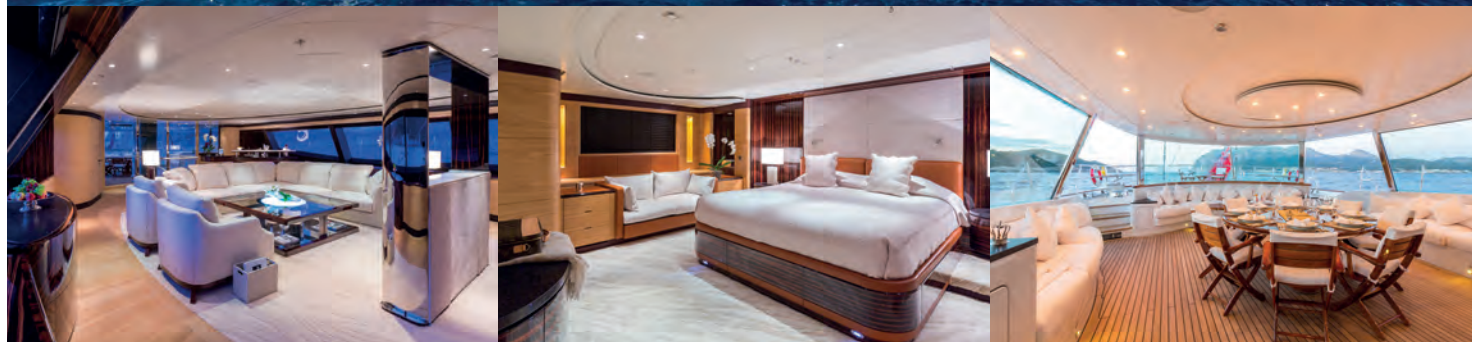
Guests	12 (3 double, 2 twin)
Crew	9
Built by	Alloy Yachts
Built	2008
Speed	10/15 knots

## CRUISING GROUNDS

West Mediterranean

## PRICES FROM

€180,000 per week



50m (164'1)

Jo

SPECIFICATIONS

Guests	12 (3 double, 2 twin, 1 convertible)
Crew	12
Built by	Benetti
Built	2004/2013
Speed	12/17 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€175,000 per week



50m (164'1)

# Trending

## SPECIFICATIONS

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

## CRUISING GROUNDS

Bahamas, Caribbean

## PRICES FROM

\$210,000 per week



50m (164'1)

# Kudanil

SPECIFICATIONS

Guests	16 (8 double, convertible)
Crew	21
Built by	Teraoka Shipyard CO
Built	1978 / 2018
Speed	10/14 knots

CRUISING GROUNDS

Indonesia

PRICES FROM

\$115,500 per week



49.80m (163'5)

# Shake N' Bake TBD

## SPECIFICATIONS

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

## CRUISING GROUNDS

West Mediterranean

## PRICES FROM

€135,000 per week



47.25m (155')

# Arados

## SPECIFICATIONS

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

## CRUISING GROUNDS

East & West Mediterranean

## PRICES FROM

€209,000 per week





47.25m (155')

# Princess AVK

## SPECIFICATIONS

Guests 12 (3 double,  
3 convertible)

Crew 11

Built by Sunseeker

Built 2016

Speed 16/24 knots

## CRUISING GROUNDS

West Mediterranean

## PRICES FROM

€210,000 per week



47m (154'2)

# Orient Star

## SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	10
Built by	CMB Yachts
Built	2012
Speed	10/15 knots

## CRUISING GROUNDS

East Mediterranean

## PRICES FROM

€150,000 per week



46m (150'11)

# Mutiara Laut

## SPECIFICATIONS

Guests	14 (7 double, 4 convertible)
Crew	14
Built by	L P Van Oostenbrugge / F Kusumo
Built	2009/2019
Speed	8/10 knots

## CRUISING GROUNDS

Indonesia

## PRICES FROM

\$66,500 per week



45.50m (149'3)

# Panakeia

## SPECIFICATIONS

Guests	10 (4 double, 1 twin)
Crew	9
Built by	Astondoa
Built	2008/2018
Speed	12/16 knots

## CRUISING GROUNDS

East & West Mediterranean

## PRICES FROM

€160,000 per week



# 45.30m (148'7)

# Blush

## SPECIFICATIONS

Guests 10 (1 double, 1 twin,  
2 convertible)

Crew 7

Built by Perini Navi

Built 2007/2018

Speed 10/13.5 knots

## CRUISING GROUNDS

East & West Mediterranean

## PRICES FROM

€140,000 per week



45m (147'8)

# Aria Amazon

## SPECIFICATIONS

Guests	32 (16 double, 16 convertible)
Crew	27
Built	2010
Speed	12 knots

## CRUISING GROUNDS

Amazon River

## PRICES FROM

\$241,000 per week



45m (147'8)

# The Goose

## SPECIFICATIONS

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

## CRUISING GROUNDS

East & West Mediterranean

## PRICES FROM

€90,000 per week



44m (144'4)

# Blue Vision

## SPECIFICATIONS

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

## CRUISING GROUNDS

West Mediterranean

## PRICES FROM

€130,000 per week





43.60m (143'1)

HoM

SPECIFICATIONS

Guests	12 (3 double, 2 twin)
Crew	10
Built by	Benetti
Built	2011/2020
Speed	12/15 knots

CRUISING GROUNDS

Caribbean

PRICES FROM

\$160,000 per week (Winter 2020)



43.50m (142'9)

# Baron Trenck

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€135,000 per week



43m (141'1)

# CD Two

## SPECIFICATIONS

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

## CRUISING GROUNDS

West Mediterranean

## PRICES FROM

€95,000 per week



43m (141'1)

# Eclipse

## SPECIFICATIONS

Guests	12 (3 double, 2 twin, 1 single, 1 Pullman)
Crew	10
Built by	Feadship
Built	1993/2011
Speed	12/13.5 knots

## CRUISING GROUNDS

East & West Mediterranean

## PRICES FROM

€125,000 per week



42.60m (139'9)

# Hana

## SPECIFICATIONS

Guests	11 (4 double, 1 twin)
Crew	9
Built by	CRN Ancona
Built	2008
Speed	12/13 knots

## CRUISING GROUNDS

East & West Mediterranean

## PRICES FROM

€135,000 per week



42.65m (139'11)

# Sharlou

SPECIFICATIONS

Guests	10 (2 double, 1 twin, 1 convertible, 1 single)
Crew	6
Built by	Vitters
Year	2011/2019
Speed	11/17 knots

CRUISING GROUNDS

Caribbean

PRICES FROM

\$118,000 per week



42.29m (138'9)

# Fabulous Character

## SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	9
Built by	Holland Jachtbouw
Built	2010/2018
Speed	12/16.5 knots

## CRUISING GROUNDS

Bahamas

## PRICES FROM

\$150,000 per week



41.90m (137'6)

# I Sea

SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	9
Built by	Navinco
Year	2014
Speed	12/14 knots

CRUISING GROUNDS

East Mediterranean

PRICES FROM

€130,000 per week





41.30m (135'6)

# Ocean Emerald

## SPECIFICATIONS

Guests	10 (4 double, 1 twin, 1 convertible)
Crew	9
Built by	Rodriquez Yachts
Year	2009/2019
Speed	10/16 knots

## CRUISING GROUNDS

Thailand, Malaysia, Myanmar and surrounding area

## PRICES FROM

€95,000 per week





40.05m (131'5)

## Thumper

**SPECIFICATIONS**

Guests 10 (3 double, 2 convertible)

Crew 9

Built by Sunseeker

Year 2014

Speed 12/24 knots

**CRUISING GROUNDS**

West Mediterranean

**PRICES FROM**

€155,000 per week



39.62m (130')

## Lionshare

**SPECIFICATIONS**

Guests 12 (3 double, 2 twin, 2 Pullman)

Crew 7

Built by Heesen

Year 1987/2017

Speed 12/19 knots

**CRUISING GROUNDS**

Bahamas

**PRICES FROM**

\$105,000 per week





38m (124'8)

## Chesella

### SPECIFICATIONS

Guests	12 (3 double, 2 twin, 2 Pullman)
Crew	8
Built by	Amels
Year	1983/2018
Speed	10/12 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

€75,000 per week



37m (121'5)

## Elena Nueve

### SPECIFICATIONS

Guests	12 (3 double, 2 twin)
Crew	7
Built by	Benetti
Year	2007/2018
Speed	10/14 knots

### CRUISING GROUNDS

Balearics

### PRICES FROM

€105,000 per week



36.60m (120'1)

Touch

SPECIFICATIONS

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

CRUISING GROUNDS

Bahamas

PRICES FROM

\$80,000 per week



36.58m (120')

Seablue'z

SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	7
Built by	Benetti
Year	2006
Speed	14/15 knots

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€105,000 per week





36m (118')

## Five Waves

### SPECIFICATIONS

Guests	10 (3 double, 2 twin, 2 convertible)
Crew	6
Built by	AB Yachts
Year	2010/2016
Speed	33/40 knots

### CRUISING GROUNDS

Please enquire

### PRICES FROM

Please enquire



35.97m (118')

## Savannah

### SPECIFICATIONS

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

### CRUISING GROUNDS

New England

### PRICES FROM

\$56,000 per week



35m (114'10)

## Spirit

### SPECIFICATIONS

Guests	12 (3 double, 2 twin, 2 Pullman)
Crew	7
Built by	New Zealand Yachts Limited
Year	2005/2016
Speed	10/19 knots

### CRUISING GROUNDS

Australia

### PRICES FROM

\$110,000 per week



35m (114'10)

## Alcor

### SPECIFICATIONS

Guests	11 (1 double, 2 twin, 1 single, 2 convertible)
Crew	6
Built by	Heesen
Year	2000
Speed	12/13 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

€59,500 per week





# 35m (115')

## Siete

### SPECIFICATIONS

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

### CRUISING GROUNDS

Bahamas

### PRICES FROM

\$75,000 per week



# 34.m (111'7)

## Solis

### SPECIFICATIONS

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

### CRUISING GROUNDS

East & West Mediterranean

### PRICES FROM

€100,000



33.80m (110'11)

## Unplugged

### SPECIFICATIONS

Guests	10 (1 double, 4 twin)
Crew	6
Built by	Valdettaro
Year	1993/2015
Speed	8/10 knots

### CRUISING GROUNDS

East & West Mediterranean

### PRICES FROM

€45,000 per week



33.60m (110'4)

## Imagine

### SPECIFICATIONS

Guests	7 (2 double, 1 triple)
Crew	5
Built by	Alloy
Year	1993/2018
Speed	10/13.5 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

\$54,500 per week







33.48m (109'10)

## Veyron

### SPECIFICATIONS

Guests	8 (3 double, 1 twin, 1 Pullman)
Crew	4
Built by	Mangusta (Overmarine)
Year	2013
Speed	28/30 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

€70,000 per week



30.35m (99'7)

## Hummingbird

### SPECIFICATIONS

Guests	8 (2 double, 4 single)
Crew	4
Built by	Couach
Year	2007
Speed	25/35 knots

### CRUISING GROUNDS

Philippines

### PRICES FROM

\$75,000 per week





27.50m <sup>(90')</sup>

## Orient Pearl

### SPECIFICATIONS

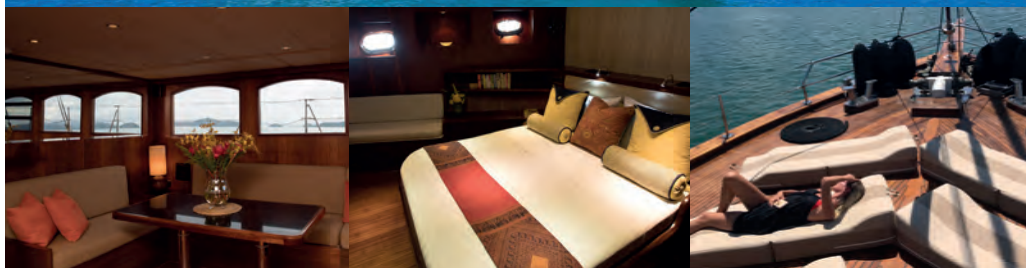
Guests	10 (3 double, 2 twin)
Crew	5
Built by	Custom
Year	1997/2017
Speed	7/10 knots

### CRUISING GROUNDS

Southeast Asia

### PRICES FROM

\$29,500 per week



26.30m <sup>(86')</sup>

## Rang Noi Princess

### SPECIFICATIONS

Guests	8 (2 Double, 2 Twin)
Crew	5
Built by	Monte Carlo Yachts
Year	2014
Speed	24/28 knots

### CRUISING GROUNDS

Thailand

### PRICES FROM

\$59,500 per week





# 26.10m (85'8)

## Sequoia

### SPECIFICATIONS

Guests 6 (1 double,  
2 convertible)

Crew 10

Built by Konjo & DEN

Year 2017

Speed 7/10 knots

### CRUISING GROUNDS

Indonesia & Southeast Asia

### PRICES FROM

\$71,995 per week



# 25.80m (84'8)

## Monara

### SPECIFICATIONS

Guests 8 (2 double,  
2 convertible)

Crew 4

Built by Feadship

Year 1969/2016

Speed 10/12 knots

### CRUISING GROUNDS

West Mediterranean

### PRICES FROM

€35,000 per week





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# SEA+I

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

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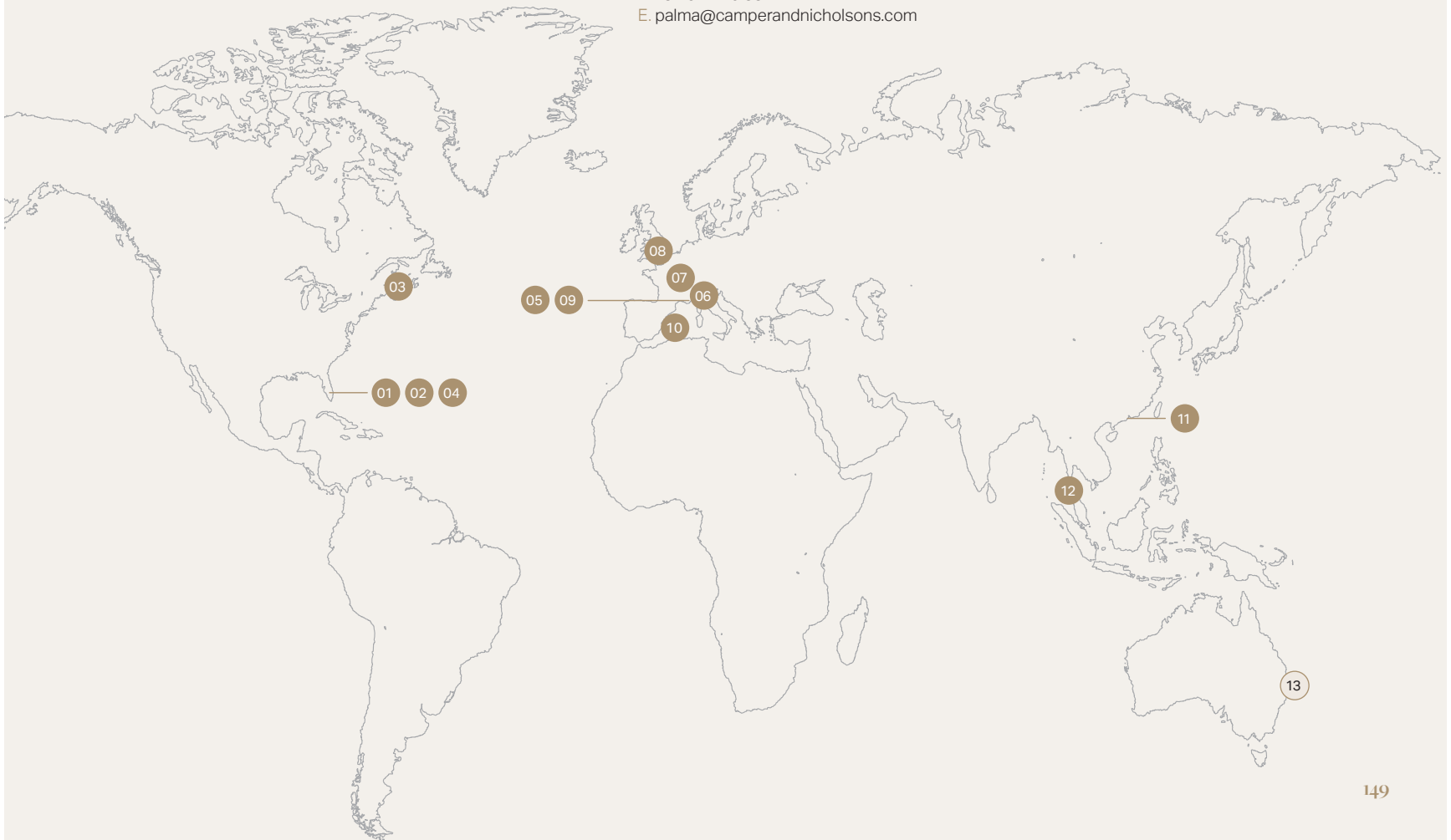
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