

SEA+I

ISSUE 45



Camper &
Nicholsons
International
YACHTING SINCE 1782



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SEA+I

FOREWORD

I recently spoke at the Dubai Superyacht Summit—held on the historic Queen Elizabeth II—and was reminded of just how eager the world is to open back up to charter. New destinations are on the horizon, and with the yachting industry experiencing a boom in recent months, I am confidently looking ahead to 2022.



IMAGE Octopus, 126.20m, Lurssen

This year held some great results for Camper & Nicholsons, including our appointment as exclusive central agency for the iconic 126m *Octopus*. As you'll see on page 72, she's more than just a legendary vessel; she's a dream-maker, and she's seen so much. As our charter fleet continues to grow, the only limit to your adventures is your imagination.

In this edition of Sea+I, we explore the culture of yachting, touching on its history, personalities, and where we think it's headed. We look toward an unexpected Scotland, for example, as an upcoming destination, and why you should head north to explore her storied shores. Many of our stories include local Hope Spots, areas of particular ecological importance designated as Marine Protected Areas by our partner, Mission Blue. We also include a guide to some of the best yachts available for charter in order to explore these regions.

It's true that this year held some incredible challenges. But with eyes to the horizon, we hope you'll join us in welcoming the new year ahead. Whether rough seas or calm skies, we look forward to working with you in 2022!



A handwritten signature in black ink, which appears to read 'Paolo Casani'.

Paolo Casani
Chief Executive Officer

Unrivalled *knowledge*. Unbeatable *experience*.





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Camper &
Nicholson's
International

YACHTING SINCE 1782



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.

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SECTION 1

DESTINATION SUPERYACHT

DESTINATION SUPERYACHT

Six thousand islands.
Three seas. Dive in.

6

DESTINATION SUPERYACHT

Cool cruising on
yachting's next frontier

20

DESTINATION SUPERYACHT

America's superyacht
city revs up

30





An underwater photograph of a coral reef. The water is a deep, clear blue. In the foreground, there are large, dark green and brown coral structures. Several small, dark fish are swimming around the reef. The background shows more coral and a few more fish, creating a sense of depth. The overall lighting is soft and natural, typical of an underwater environment.

SIX THOUSAND ISLANDS THREE SEAS. DIVE IN.

DESTINATION SUPERYACHT

One country pairs 5,000 years of culture with the Mediterranean's deepest seas. That's Greece, where wreck dives range from titanic ships to WWII fighters, as dolphins and damselfish play under the waves. Snorkelers, scubas and freedivers are welcome. Just pack a mask and a luxury yacht.

WRITTEN BY TRISTAN RUTHERFORD

ALONISSOS

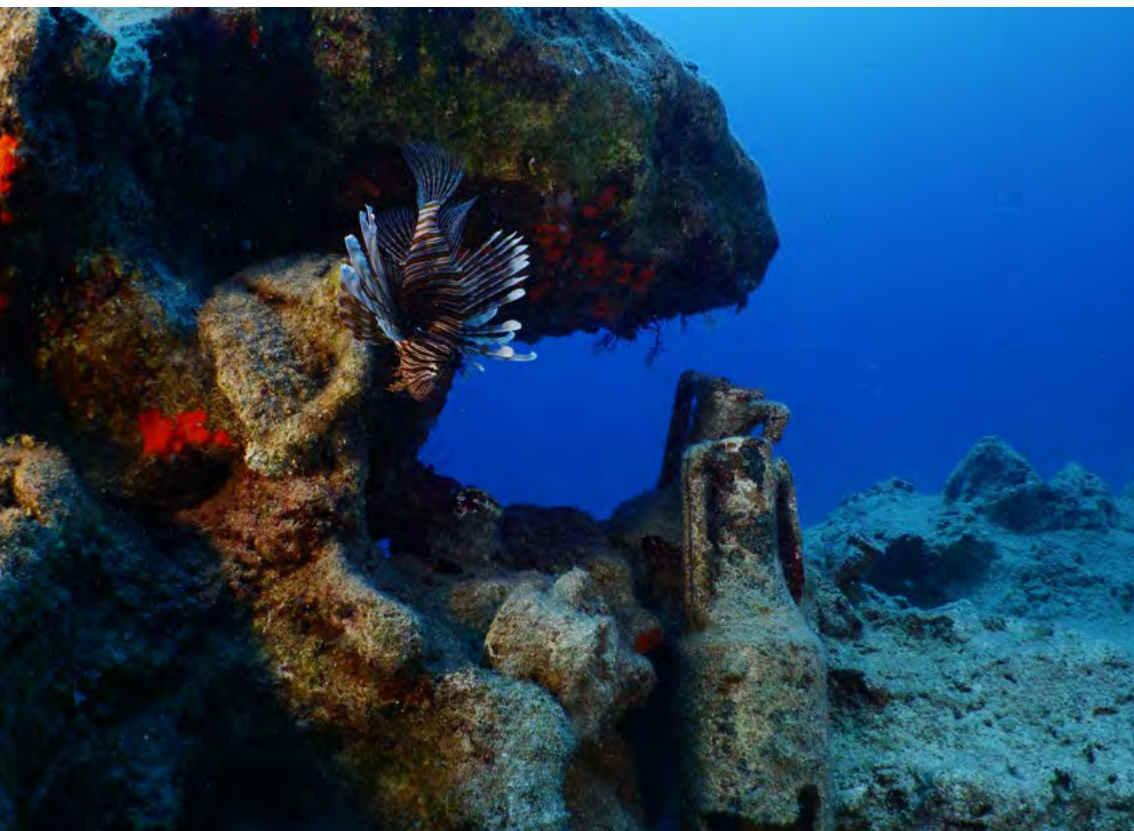
History

Around 425 BCE, a 25m cargo ship departed from Skopelos. It was carrying glazed goblets, bronze plates, and 4,000 amphorae of fine wine. Near the nature island of Alonissos, the boat foundered in 28m of crystalline sea. ‘The Parthenon of shipwrecks’ is now a subaquatic time capsule, where Ancient Greek artefacts are displayed on Poseidon grass. In 2021, this underwater museum fully opened to scuba divers for the very first time.

Diving the Alonissos shipwreck is like starring in your own National Geographic documentary. However, to preserve the sanctity of the underwater artefacts, your Camper & Nicholsons captain must book one of four daily slots, each welcoming a maximum of eight

divers. They must also commission the services of a divemaster trained by the Ephorate of Archaeological Authorities, the Ministry of Culture department responsible for Greece's thousands of shipwrecks, which range from Hellenistic sailboats to WWII fighter planes. Believe us: the opportunity to dive a diorama of living antiquity, untouched for 2,500 years, is well worth the paperwork.

Don't weigh anchor yet. As luck would have it, the shipwreck resides in Europe's largest subaquatic preservation area. The protected zone is home to monk seals, red coral, Eleonora's falcons, and Risso's dolphins. Make it your home for a week too.





Yacht in Alonissos

41.90m *I Sea* has a flotilla of toys for ocean exploration. She also packs a full complement of diving equipment, and a generous bathing platform.

I Sea

Length 41.90m (137'3)

Guests 10 (3 double, 2 twin)

Crew 10

CHARTER PRICE FROM

WINTER: \$150,000 PER WEEK

SUMMER: €125,000 PER WEEK

FROM LEFT A lionfish and ancient amphorae on the Mediterranean sea floor. Divers explore a shipwreck in the Mediterranean Sea.

AMORGOS

Freediving

Freedive film *The Big Blue* was one of France's most commercially successful movies. It follows the true story of Jacques Mayol. The Frenchman learned to skindive as a boy in Japan, before pioneering the use of meditation and yogic breathing to descend to 100m. That's in a single dive. Without scuba tanks.

But the movie's real star was the Greek island of Amorgos. Here, film director Luc Besson shot his merman actors in 50m visibility seas. 'Extras' included fireworms and cardinalfish. Today, the world's most famous freediving island welcomes novice freedivers. Yogic breathing sessions take place in the barefoot classroom on the swim platform of your Camper & Nicholson's yacht, before you follow a freedive guide for 60-second subsea swims in the shimmering blue.

Beginners may ask their RIB to anchor off Amorgos's old bauxite mines, where metals were transported on to cargo ships until the 1980s. Today, iron mining wagons sit in 18m of translucent water, guarded by moray eels and damselfish. Advanced freedivers should try Agia Anna, where *The Big Blue* actors enjoyed diving depths of 140m.

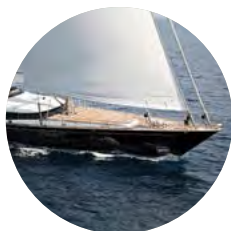
Back in the 1980s, Jacques Mayol predicted that freedivers would breach 200m within a few generations. The record now belongs to 'The World's Deepest Man,' Austrian Herbert Nitsch. The Austrian freediver reached 253m (a depth greater than the viewing platform in London's Shard) in the warm waters of Santorini in 2012. Other popular locations for freedive record-breaking include Nice, Egypt's Red Sea, and Dean's Blue Hole, a near-bottomless sinkhole in The Bahamas.





IMAGES The chapel of Agia Anna. Jean- Marc Barr, Dolphin, The Big Blue, 1988. Parsifal III yacht.

Advanced freedivers should try Agia Anna, where The Big Blue actors enjoyed diving depths of 140m.



Yacht in Amorgos

Yoga workouts and freedive breathing exercises are best performed on 53.80m *Parsifal III's* generous decks. A hydraulic swim platform opens onto the clear blue Aegean Sea.

Parsifal III

Length	53.80m (176'6)
Guests	12 (3 double, 2 twin, 1 convertible)
Crew	9

CHARTER PRICE FROM
WINTER: €195,000 PER WEEK
SUMMER: POA



IMAGE Exploring in a single breath allows for total immersion.





IMAGES Lesvos island, Greece. A big group of black fish swimming under the sun's warm rays in the Ionian Sea, Greece. *Blush* yacht.





Yacht in Lesvos

The 45.30m *Blush* has the versatility to tiptoe through a natural paradise, while ensuring lavish entertaining at anchor. Her kayaks and paddleboards can be used to track aquatic life.



Blush

Length 45.30m (148'7)

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

Crew 7

CHARTER PRICE FROM

WINTER: \$150,000 PER WEEK

SUMMER: €140,000 PER WEEK

LESVOS

Nature

Hope Spots are zones of unrivalled marine biodiversity sanctioned by ocean protection agency—and Camper & Nicholson's partner—Mission Blue. The Greek island of Lesvos is one such place. Imagine a vivid aquarium of wreck dives, bottlenose dolphins, and pink flamingo nesting grounds.

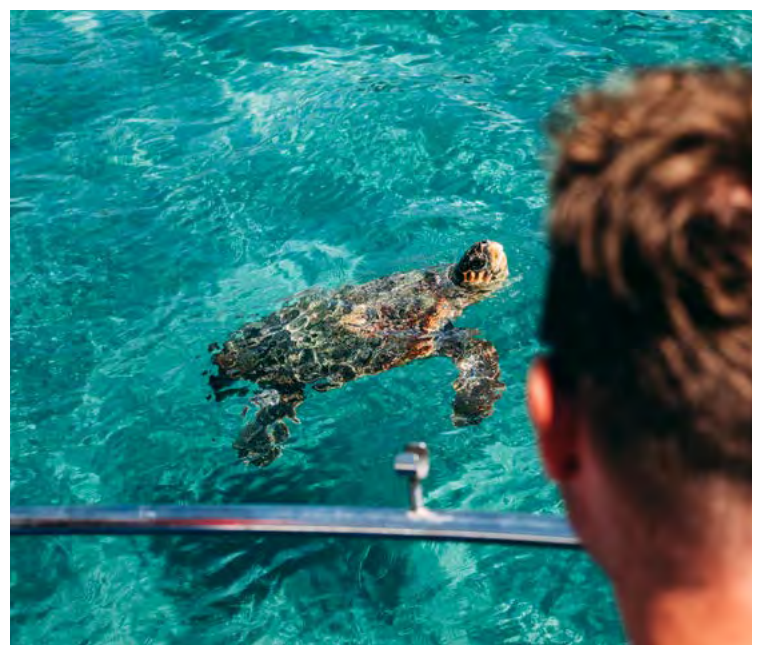
The 320km coastline of Lesvos contains 30 seldom-dived scuba sites. These include the Tokmakia Islands,

four sandy specks ringed by deep coral reefs. Days come ablaze with seahorses and groupers. Night dives are accompanied by octopi and conger eels.

Mission Blue's Lesvos Hope Spot has further objectives. The NGO is helping to promote new forms of ocean-friendly exploration including kite-boarding, as well as upcycling plastic waste cleaned up from the island's 23 beaches. Lesvos is naturally beautiful.



FROM TOP LEFT The island of Zakynthos, Greece. Marathonisi Island, a key nesting site for loggerhead turtles. Young man looking at a sea turtle from a boat.





Yacht in Zakynthos

42.60m *Hana* has a full range of snorkeling gear, alongside waterskis, wakeboards, and an RYA jetski training centre. Her generous sundeck, which stretches over 50% of the yacht's length, is made for Ionian Sea entertaining.

Hana

Length 42.60m (139'9)

Guests 10 (4 double, 1 twin)

Crew 9

CHARTER PRICE FROM
€135.000 PER WEEK

ZAKYNTHOS

Snorkelling

Oceanauts don't require scuba tanks to explore the shallows of Zakynthos. The Bombay Sapphire waters of Greece's Ionian Sea are turtle territory. Metre-long loggerheads patrol the surface zone of Zakynthos National Marine Park (one of only two underwater sanctuaries in Greece, alongside the Alonissos National Marine Park).

In early summer, loggerheads breed in the Bay of Laganas. From June, they nest on the wild beaches that encircle the Marine Park. Look out for WWF volunteers, a sure sign the late-summer hatching

process has begun. Key nesting sites include the silver sands of Marathonisi Island, an unspoiled islet with zero beach bars, and one gigantic triangle of sand. Kayakers are welcome; jetskis are politely declined.

The wider Zakynthos Marine Park is massive. Seagrass meadows shelter pen shells and pillow coral, which form a limpid playground for red starfish and yellow-spotted grouper. Crew will follow your exploits with GoPros. Your own diving documentary will be edited and screened on deck after dinner.

KEA

Experts

The Greek island of Kea combines stunning landscapes with an enviable location at the crossroads of the Cyclades. So enviable that it's been battled over by Byzantines (who built gilded churches), Venetians (who carted the treasure home), Ottomans, and Russians. In 1916, the 267m *Britannic*—sister ship to the *Titanic*—struck a naval mine during WWI. After the vast majority of passengers safely disembarked, she sank in 120m of Aegean Sea.

At such an unfathomable depth, the *Britannic* lay undiscovered until the godfather of scuba, Jacques Cousteau, located the wreck in 1975. A year later, Cousteau's experienced diving team entered the vessel for the first time in 60 years. They found intact cargo cranes and crew quarters, plus propellers dangling

sideways in the inky darkness. A golden plaque left by Cousteau in memory of her survivors gleams under divers' torches in this near-twilight zone.

Make no mistake. The world's largest passenger shipwreck is open to only the most experienced technical divers, who possess advanced permission from the Greek Ministry of Culture. As the descent to 120m takes around three hours, a seascooter is necessary to experience the huge ship in detail during the limited fixed depth period, before the lengthy ascent to the yacht. Colour is everywhere. Fluorescent sea sponges peep from portholes over silverine walls of feeding fish. Even after a century, the *Britannic* is a mystery that a mere handful of divers have discovered.





IMAGES The golden plaque laid by Jacques Cousteau in memory of the survivors of the Britannic wreck. Aerial view of the lighthouse entering the port of Tzia, Kea island, Cyclades, Greece.



Yacht in Kea

The 66.40m custom-built *Okto* is one of the industry's most technologically advanced superyachts. She can perform at expedition levels with four tender bays.

Okto


Length 66.40m (217'6)

Guests 11 (1 single, 3 double, 1 vip, 1 owner)

Crew 17

CHARTER PRICE FROM
 WINTER: \$400,000 PER WEEK
 SUMMER: €400,000 PER WEEK





DESTINATION SUPERYACHT

Cool cruising on yachting's next frontier

WRITTEN BY **TRISTAN RUTHERFORD**

The world's largest yachts are cruising a nation with more islands than the Bahamas. A destination where seaplanes, sleeper trains and kayaks are regular modes of transport. Welcome to Scotland. Yachting's new frontier promises midnight golf, lobster sushi and whisky galore.





A short passage from James Watt Dock Marina soon finds the Isle of Arran and the beautiful Kyles of Bute.

In high summer, the sun sets on Coral Beach at 10.30pm. The white sand is made from mineral-rich crushed coral, which tints the sea sapphire. Pods of bottlenose dolphins cavort offshore. Paddleboarders enjoy some of Europe's cleanest waters, as have leading superyachts like Blohm+Voss's 162.5m *Eclipse*, and 42m *Fair Lady*, which was built by Camper & Nicholsons in 1928.

Sardinia? Think again. Coral Beach curves against the Isle of Skye on the west coast of Scotland. In place of vineyards, guests may enjoy an eBike tour to the Talisker whisky distillery then kayak back to their yacht. Nature experiences include tracking grey seals, white-tailed eagles, and red deer, the United Kingdom's largest mammal. For dinner, a yacht chef can prepare sushi, - Scottish style. Imagine nigiri topped with mackerel, langoustine, and blue lobster. The best stuff seldom gets exported.

Graeme Galbraith, manager of James Watt Dock Marina near Glasgow, has welcomed over a dozen

leading superyachts including *Eclipse* and *Fair Lady*. "Most yachts will spend up to a month cruising in Scotland," says Galbraith. He recommends that voyages commence in the Firth of Clyde, one of Scotland's four principal cruising areas. "A short passage from James Watt Dock Marina soon finds the Isle of Arran and the beautiful Kyles of Bute," a forest-trimmed waterway that contains several of Scotland's 900 islands. That's 200 more than The Bahamas.

Part of the Firth of Clyde's attraction is accessibility. "Generally owners, guests, and crew arrive via Glasgow International," explains Galbraith. "It has a private aviation terminal and is only a 15-minute drive from the marina". Alternatively, eco-conscious sailors may book a suite on the newly refurbished Caledonian Sleeper train from London to Glasgow. A third option on arrival in Glasgow is to drive 20 minutes to Loch Lomond. Here, a seaplane service offers passage out across Argyll and The Isles.

PREVIOUS PAGE The Storr, Isle of Skye, Scotland.

IMAGE Superyacht *Eclipse*.



“There has certainly been an uptick in superyacht visits to Scotland in recent years,” says the Scotland-raised, Monaco-based broker, who grew up sailing on these shores.

This fractured Argyll and The Isles shoreline is known as Scotland’s Adventure Coast. It contains 23 uninhabited islands, seven Nature Reserves, and annual minke whale migrations. Historical shipwrecks, dating from the Spanish Armada to World War II, gift these waters Scotland’s second-highest marine biodiversity (after St Kilda, far beyond in the Outer Hebrides). In 2019, the maritime area was declared the United Kingdom’s first Hope Spot by ocean protection agency Mission Blue.

On the island of Islay off the Argyll coast, there’s whisky galore. Saline winds and ancient peats lend liquors a uniquely smoky terroir. Whisky tastings at Islay’s nine distilleries, like Ardbeg and Laphroaig,

elicit notes of seaweed, liquorice, black pepper, and cigars. Although, that may be the malt talking. All told, Argyll and The Isles have nearly 5,000km of coastline to explore. That’s the same as the whole of France.


Charter expert Jacqui Lockhart understands the attraction. “There has certainly been an uptick in superyacht visits to Scotland in recent years,” says the Scotland-raised, Monaco-based broker, who grew up sailing on these shores. “Particularly during the pandemic in 2020, we saw various owners keeping their yachts closer to home. The coastline offers many secluded bays with the whitest of beaches that set Scotland apart from Norway or Iceland.”



FROM LEFT Grey seal on the Isle of Skye, Scotland. The Laphroaig Distillery near Port Ellen on the Isle of Islay. Calanais Standing Stones, also known as the Callanish Standing Stones, on the Isle of Lewis, Scotland.







“Cruising in Scotland is very accessible,” continues Lockhart. “There are a wide variety of islands to visit from the west coast to the Hebrides.”

Infrastructure is slowly improving, says Lockhart. This includes the creation of “a floating dock for larger yachts in Tobermory,” a Technicolor fishing port on the island of Mull. Here, guests can sink nine holes at Tobermory Golf Club, one of the wildest, windiest, and oldest courses in the world, or enjoy fisher-fresh haddock and scallops from the Pier Chip Van, which holds a Les Routiers culinary award.

“Cruising in Scotland is very accessible,” continues Lockhart. “There are a wide variety of islands to visit from the west coast to the Hebrides.” The latter group of 50 islands are so far-flung that Ancient Greek explorers called their residents Hyperboreans: literally ‘people beyond the North Wind’. Today, the islands remain so remote that some children commute to school by boat. Yet the island chain also contains Scotland’s most famous prehistoric monuments, like the Calanais Standing Stones, which were constructed

before the Egyptian Pyramids. Yachts may provision in the Hebridean port of Stornoway provided that firstly, their guests like smoked salmon, and secondly, the purser can say “do you have any lemons*,” in Scottish Gaelic, the predominant language.

The Hebrides promise further tastes of the unexpected, like scuba diving near Coral Beach on the Isle of Skye, where Arctic currents meet the warm Gulf Stream. Kelp forests shelter spider crabs and lumpsuckers. Caves and crevices hide dogfish and conger eels. The century or so old wrecks of the 77m SS *Chadwick* and 85m SS *Doris*, both British cargo ships that ran aground in winter fog, make spectacular technical dives. Don’t worry, the basking sharks won’t bite. The world’s second-largest fish dine on plankton like their larger, tropical cousins, the whale shark.

* (A bheil lemonan sam bith agad?)

IMAGE View of Tobermory waterfront, Scotland.



Thanks to her 12,000 nautical mile range, *Octopus* can navigate from Shetland to Norway, to the Faroes and Iceland, then to Greenland and back on a single tank.

The 70 Orkney Islands and the 100 Shetland Islands crown Scotland's northernmost allure. Sailing is unsurprisingly popular. Boats provide the sole method of exploring 6,000 archeological sites, some of them protected by UNESCO, scattered across various isles. Sunsets are a 30-minute firework of Aperol orange and watermelon pink. Don't get too entranced; sunrise at 3am heralds another day of surfing, birdwatching, and midnight golf at Britain's most northerly course.

One yacht has the technical ability to elicit the very best Scotland has to offer. The 126m *Octopus* has a track record of far-reaching expeditions thanks to her ice-class hull, twin helipads, and Espen Øino design. Her previous missions include shipwreck hunting in the Philippines, traversing the Northwest Passage, cruising Antarctica, escorting scientists to edge-of-the-world assignments, and assisting Britain's Royal

Navy in the Denmark Strait. In 2021, she entered the charter market for the very first time.

Octopus would be in her element exploring the top third of Britain. Seven tenders can undertake seven concurrent Scottish missions to deep water wreck dives, Atlantic whirlpools, abandoned castles, birdwatching islands, lonely lochs, big swell surf spots, and Viking burial sites. Thanks to her 12,000 nautical mile range, *Octopus* can navigate from Shetland to Norway, to the Faroes and Iceland, then to Greenland and back on a single tank. Her 42 crew serve eight action-packed decks that include a spa, an observation lounge, and a glass-bottomed aquarium. They can even supply umbrellas to cope with the fickle Scottish weather.

IMAGES *Octopus* profile. The Old Man of Hoy, Orkney Island coastline. Red deer stag overlooking Loch Torridon.



DESTINATION SUPERYACHT

America's superyacht city revs up

WRITTEN BY TRISTAN RUTHERFORD

In 1896, Miami had 300 residents and a whole lot of sun. Yachts and docks crowned America's sunshine city with diversity and distinction. The 2022 Miami Grand Prix adds another dose of pizzazz, as does The Bahamas, Miami's go-to escape for the world's hottest yachts.

This May, Max Verstappen will master 19 corners of the inaugural Miami Grand Prix. Speeds at the Miami International Autodrome will top 320km. That's on par with—or even faster than—the city circuits of Monaco, Singapore, and Abu Dhabi. The new Formula 1 race will crown Miami's epic transformation into America's superyacht centre. That rise is astonishing, as the city was only incorporated in 1896. Back then Miami had 300 residents; New York had 3.5 million.

Miami's ascent was founded upon two timeless attractions: sunshine and dreams. The first propeller planes from New York landed here during the 1920s. To house the tourism boom, Miami invested in art deco hotels where curvy lines, floral motifs, and jazzy pastels summed up the city's sunny spirit, like the Fontainebleau, a brilliant white curve containing 1,504 guestrooms. (That's bigger than any hotel ever built in France, the most visited nation in the world.) Frank Sinatra and Elvis Presley sang at the Fontainebleau. Auric Goldfinger tried to cheat James Bond at gin rummy by the hotel pool, before covering 007's associate in liquid gold. After New York, Miami is now the United States' second-largest tourism hub.

The following tale sums up the city's carefree allure. In 1929, gangster Al Capone missed a Chicago court appearance due to a supposed case of pneumonia. The FBI tracked him down to—you guessed it—Miami. Capone had evidently been fit enough to gamble at the races and party aboard a yacht. According to *Robb Report*, Capone was rumoured to own a 36ft Hacker cruiser moored at Miami Beach. Capone also purchased a grand villa for \$40,000 with “100ft of waterfront on Biscayne Bay,” according to Elle Decor. In 2021, the property sold for \$15m.

Rising riches attracted residents from everywhere. Nearly 75% of Miami schoolchildren speak a second language other than English at home. As a result, America's melting pot has a cuisine to match. From Little Havana to Little San Juan, must-eats include *mofongo*, a Puerto Rican plantain dish topped with *chicharrón*, a Latin American pork fry. In Little Haiti, visitors may order a Cuban Sandwich in French while paying in MiamiCoin, a new currency born in this fintech city. This diversity appears to have paid dividends. If Miami were a country, its GDP would be greater than South Africa or Vietnam.

IMAGES Fontainebleau Hotel on Miami Beach. Lewis Hamilton and Max Verstappen during the Abu Dhabi Grand Prix at the Yas Marina Circuit, Abu Dhabi.







The chance to see Max Verstappen and Lewis Hamilton go wheel-to-wheel around the Hard Rock Stadium could prove as popular as the Monaco or Abu Dhabi Grand Prix

Miami's media celebrated the mix. In 1984, police drama *Miami Vice* paired Don Johnson with African American lead actor Philip Michael Thomas, a rarity in the era. The show's unlikely premise was that two cops wearing \$1,000 Armani suits could operate undercover while piloting a Ferrari Testarossa, a De Tomaso Pantera, a Firebird Trans Am, a Chris-Craft Stinger offshore racing boat, and a Endeavour 40 yacht. Nevertheless, the TV show aired in almost 100 countries and gifted Miami an international aura of cool. The allure of America's oceanic city remains evergreen.


Are superyachts mooring in Miami too? "More and more owners are doing just that," says Agnes Howard, a senior charter broker in Fort Lauderdale, one of Camper & Nicholsons' three offices in Florida. The spectacular aluminium 49m *EIV*, which launched in

2020, spent winter here. "The 50m Westport *Trending* also uses Miami as a stopover after Caribbean charters," she continues.

Howard views the forthcoming Miami Grand Prix as icing on the cake of a cultural groundswell. "The chance to see Max Verstappen and Lewis Hamilton go wheel-to-wheel around the Hard Rock Stadium (home of the Miami Dolphins NFL team) could prove as popular as the Monaco or Abu Dhabi Grand Prix," she explains. "But international attractions like this are part of a bigger picture that includes the Pérez Art Museum, Art Basel, and the Beach Polo World Cup," which plays on the golden sands of Miami Beach. The city also hosts the new soccer team Inter Miami. A handful of readers might recognise the club's British owner: David Beckham.

IMAGES Don Johnson, Philip Michael Thomas, *Miami Vice*, 1984. Aerial view of Island Gardens Deep Harbour Marina on Watson Island in Miami, Florida with Port Miami and Miami Beach in background.




An aerial photograph of a white luxury yacht on the ocean. The yacht is viewed from a high angle, showing its deck with lounge chairs, a swimming pool, and two outboard motorboats. The water is a deep blue, and the yacht's wake is visible. A thin white crosshair is positioned over the text.

Think twin sun decks, a sky lounge, glass bottom kayaks, and a netted swimming pool with inflatable decking

IMAGE Trending yacht.





“Although Miami waters are shallow, city authorities have worked extremely hard to create deep marinas,” continues Howard. One Island Park recently opened to welcome yachts of up to 244m, to a maximum draft of 12m.

More importantly, visiting superyachts now have space to moor. “Although Miami waters are shallow, city authorities have worked extremely hard to create deep marinas,” continues Howard. One Island Park recently opened to welcome yachts of up to 244m, to a maximum draft of 12m. It offers complimentary bicycles, immigration facilities, and is securely located alongside a US Coast Guard base. Yacht Haven Grande Miami at Island Gardens can welcome 50 superyachts up to 167m, with a maximum draft of 8m. Yachts like *11.11* have enjoyed fine dining, and swift access to the Atlantic and the Florida Keys.

For guests who are timing yacht charters around May’s Miami Grand Prix, Howard recommends the Abaco Islands in The Bahamas. The charter broker has sailed this 200km chain of sandy specks, which are shared by 17,000 lucky islanders, in her own Bristol 40 cruiser. The 50m Westport *Trending* is the perfect charter for the Abacos’ sandy-bottomed shallows. Think twin sun decks, a sky lounge, glass bottom

kayaks, and a netted swimming pool with inflatable decking. Three fast tenders allow guests to enjoy simultaneous trips for e-foiling, island picnics, or diving with *Trending’s* experienced PADI scuba instructors.

The Exumas promise another 210km of tickle-your-toes sand scattered across 365 Bahamas islands. Like the Abacos, there are direct flights from Miami and Fort Lauderdale, which glide for 60 minutes above turquoise waters and desert islands before touching down on a sandy airstrip. The classic 40m Feadship *Cetacea* graces the Exumas like a grande dame. Her award-winning chef can throw mahi-mahi, lionfish, and Bahamian lobster on the outdoor Miele barbecue. Speedsters can make like Max Verstappen on her Smuggler 25’. With 150hp it can reach hold-on-to-your-daiquiri speeds atop topaz seas.

IMAGES Bahamas Berry Islands aerial view. *Cetacea* pilot house. Bahamas Coco Cay. *Cetacea* yacht.



SALE & 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 11 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 2

THE CULTURE OF YACHTING

THE CULTURE OF YACHTING

The man who shot
the south of France

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THE CULTURE OF YACHTING

The curious
circumnavigation of the
'gentleman' Jeanne Baret

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THE CULTURE OF YACHTING

Havana nights,
daiquiri days

58



THE CULTURE OF YACHTING

The man who shot the south of France

WRITTEN BY **TRISTAN RUTHERFORD**

Slim Aarons was high society's photographer-in-chief. For three decades, the American snapped dukes and debutantes from the Swiss Alps to the Caribbean Sea. The French Riviera was the playground for his most famous shots. His legacy is a sun-kissed album of yachts, pools, and sand-in-the-toes clubs familiar to every guest.





“Photographing attractive people doing attractive things in attractive places”.

Slim Aarons’ shot of the Hotel du Cap-Eden-Roc swimming pool sums up the sybaritic excess of 1976. It was the year Concorde commenced service from Paris. Yves Saint Laurent and Cacharel made up the top two fashion exports to the US. It seemed like *Les Trente Glorieuses*, the thirty year economic boom that made France the global engine of style, would never end. The bronzed bathers in Aarons’ photograph don’t appear to care. It’s as if their sole question is when to order another Eden-Roc Splash, the hotel’s signature cocktail of Hennessy and Chambord, topped with rosé Champagne.

For thirty years, American photographer Slim Aarons spun a career snapping playboys and princesses, actors and aristocrats, jet-setters and go-getters. In his own words: “photographing attractive people doing attractive things in attractive places”. In winter, he’d snap helicopters delivering socialites to sunloungers in Gstaad. In spring, he’d photograph Oscar de la Renta and Emilio Pucci going loco in Acapulco. In autumn, he’d frame old money in Newport. In summer, Aarons would hightail Hollywood hunks, mink-wrapped grannies, and the *jeunesse dorée* to their spiritual home in the South of France.

There’s a tragic reason why the American photojournalist chose glamour over grit. In 1944, he was almost killed during the Allied liberation of Europe. A combat photographer attached to the US Eighth Army, Aarons was bombed, shelled, and had “slept in the mud and been shot at”. That

said, he never lost his mojo. He blagged a personal reporter’s Jeep, then had it airlifted to Italy. With his trusty Leica camera, he drove his way through the Liberation parties of Paris and Rome. When he photographed Sir Winston Churchill in London, he flew transatlantic on the Pan-Am Clipper, a flying boat with a 14-seat dining room and full waiter service. Some saw clouds; Aarons saw stars.

When WWII ended, *Life* commissioned him to photograph the Korean War. Aarons said no. He claimed that his combat experience taught him that the only beach worth landing on was “decorated with beautiful, seminude girls tanning in a tranquil sun”. Mainstream journalism seemed lame. “Ninety-nine percent of my contemporaries kept on reporting about the miseries and worries of the world,” said Aarons. “But hell, someone had to do the other stuff.”

That ‘other stuff’ focussed on the French Riviera. Aarons’ 1958 shot of waterskiers off the Hotel Carlton captured Cannes’ *joie de vivre*. Look at the image closely, and you’ll see both genders having a whale of a time. The speedboat pulling them is, quite naturally, a Riva. Where Slim Aarons identified a certain clientele, Camper & Nicholsons followed. In 1961, the company opened their first overseas office on La Croisette. Back then, the Cannes Film Festival was a celebration, not a security show. Movie fans could wander inside the Carlton and Hotel Martinez to meet Alain Delon and Gina Lollobrigida. Cannes was carefree.

PREVIOUS PAGE Guests around the pool at the Monte Carlo Beach Club, Monaco, August 1970. Photo by Slim Aarons.
IMAGE Guests round the swimming pool at the Hotel du Cap Eden-Roc, Antibes, France, August 1976. Photo by Slim Aarons.





Aarons' 1970 image of Monte Carlo Beach captures a gilded era of parasols, pools, and cobalt blue skies. At the time, a Société Naviplane hovercraft delivered passengers from Nice Airport to Monaco at 50 knots—a velocity faster than most superyacht tenders. Each *aéroglysseur* was topped by two giant propellers, which also sped the jet-to-port hydrofoil service to Cannes, St Tropez, and San Remo. In 2022, charter guests can hydrofoil on an eFoil alongside Monte Carlo Beach. They might also tender into the hotel's Elsa restaurant, the first 100% organic establishment to be awarded a Michelin star.

During the 1950s and 1960s, Aarons freelanced for the outrageously glamorous *Holiday* magazine. (For a visual, imagine *Boat International* meets *Vogue Italia*, with words by Ian Fleming and pictures by Henri Cartier-Bresson.) He once persuaded the model Mary Jane Russell to move her four-poster bed and two Persian cats onto her lawn. The resulting image is visually arresting. No stylists or make-up artists were ever involved in Aarons' shots. Just the subject, in the most spellbinding of locations.

Aarons' methods were manifold. Firstly, he would employ a stunningly beautiful female assistant to sidetrack his subjects. He was a hard taskmaster too, as his dictum to one aspiring assistant reads: "No heavy suitcases, no tennis rackets, no hairdresser appointments, no minibar tabs, no shopping, no dry-cleaning, no days off, no boyfriends, no sightseeing, and for God's sake—no cameras." Aarons travelled light. Most importantly, in this pre-Instagram age, he made his subjects look fabulous in the handful of magazines that published their visage.

This 'deal' between artist and muse worked because, according to *Vanity Fair*, "society made him an

honorary member". At society balls, women would get up and embrace him. "When President Kennedy drove by him in Palm Beach, he rolled down the window of his car and asked, 'Was the girl from your story about Lake Como really that beautiful?'" *Vanity Fair* recorded another typical Aarons episode. "During the Ascot races in London, when Aarons was knocked down by guards for lifting up his camera in the royal enclosure, he was rescued by none other than Prince Philip. 'Slim, what the hell are they doing to you?' the prince asked."

"I knew everyone," Aarons told an interviewer at *The Independent*. "They would invite me to one of their parties because they knew I wouldn't hurt them. I was one of them." Jackie Kennedy was a friend. Princess Grace of Monaco too. It helped that the American was six foot four (193cm, hence his nickname 'Slim') and had the charm to fly in the slipstream of the jet set.

Yachts were synonymous with this set. (The Duke of Edinburgh raced the Charles E Nicholson-designed 19m *Bloodhound*, while Princess Grace enjoyed the Monégasque royal yacht 44m *Deo Juvante II*, which was built by Camper & Nicholsons in 1928.) Slim Aarons padded across the passerelle in Sardinia, Bermuda, and Capri. One of his photographs shows shockingly tanned sunbathers on Count Hannibal Scotti's vintage Benetti off Monaco. Another frames a two-masted cruiser in The Bahamas, anchored beside two palm trees with a hammock strung between them. One image shows a Dom Pérignon-fuelled shindig aboard the yacht *Ondine*, which is being privately catered by the chef from ritzy restaurant La Grenouille in New York. These were not parties to which everyone was invited.

IMAGE Holidaymakers waterskiing from the pier of the Carlton Hotel, Cannes, 1958. Photo by Slim Aarons.

Even the best parties can't go on forever. *Les Trente Glorieuses* ran out of gas during the Oil Shock of 1973. As did the Société Naviplane hovercraft that linked Nice to Monaco, which burnt fuel faster than a NASA rocket. *Holiday* magazine folded. In 1974, Slim Aarons' magnum opus, *A Wonderful Time: An Intimate Portrait of the Good Life*, flopped in bookstores. It was not the best year to market a book that cost \$35 (around \$200 in today's money) that showcased an unobtainable lifestyle purveyed by debutantes and dukes.

Aarons' legacy was to preserve the Golden Age of glitterati. By acting as an anthropologist to high society, he immortalised the era's yachts, personalities, and French Riviera fashions. "I don't call myself a photographer," the American once explained. "I'm a storyteller." Today, Slim Aarons' images grace magazine

covers, A-list homes, and the walls of the Hotel du Cap-Eden-Roc. His photography book, which sold so poorly fifty years ago, now often auctions for up to \$4,000 on eBay. Getty Images acknowledge that Aarons' photographs prove among the most lucrative in their archive. From the horrors of war to the silken sands of the Cap d'Antibes, Aarons' spirit lives on.

The French Riviera can be cruised in Slim Aarons-style on the classic Amels 38m *Chesella*. A drop-down transom creates a stunning beach club. Her Williams jet tender can tow waterskis from Cannes to the Cap d'Antibes. This summer, *Chesella* can anchor off the Hotel du Cap-Eden-Roc. Using her 11m Comitti Venezia chase boat, which was hand-built in Italy, guests may tender to the pool made famous by Aarons back in 1976.

IMAGES The private beach La Garoupe, Cap d'Antibes. *Chesella* profile.





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the American once explained.
“I’m a storyteller”.

THE CULTURE OF YACHTING

The curious circumnavigation of the 'gentleman' Jeanne Baret

WRITTEN BY TRISTAN RUTHERFORD

Jeanne Baret sailed an epic circumnavigation. The French botanist discovered bougainvillea in Brazil, noted penguins in Patagonia, and mapped Madagascar. There was just one anomaly: 'Jean Baret' was a working class woman - when the Age of Discovery was a man's world.

Louis-Antoine de Bougainville was France's answer to Captain Cook. In 1766, the maritime explorer set out to sail around the world in the name of science. The itinerary for the first French circumnavigation—Brazil, the Falkland Islands, Tierra del Fuego, Indonesia, Mauritius—would make any Camper & Nicholsons charter broker dance with joy.

Three years later, Captain de Bougainville sailed home to Saint Malo a hero. His mission had discovered the Great Barrier Reef and collected 6,000 species, many new to science. There was just one anomaly. The 'gentleman' botanist who foraged Patagonia and Polynesia for de Bougainville's expedition was actually a working-class woman. Enter Jeanne Baret, a farm labourer's daughter from Burgundy. Baret's love of the natural world led her to be the first woman to complete a circumnavigation aboard the greatest French expedition of all time.

Being born poor in 18th century France was a penance. Visiting the nation's capital was as likely as visiting the moon. The average lifespan for Baret's social class was just 26. Yet this young girl had one unique skill. She was a 'herb woman' who stalked the

Burgundy countryside in all weathers to find barks, berries, roots and shoots. These finds formed the antiseptics and analgesics for the era's surgeons and apothecaries.

During her herb hunting, Baret met Philibert Commerson, an older gentleman naturalist. He fell in love with her barefoot botanical savvy. At the age of 26, Baret took a four-day carriage ride to Commerson's apartments in Paris. The dazzling city had 600,000 inhabitants and 100 restaurants. Plus, a small museum—open on Wednesdays and Saturdays only—that contained 96 works by Raphael, Titian, and Rembrandt. It's now called the Louvre.

Baret and Commerson's Parisian sojourn was cut short by an announcement of national prestige. Louis-Antoine de Bougainville required a botanist and his assistant to procure specimens along his round-the-world voyage. French naval authorities prohibited women from travelling in naval ships. There was only one solution. Quite simply, Jeanne Baret became 'Jean' Baret. Disguised in trousers and a tight shirt, the naturalist's assistant walked across the gangplank of the 40m frigate *Boudeuse* at Rochefort, an Atlantic port between Bordeaux and La Rochelle.

IMAGE Jeanne Baret, the first woman to circumnavigate the globe.







Any onboard hardships would have been forgotten when the botanists saw the Abrolhos Bank off Brazil.

The provisioning for Baret and Commerson's transatlantic crossing to Brazil would shock a modern charter guest. In place of fresh blueberries and air-dried Prosciutto were dried peas and salted meats. Fortunately, as author Glynis Ridley notes in her biography *The Discovery of Jeanne Baret*, any gender-related comments aboard the *Boudeuse* were deflected by a cunning backstory. "Baret's insistence that she was a eunuch surely caused every man... to shudder," writes Ridley. "Without actually claiming to have been a sometime prisoner in the Ottoman Empire, Baret nevertheless hinted at a traumatic past that had left 'him' lacking in adult male features."

Any onboard hardships would have been forgotten when the botanists saw the Abrolhos Bank off Brazil. Camper & Nicholsons' ecology partner Mission Blue has designated the reef complex as a site of unrivalled biodiversity. Baret saw how coral hid molluscs and crustaceans. Endless cables of kelp sheltered groupers and snappers, which attracted giant pods of humpback whales from the freezing Antarctic. In Rio, as her older partner Commerson lay grounded by ill health, Baret found an ornamental flowering plant of magnificent colour. Commerson christened the vine 'bougainvillea' after his expedition leader. Bougainvillea now grows from Antibes to Zanzibar.

Shockingly, none of the species discovered on de Bougainville's expedition commemorate Baret's name. At Buenos Aires, Baret and Commerson filled 20 wooden boxes full of samples. These included the seeds of prickly pears, a fruit hitherto only found in the Americas, and cochineal beetles that produced a deep red dye, for which the Spanish held a monopoly. That's because the Age of Discovery was led by a mercantile motive. Naturalists on expedition ships were required to source ever profitable quantities of coffee, rubber, cotton, sugar, and other commodities to furnish a colonial empire. In turn, their national navies jealously guarded the maps that led to such commercial secrets.

In November 1767, the de Bougainville expedition sailed from Buenos Aires—and off the map. By December, the *Boudeuse* had entered the Strait of Magellan between Patagonia and Tierra del Fuego. The maritime empires of Spain, Britain, and Holland had painstakingly mapped the frigidly beautiful route into the Pacific while noting the passage's submerged rocks, tides, and icy idiosyncrasies. The French were sailing blind.

IMAGES Drone view of Abrolhos, Bahia, Brazil. Reef coral *Mussimilia hartii* endemic from Brazil underwater Abrolhos National Park, Bahia, Brazil. Violet bougainvillea by the sea. Sea lions on the islands of the Beagle Channel, Ushuaia, Argentina.

Thanks in part to 'herb woman' Baret, just seven of the expedition's 340 crew were lost during de Bougainville's three-year circumnavigation.

All voyages near the 570km-long Strait, including Camper & Nicholson's luxury yacht charters in Chilean Patagonia, should only be attempted in the Austral summer. As the older Commerson ailed, Baret leapt across Tierra del Fuego to discover medicinal herbs during the long January days. Her disguise was furthered as she carried more collecting boxes and botanical drawing pads than any man. As the Strait of Magellan narrowed to just 2km, wildlife became abundant. Southern elephant seals, stripy Magellanic penguins, and Andean condors with 3m wingspans kept the botanists enchanted. Barberries, fire trees, and Chinese lantern flowers bloomed in the short summer season. The pair spotted an unknown cetacean species. It was named Commerson's dolphin, *Cephalorhynchus commersonii*, alongside 90 other species that honoured the gentleman naturalist. Discovery was a man's world.

Both genders welcomed their first view of the Pacific. For nine weeks onwards, the *Boudeuse* scudded over a warming ocean, escorted by giant manta rays and flying fish. The Tuamotu Archipelago in French Polynesia was viewed from deck. The *Boudeuse* didn't pause, a crying shame as the islands are surrounded by endemic bird species, and enlivened by balletic shark displays.

In April 1768, a paradisiacal image refocused the attention of the *Boudeuse* crew. Out of nowhere, volcanic peaks crested by rainforest and clouds, loomed above lagoons tinted an iridescent blue.

The French had 'discovered' Tahiti—one year after the British, and 750 years after its indigenous inhabitants. Canoes carried bunches of fragrant bananas to the hungry sailors. Waterfalls garlanded with flowering jasmine beckoned inland. Today, all-natural activities like whale-watching and zip-lining are highlights of a French Polynesia cruise.

Yet when Baret stepped ashore, she was surrounded by Tahitian men. They were chanting the word *mābū*, which refers to a third-gender person with a traditional social role in Polynesian society. In short, the Tahitians had discovered what de Bougainville's men had barely sussed during 18 months of sailing. In her captain's own words: "They have discovered that the servant of Monsieur Commerson, the doctor, was a girl who until now has been taken for a boy." De Bougainville was clearly a great sailor, but was no expert of the female form.

Although de Bougainville was shocked, the two botanists were central to his scientific mission. On Tahiti, Baret and Commerson were tasked with finding fresh fruit to ward off scurvy. During such voyages, it was assumed that 50% of sailors would die from the disease; scurvy's root cause of vitamin C deficiency wasn't noted until a century later. Thanks in part to 'herb woman' Baret, just seven of the expedition's 340 crew were lost during de Bougainville's three-year circumnavigation. An astonishing feat for the age.

IMAGES Opunohu Bay, Tahiti. Steel engraving of Louis de Bougainville meeting local Tahitians, c. 1766-69.







Captain Cook found a way through the reef via the Whitsunday Islands, a silky-sandy archipelago custom-made for yacht charters.

The French circumnavigation departed from Tahiti. Island chieftain Ahutoru joined Baret and Commerson onboard. (A year later Ahutoru lived a high life in Paris, visiting the opera and indulging in countless romantic encounters. He was later presented to Louis XV at Versailles.) The *Boudeuse* swiftly skirted through Samoa and Vanuatu. Captain de Bougainville had two other tasks to fulfil, which blurred science with outright commercialism.


Firstly, the French were hunting for Terra Australis. This fabled southern continent was founded on the idea that land in the northern hemisphere must be balanced by a giant, yet hitherto secret, island in the south. Nevermind that Aboriginal Austalians had discovered it 65,000 years earlier. In June, the *Boudeuse* banged against an impassable 2,000km coral chain we now know as the Great Barrier Reef. Bougainville Reef, famed for 1,000m-deep wall dives alongside giant trevally and silvertip sharks, is named in his honour. Three years later, Captain Cook found a way through the reef via the Whitsunday Islands, a silky-

sandy archipelago custom-made for yacht charters. Cook's success, following de Bougainville's failure, is the reason why the world's sixth-largest country speaks English, rather than French.

De Bougainville's other commercial remit resided in Indonesia. During the 18th century, cloves and pepper were vital for spicing preserved meat and fish. The value of some spices was literally greater than gold. So keen were the Dutch to preserve their monopoly over the Spice Islands that they made a tragic swap with the British: one nutmeg-producing island in Indonesia in exchange for one island in the Americas. That was Manhattan, now the cultural and economic capital of the world. Baret's job was to sneak onto a Spice Island to try and steal a nutmeg tree, a role fraught with danger. Even de Bougainville admired "the indefatigable Baret, who was already an expert botanist... and had even on such troublesome excursions carried provisions, arms, and herbals, with so much courage and strength."

IMAGE The Whitsundays, Queensland, Australia.





Even de Bougainville admired “the indefatigable Baret, who was already an expert botanist... and had even on such troublesome excursions carried provisions, arms, and herbals, with so much courage and strength.”

Yet news of Baret’s accomplishments slowly spread. In time, France’s Ministère de la Marine awarded the woman a serviceman’s pension of 200 livres per year. The document reads: “Jeanne Baret, by means of a disguise, circumnavigated the globe on one of the vessels commanded by Mr de Bougainville. She devoted herself in particular to assisting Mr de Commerson, doctor and botanist, and shared with great courage the labours and dangers of this savant.” Following Glynis Ridley’s biography, a newly discovered species of flowering plant was named *Solanum baretiae* in Baret’s honour. In 2020, a Google Doodle honoured the working-class woman who

triumphed in the elitist world of gentleman explorers. Jeanne Baret’s legacy has sailed home.

A modern circumnavigation requires a luxury yacht with a track record of global voyages. The 33.6m sailing yacht *Imagine* was designed by Ed Dubois, then custom-built by Alloy Yachts, for such a task. She has undertaken three circumnavigations and a voyage into the Arctic Circle, while carrying diving equipment, a sailing dinghy, and every accoutrement for a global expedition. The food far outranks the fare aboard the *Boudeuse*.

IMAGE *Imagine* yacht.



THE CULTURE OF YACHTING

Havana nights, daiquiri days

WRITTEN BY TRISTAN RUTHERFORD

Ernest Hemingway cruised Cuba's best beaches in his private yacht *Pilar*. The American writer's legacy survives in Havana's daiquiri bars and vintage cars. An increase in Cuban charters poses the ultimate question: is it time to discover the Caribbean country with a coastline longer than Croatia or Spain?

In 1928, Ernest Hemingway wasn't yet recognised as one of the century's greatest authors and yachtsmen. Worse still, he became stranded in the Florida Keys during a fishing trip. He was found by Cuban fisher, Carlos Gutiérrez. The Cuban gave the hard-drinking American much-needed rum. Gutiérrez also told the American tales about giant marlin; ones that measure 5m nose-to-tail and accelerate to 100km/h before torpedoing clear above the Florida Straits, the waterway that splits the United States from Cuba by 150km. Hemingway was hooked.

A few years later, the young writer boarded a ramshackle fishing boat that knew the Florida Straits intimately. That's because her captain was an alcohol smuggler who had made 150 rum-running trips to

Havana and back. The Cuban capital in the 1930s was a vivid blend of prosperity and poverty. The prohibition of alcohol in the United States had made Cuba's rum distilleries and casinos rich—although little wealth trickled down to the islanders that worked them. Hemingway indulged in 'The Paris of the Caribbean' that combined Spanish architectural grandeur with brash new hotels, and a nightlife that made New York look like Alabama.

The American mafia demanded a place at Cuba's table. At the Hotel Nacional in Havana, 'the Mob's Accountant' Meyer Lansky guided Cuban dictator Fulgencio Batista into his guestroom. In return for millions of dollars and a percentage of profits, Batista accepted mafia control over racetracks and gambling concessions.

IMAGE Ernest Hemingway (1899-1961) posing with a marlin at Havana Harbour, Cuba, July, 1934.





LA BODEGUITA
DEL MEDICO

MASAJE



At the Hotel Nacional in Havana, ‘the Mob’s Accountant’ Meyer Lansky guided Cuban dictator Fulgencio Batista into his guestroom.

Hemingway’s Havana fishing trip was more innocent. His pole snagged a titanic marlin, “flying through the blue water like some magnificent aquatic bird,” notes Andrew Feldman, whose book *Ernesto* charts the American’s two decades in Cuba. “With jubilation, some envy, and much hunger, the Cuban fishermen in the port watched *los americanos* returning and congratulated them.” The rising writer could afford to share his catch with hungry mouths on the dock. Noting Hemingway’s literary success, an enterprising yacht broker at New York’s Wheeler Shipyard sent him a catalogue. It was avidly read.

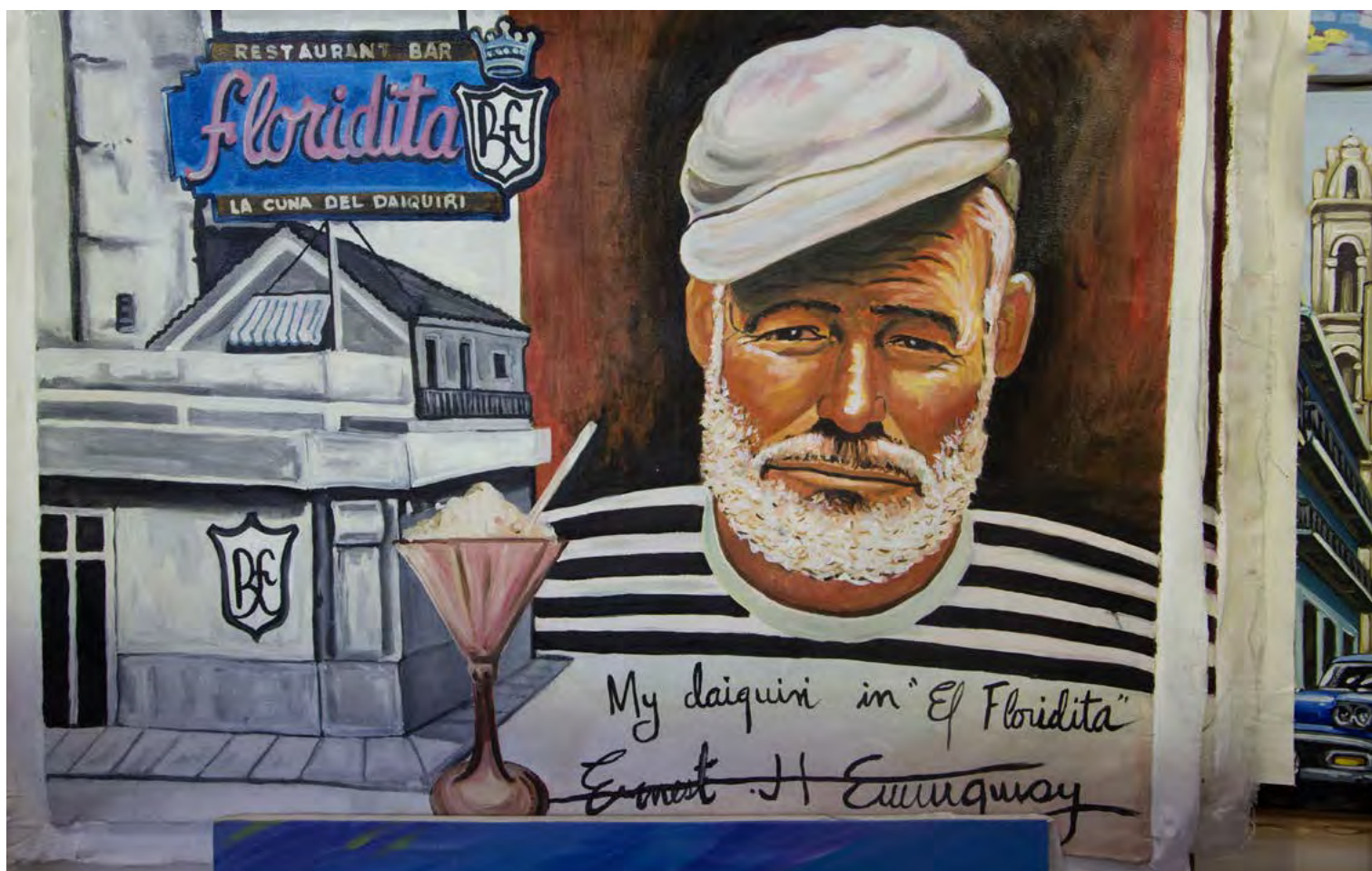
In 1934, Hemingway paid \$7,495 for a brand new 12m Wheeler 38. He named it *Pilar* in honour of his second of four wives. His Cuban fishing friend Carlos Gutiérrez was made first mate. Like many yacht owners, Hemingway held a deep interest in nature. He collaborated with the Smithsonian and invited scientists aboard to help classify marlin species. One night, midway between Cuba and Florida, the *Pilar* “witnessed a miracle - a migration of six thousand porpoises in a herd two miles wide and perhaps six miles long, leaping as high as thirty feet in the air”.

The free living 1930s was overshadowed by the dark clouds of 1940. The beloved Paris, where Hemingway

had partied with Pablo Picasso, Joan Miró, and F Scott Fitzgerald, was overrun by Nazi thugs. With its battleships damaged in Pearl Harbour, the United States Navy paid private yacht owners to track the U-boat submarines devastating Caribbean shipping. Hemingway went one better. “The money equipped the *Pilar* with depth charges and machine guns (and bait and alcohol),” writes Feldman. By hunting U-boats alongside marlin, Hemingway added to his macho myth.

After the second world war, egos and alcohol measures grew larger. At Havana’s El Floridita bar, the birthplace of the frozen daiquiri, Hemingway would shout orders for *dobles* with twice the rum and two limes squeezed on top. Bartenders from El Floridita were seconded to pour Champagne at Hemingway’s Havana home, the Finca Vigía. When the Duke of Windsor, Edward VIII, requested to meet Hemingway, the American carried his own Martini bar with him. Soon, the former King of England was “rolling up (his) shirtsleeves and asking for martinis ‘like the one Hemingway was drinking’,” writes Feldman. When driving into downtown Havana, Hemingway’s chef would prepare a Tom Collins cocktail (with coconut milk in place of sugar syrup) wrapped in cold paper towels. One for the road.

IMAGE Empedrado Street in front of La Bodeguita del Medio bar in Old Havana.



FROM LEFT Contemporary painting of Ernest Hemingway in the bar, El Floridita. The streets of Cuba, where Hemingway spent many years of his life.



Hemingway's high living began to take its toll. In 1951, he forbade Finca Vigía visitors from disturbing him as he laboured over one final novel. *The Old Man and the Sea* depicts an ageing Cuban fisher, based upon Hemingway's old friend Carlos Gutiérrez, with dwindling friends and failing luck. With one last throw of the hook, he snags a marlin so large that its will to live exhausts them both. On the sail back to Havana, sharks circle and eat the precious catch. The metaphors are as big as the fish.

The Old Man and the Sea sold five million copies in two days. The 120-page novel won the 1953 Pulitzer Prize for Fiction, and was cited by the Nobel Committee as being a major contributor to their decision to award him the 1954 Nobel Prize in Literature. It was awarded via telegram from the Nobel committee in Stockholm. Hemingway wanted to gift the gold medal to the people of Cuba, rather than to the unsavoury Batista regime. He donated it to the church of La Virgen de la Caridad del Cobre, Cuba's venerated Our Lady of Charity of El Cobre, as the American started to call himself Cuban too.

The great American author, for whom the word machismo could have been invented, became the old man. "He was fifty-five but looked older," recalled

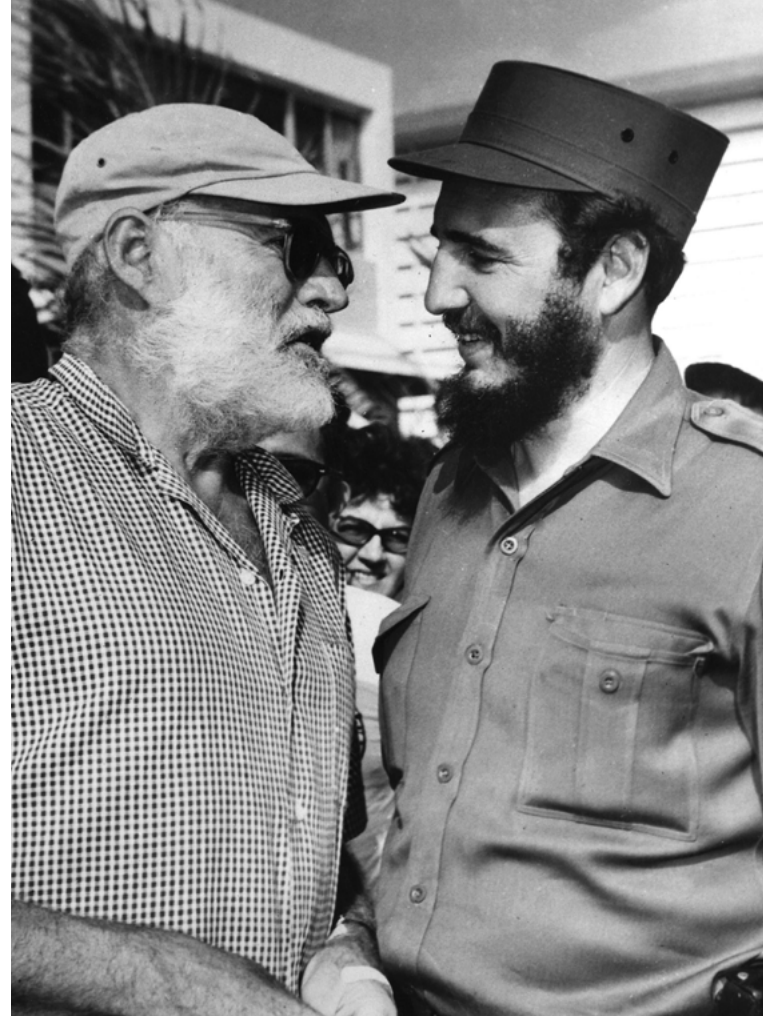
Robert Manning, an editor at *The Atlantic* sent to Havana to interview the Nobel prize-winner. "(Hemingway) was trying to mend a ruptured kidney, a cracked skull, two compressed and one cracked vertebra." Plus, burns suffered when he survived two African air crashes in two days. (After which the writer walked out of the jungle carrying a bunch of bananas and a bottle of gin, to read his own obituary in the *New York Times*). Such injuries, said Manning, "added to half a dozen head wounds, more than 200 shrapnel scars, a shot-off kneecap, wounds in the feet, hands and groin," had curtailed Hemingway's ability to undertake the work that sustained his self-esteem.

"It's wonderful to get out on the water," Hemingway confided to his interviewers. "It's the last free place there is, the sea." One final fishing tournament aboard the *Pilar* was spent with Cuban revolutionary Fidel Castro in 1960. Hemingway presented Castro with the winner's trophy. Castro confided that he had learnt the insurgency tactics that overthrew the Batista regime the previous year from Hemingway's guerilla war novel *For Whom The Bell Tolls*. And, like Hemingway's yacht, the private vessel that Fidel Castro and his co-conspirator Che Guevara used to infiltrate Cuba was also built by Wheeler Shipyard in New York.

FROM LEFT Hemingway's 12m Wheeler 38 *Pilar*. Ernest Hemingway and Fidel Castro in Cuba, 1960.



Castro confided that he had learnt the insurgency tactics that overthrew the Batista regime the previous year from Hemingway's guerilla war novel *For Whom The Bell Tolls*.





It's perhaps just as well Hemingway didn't live to see what happened next. Castro nationalised American assets, which included 90% of Cuban mines, 80% of public utilities, and the Hotel Nacional. Anti-aircraft guns were tacked on the hotel's roof during the proxy battle that raged between East and West. In many ways, one cruel regime that curtailed civil liberties was overtaken by another. In 1962, the United States imposed what has become the longest running economic embargo in history.

The politically isolated island became an accidental Eden. As the Castro regime strived for self-sufficiency, soda bottles and enema hoses were used to fix the world's greatest collection of classic American cars. Cuba's important sugar and tobacco industries remained organic, if only because the socialist nation couldn't afford chemical fertilisers. By 1980, the Caribbean's biggest country welcomed around 100,000 annual tourists; more people visit Beijing's Forbidden City in a single day. While Jamaica and Mexico invested in resort hotels, beaches like Playa Pilar on Cayo Guillermo, which was named in honour of Hemingway's voyages there, remained the preserve of green iguanas and pink flamingos.


The results are evident to sailors today. The Jardines del Reina Marine Park, a highlight on Camper & Nicholsons eight-day Cuba charter, is a scuba slideshow of hammerheads, hawksbill turtles, and spotted eagle rays. The park's sandy scatter of 600 coral islets are

pinch-yourself beautiful. Of the 11 UNESCO biosphere reserves in the Caribbean, six are in Cuba. The WWF ranks the country as the world's most sustainable nation by measures that include human development and carbon dioxide emissions. (Only Costa Rica comes close.) One quarter of Cuba's maritime area is protected by law.

Can yacht guests dive in? Charter broker Vanessa Morlot, who assists Camper & Nicholsons guests cruising in Cuba, says that advance planning is essential. "There are cruising permits to obtain from local authorities," she explains. "And it is not a quick process." Should guests be interested in fishing like Hemingway, "permits need to be requested as well," continues Morlot. "The key is to have a very good local agent, and a knowledgeable broker, to help you in the process because Cuba is not a common yachting destination."

Uncommonness pays dividends. At some destinations, a Camper & Nicholsons yacht might be the only vessel there. Like Cayo Largo, "which has the whitest and finest sand in all Cuba," asserts Morlot. Sailing west is "Maria la Gorda, one of the world's best diving spots," she continues. The marine protected area has been inscribed as a Mission Blue Hope Spot. Today, volunteers can assist Cuban scientists in coral maintenance, sea turtle conservation, and the removal of invasive lionfish, or they can swim with whale sharks, while goliath groupers gobble giant tuna.

FROM TOP LEFT Tobacco farmers collect tobacco leaves. Spotted egle ray. Cayo Largo.



The key is to have a very good local agent, and a knowledgeable broker, to help you in the process because Cuba is not a common yachting destination.

Havana has the strongest Hemingway draw. Yacht guests can charter a pre-revolutionary Cadillac DeVille or Chevrolet Belair for a cruise to El Floridita or the Hotel Nacional. They may dine in a *paladar*, the private restaurants allowed to function inside Havana homes as the Cuban government slowly embraces capitalism. Paris Hilton and Natalie Portman chose Paladar La Guarida for papaya lasagne and coconut-glazed tuna steaks. If cruising Cuba is a step too far, Hemingway fans can still follow in the *Pilar's* wake by chartering a luxury yacht in the Turks and Caicos and the Florida Keys, where our story started.

Yachts that do cross the Florida Straits will find Hemingway's legacy as fresh as his novels. Sailors of all nations may fish for marlin in the Ernest

Hemingway International Billfishing Tournament. (It's now catch and release.) They may moor in Marina Hemingway, Havana biggest pleasure harbour, which welcomes yachts up to 70m. They can tour Finca Vigía, now a museum. It contains the uniforms that made the writer a hero in both World Wars, as well as more than 10,000 documents including original manuscripts, correspondence, scrapbooks, and photographs.

In dry dock beside the museum sits his yacht *Pilar*. The custom cruiser that welcomed actors and revolutionaries, and hunted for giant marlin and Nazi submarines while inspiring Nobel prize winning literature, is the greatest exhibit of all.

IMAGE Cadillac DeVille, Havana, Cuba





CREW PLACEMENT

Taking no chances when *servicing the best staff*

A competent staff makes for a happy yacht. That's why every candidate on our comprehensive crew list has been personally interviewed by us. Their credentials have then been checked by three independent referees. So when an owner selects a chef, purser, surf instructor or engineer from our database, their skills, languages, visas and experience are exactly as expected.

Camper & Nicholsons International

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YACHT MANAGEMENT | CHARTER
CHARTER MARKETING
CREW PLACEMENT | INSURANCE

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SECTION 3

WHY CHARTER?

WHY CHARTER?

The legacy continues:
m/y Octopus

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OCTOPUS

WHY CHARTER?

The legacy continues: m/y *Octopus*

WRITTEN BY CHLOÉ BRAITHWAITE

The legendary *Octopus* is more than just a superyacht: she's the continuation of a legacy of science and discovery. Meet Captain Alan Pike, one of her two captains, and the vessel that he calls home.





On approach, you'd be hard-pressed not to feel overwhelmed by the sheer size of her shiny deep blue hull. The 126m (414ft) m/y *Octopus* is intimidating in her grandeur and stature. At over 38.2 metres high, she was the largest yacht ever built at her launch in 2003 by the esteemed Lürssen shipyard.

She was, of course, a highly custom build by the late Paul Allen. The former co-founder of Microsoft had exacting specifications, including her famous marina: the aft bottom plate drops down to allow the passage of submersibles and one of her seven tenders. Over the years, she's been involved in more than just merrymaking: she's been a research vessel, involved in search and rescue, and even a recording studio for celebrated artists including Mick Jagger, Usher, and U2.

But behind her hard, no-nonsense exterior—and perhaps this comes as no surprise to anyone—*Octopus* is more than just a ship: she's a floating village. A permanent crew of 42 call her home, many of whom have been on board for over a decade now, and, indeed, keep coming back. That's the case for both of her captains, Alan Pike and Jannek Olsson.

Alan, an Englishman, is easy to smile and quick to conversation. He began working on *Octopus* in 2009 as a member of the crew, working his way all the way up to the bridge. He and Jannek have tried to keep it like a family, and by all accounts, they've succeeded. They work like the well-oiled machine they live on: everyone wants to be there, and knows exactly what they need to do when they need to do it.

IMAGES *Octopus*' pool and VIP stateroom.



Alan Pike started his sea-going career in 1999, training on a number of cruise ships. After 10 years of commercial experience, Alan had the opportunity to join *m/y Octopus* in 2009. Alan worked his way up the ranks, being promoted to Captain in early 2020. Throughout his time onboard, *Octopus* has completed many unique voyages including expeditions to Antarctica, transiting the Northwest Passage, as well as the Kimberley's in North-Western Australia, to name but a few.


"I'd say that's why she's not a difficult ship to captain," smiles Alan. "We have strong heads of department, and a lot of people around. I think it says a lot that our crew keeps coming back."

But not everyone on board has been around for a long time, and it's easy to imagine the awe they must feel their first time aboard. One of the first corridors upon entry is framed with poster-sized photos taken during one of her first expeditions to Antarctica. Tiny, red-cloaked figures on a tender pale in comparison to the iceberg they've pulled up alongside. With full knowledge the majority of the iceberg is beneath the deceptively still waters, one starts to get a sense of the sheer scale of *Octopus'* operations.

And indeed, it's this mix of old versus new, acclimated versus unseasoned, that Alan thinks really makes his crew stand out.

"Like any job, you can get blasé in time. I know, I know," he rolls his eyes, grinning. "But it's true. New crew [members] come with that old excitement and wonder. It's nice to be able to live that experience again through their eyes."





“And at the end of the day, it’s why we’re here: we want an exciting life full of travel, and there aren’t many other yachts that can do what *Octopus* can.”

The thing about *Octopus* is this: she’s an expedition yacht in the truest sense of the word. Literally and metaphorically, she’s the vehicle by which any big kid’s intrepid dreams can come true. Lost treasure sunk deep in the depths of the ocean? *Octopus* was at the heart of the search for the missing Japanese battleship, the *Musashi*. At the time of her launch in 1940, she was the largest and most heavily armed warship ever, and she sank without a trace on the eve of what some historians argue was the greatest naval battle ever fought. Scientific expedition? *Octopus* was also there when director James Cameron made his successful dive to the darkest depths of the Mariana Trench, some 11 kilometres deep.

She was built for expedition and every possibility—and eventuality—of off-the-beaten-track impulses—including a dive centre complete with hyperbaric chamber, and a fully equipped medical suite.

“Sure, it makes provisioning a bit difficult sometimes, but that’s part of the fun,” laughs Alan. “And at the end of the day, it’s why we’re here: we want an exciting life full of travel, and there aren’t many other yachts that can do what *Octopus* can.”

And now that she’s in new hands, she’s set to continue building on the legacy of science, research, and adventure her past has set her on. Access all elements is the name of the game: whether that’s soaring over Costa Rica’s 200-odd volcanoes via helicopter; racing over the icecaps under the ephemeral northern lights in

search of polar bears; diving with hammerhead sharks off the coast of Australia; or traversing Raja Ampat in search of the spectacular Bird of Paradise.

Of course, it’s not all about the destination. It’s about how you get there. Walking by the galley is always a dangerous affair. The savoury smells permeating through the corridors hint at the temptations being prepared within by her world-class chefs. It’s easy to imagine the gastronomic potential of *Octopus*’ traditional tandoor, pizza oven, and Argentinian grill in the hands of such talented individuals.

Food aside, *Octopus*’ interiors hide more delights in plain sight: an original photo of Marilyn Monroe leads to the Owner’s deck and glittering pool; a signed photo of Buzz Aldrin, Neil Armstrong, and Mike Collins is tucked away by the American flag that was carried by Frank Borman and Jim Lovell onboard the Gemini VII spacecraft in 1965. Such small but ever so significant reminders of adventures past accompany guests throughout her interior—guests on their own expeditions aboard another history-making marvel.

They’re reminders that, in life as in *Octopus*, it’s the journey that’s the most important.

For the first time ever, *Octopus* is now available for charter exclusively through Camper & Nicholsons.

IMAGES Volcano Poas, Costa Rica. *Octopus* helipad.



WHY CHARTER?

Out to Charter

WRITTEN BY CHLOÉ BRAITHWAITE

If you've been thinking about offering your yacht for charter, there's never been a better time to do it. Marianne Danissen, Head of Camper & Nicholsons' Yacht Management division, discusses how yacht management can help make the transition to charter easier.

Squid fishing off the Sea of Cortez. Diving among the kaleidoscopic reefs in the Maldives. Dinner underneath the ephemeral, evocative northern lights. Some of the most profound and beautiful experiences in life can only be experienced via the freedom that comes with owning a yacht.

It's why Marianne Danissen, Head of Yacht Management at Camper & Nicholsons, believes many of her clients have chosen to offer their vessels for charter.

"It's true that chartering can offset the significant expense of owning a yacht," she smiles. "But it's also incredibly rewarding to be able to offer other people the ability to enjoy the yacht too; to share this unique experience and receive positive feedback makes it all worth it."

As Head of Yacht Management, Marianne knows what it takes to maintain yachts. Her team of 26 specialists manage a fleet of over 70 vessels. Marianne herself has spent over ten years at sea, mostly in the engine rooms of motor and sailing yachts. She ended her time as a seafarer as Chief Engineer

before pursuing a shore-based career at Camper & Nicholsons.

Whether a yacht is up for charter or not, yacht owners can expect a dedicated team of in-house experts to manage day-to-day operations: from accounting to technical, crew support and management, and compliance and purchasing services. No two yachts are the same, which is why Marianne's team tailors their services specifically to meet the requirements of each owner. Such large and complex vessels require no less, she explains.

"It's a big decision for yacht owners to take their vessels to charter," says Marianne. "Obviously, yes, there are benefits, but readying your vessel for charter may sometimes be a challenge depending on how it was, and is, maintained."

In her experience, most yacht owners who do want to put their vessels on the market for charter take great care of them. Planning ahead of time is the essence to prepare the yacht technically and have it fit for chartering. But a big part of the process is, unsurprisingly, compliance.

IMAGE Charter guests enjoying a dip off the yacht *Tranquility*.



Marianne Danissen has spent many years at sea sailing on various yachts, first as Mate, then later as Chief Engineer, where she developed a true passion for engineering. After returning to a shore-based life, she joined C&N and began her career in the Yacht Management Division. She is highly interested in new regulations which affect the yachting industry and more so about the Maritime Labour Compliance and seafarers' rights in general.





Jacqui Lockhart is an experienced and knowledgeable charter broker who is passionate about the yachting industry. Having begun her maritime career with C&N in the 1990's where she worked in various departments, Jacqui started her own company specialising in the charter and charter management of luxury yachts over 25m. After 13 successful years on her own, Jacqui returned to C&N where she has specialised in working with international clientele for the last six years. Her focus is ensuring exceptional experiences for her clients.



Bookings have had to be postponed since the beginning of the crisis, so people are pent up and just want to get away from it all.

“For any yacht owner thinking of entering the charter market, even if they’re unsure or it’s a plan for the distant future, I would really encourage them to look into hiring a decent and experienced yacht management company and to operate the yacht under voluntary compliance,” Marianne explains. “Compliance, whether Safety Management or Maritime Labour compliance or else as needed for the specific yacht, always offers a solid framework for the crew to work with. It’s a good foundation, should the owner wish to switch to commercial the transition is simpler in its entirety.”

It’s also about freedom, Marianne continues. “It’s about empowering yacht owners and crew. There’s more freedom of choice. Without participating in the voluntary compliance processes and procedures, there’s a much more complex world of regulation involved in making that transition.”

For owners considering it, now is a great time to invest in said voluntary compliance, says Jacqui Lockhart, Charter Broker at Camper & Nicholsons.

“The charter market has exploded since the beginning of the pandemic. Bookings have had to be postponed since the beginning of the crisis, so people are pent up and just want to get away from it all,” she explains. “We’ve seen huge demand since restrictions eased, but the problem is now, it’s increasingly difficult to find the right yachts!”

IMAGE Charter guest enjoying the open sea.



The first thing I advise owners looking for a yacht management team is this: find a company or a representative with similar values that you share or believe in.

Already, there are very few options left available for Christmas and New Year, and next summer is booking up fast, she continues. The Greek fleet, for example, is heavily booked. As the Mediterranean is one of the most popular destinations for charter, particularly for people from the Americas, it's likely to be one of the first regions to experience a shortage in suitable yachts.

With ever-increasing demand and an ever-dwindling supply, is it safe to say now is a good time to get into the charter market?

"Yes, definitely," nods Jacqui. "I cannot stress this enough: we need more yachts for charter."

So, what does it take to get your yacht charter ready? Marianne says priority one should be to look for a yacht management company.

"Obviously, I think we're the best option," she laughs. "But I'm biased, of course! The first thing I advise owners looking for a yacht management team is this: find a company or a representative with similar values that you share or believe in. Trust, honesty, and respect, as an example, are so essential when looking after someone's asset. Having a truthful relationship enables you to overcome most issues along the way."

A yacht management company like Camper & Nicholsons doesn't just handle compliance, however. As any yacht owner knows, running a successful and well-maintained vessel is hard work. It takes time

and resources to do it well. On Marianne's team, for example, depending on the size and needs of the owner, each yacht requires a dedicated team just to handle the behind-the-scenes.

"What we offer is a true 360-degree service. Yacht management encompasses a lot. We try to add value in everything we do, and share our experience and knowledge amongst our fleet. We're always available in case of emergencies, and we also try to offer more and more training to crew. We highly encourage further training".

It's why Marianne often calls her team the 'solution-finders.' There are no problems in yacht management, she often tells people. There are only solutions.

At the end of the day, whether a charter is on the cards or not, Marianne and Jacqui both agree that yacht management is well worth investing in—even if just for peace of mind. But how do you know which company is best for your yacht?

Yacht management is a relationship, like most things in life. The best relationships are the ones with mutual respect, and between people who like each other.

"If nothing else," says Marianne, "seek out the team that you share those values with, and with whom you have things in common. Sometimes, it's as simple as that."



IMAGES Charter guests enjoying an aperitif. Looking over vessel documents. Checking over the ship's vitals.



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CLUB
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For short or long-term berthing enquiries, contact:
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The new home of superyachts along the Red Sea.

Welcome to the Jeddah Yacht Club & Marina

The first full scale, world class superyacht marina located by the pristine waters of the Red Sea.

With easy access to the city of Jeddah, unspoiled islands, endless bays and the majestic Red Sea, the Jeddah Yacht Club & Marina is strategically located on the Red Sea coast as the half-way stopover for yachts sailing from the Mediterranean to the Indian Ocean and Southeast Asia. Ready to welcome permanent and seasonal yachts from the Red Sea, the GCC and beyond, the Jeddah Yacht Club & Marina is a unique, all-encompassing, and highly secure port of call and Port of Entry into Saudi Arabia.

The Jeddah Yacht Club & Marina offers berths for all sizes, from 10m boats up to 180m mega yachts with all necessary supplies including electricity, water, and fuel. Additional services and lifestyle amenities include gated access, helipad, valet, guest parking, administration and custom services for foreign-flagged vessels visiting Saudi Arabia.

The Jeddah Yacht Club & Marina is further enhanced by the adjacent Marina Boardwalk, which offers luxury of choice across 9 restaurants ranging from global to local cuisine inspired by the creations and recipes of globally renowned chefs. A 63-room boutique 5-star hotel, luxury boutiques on the Boardwalk and excursion opportunities for water sports, sailing, diving, and fishing elevate the Jeddah Yacht Club & Marina experience.



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 4

CHARTER FLEET

CHARTER FLEET

Charter Fleet

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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.



126.20m (414'1)

Octopus

SPECIFICATIONS

Guests	12 (2 twin, 7 double, 2 vip, 1 owner)
Crew	42
Beam	21.00m
Draft	5.75m
Built by	Lurssen
Naval architecture by	Espen Oeino International
Interior design by	Jonathan Quinn Barnett Ltd
Built	2003/2021
Engines	8 X MTU 4000 HP
Speed	12.5/19 knots

KEY FEATURES

- Arguably the most iconic & versatile mega yacht in the world
- Flexible accommodation for 12 guests in 13 cabins
- Two helipads for remote exploration
- Entertainment deck with gym, spa, cinema, library and observation lounge
- Spectacular pool area with multiple bars and dining options
- Eight decks with dedicated owner's deck with private elevator
- Fully equipped dive centre and hyperbaric chamber
- Unbeatable toy list including seven tenders, electric foils and much more

CRUISING GROUNDS

The world is your oyster

PRICES FROM

\$2,200,000 per week





Octopus is an explorer yacht in the truest sense of the word. One of the most iconic superyachts ever built, the only limit onboard is your imagination.



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	2 x MTU 20V4000
Fuel consumption	810 lph
Speed	15/18 knots

KEY FEATURES

- World Superyacht Awards Winner
- Versatile accommodation for up to 22 guests
- 5,000nm Trans-Oceanic range
- Zero speed stabilisers
- Guest elevator
- Spectacular beach club
- Spa complete with sauna, Hamman and massage room
- Unique experiences such as the experiential shower and plunge pool
- Vast swimming pool on deck with jets
- Excellent crew to guest ratio
- Prestigious Andrew Winch Interior

CRUISING GROUNDS

East & West Mediterranean, Caribbean Sea (Central), Caribbean Sea (Northern), Europe (Northern)

PRICES FROM

Winter: \$1,100,000 per week
Summer: €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.



85.30m (279'1)

Bold

SPECIFICATIONS

Guests	12 (8 double)
Crew	20
Beam	11.00m
Draft	2.80m
Built by	Silver Yachts
Naval architecture by	Espen Oeino International
Interior design by	Silver Yachts
Built	2019
Engines	2 x MTU
Fuel consumption	550 lph
Speed	16/23 knots

KEY FEATURES

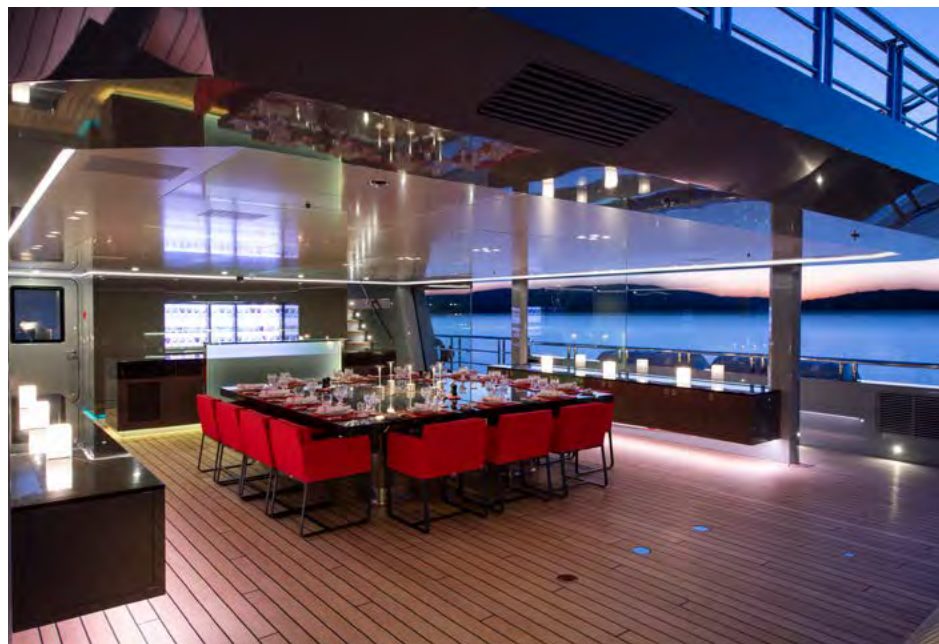
- New to the charter market
- Fully equipped enclosed gym area
- Certified heli landing deck with 3.5 tonnes 12m D-value with flush lighting
- Can accommodate up to 16 guests
- Jacuzzi on the sun deck with hard cover and large sun pads and surrounded with glass for wind protection and more privacy
- Zero speed stabilisers to reduce any rolling motion while at anchor

CRUISING GROUNDS

America (South) not Maerica (South)

PRICES FROM

€875,000 per week





Bold's rugged exterior hides a luxurious, sophisticated interior designed by Vain Interiors. With a Helipad, multiple tenders and water toys, *Bold* is a superyacht that has a lot up her sleeve, just waiting to be discovered.



69m (226'5)

Saluzi

SPECIFICATIONS

Guests	32 (12 double, 4 convertible)
Crew	34
Beam	13.80m
Draft	2.40m
Built by	Austral Yachts
Naval architecture by	Luiz de Basto
Built	2003/2014
Engines	3 x MTU
Fuel consumption	250 lph
Speed	11/14 knots

KEY FEATURES

- Two Jacuzzi pools
- Accommodation for 32 guests in 16 cabins
- Huge variety of water toys and sports equipment
- Zero speed stabilisers at anchor and underway
- Two master suites with balconies
- 295 sqm sun deck for entertaining on a grand scale
- Sumptuous Spa with two full time Spa therapists
- Incredibly vast deck spaces for entertaining on a large scale
- Fully equipped gym and personal trainer crew member
- Open air cinema, professional karaoke

CRUISING GROUNDS

East & West Mediterranean, Southeast Asia, Indian Ocean, Middle East

PRICES FROM

Winter: \$480,000 per week
Summer: €480,000 per week





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



66.40m (217'6)

Okto

SPECIFICATIONS

Guests	11 (1 single, 3 double, 1 vip, 1 owner)
Crew	17
Beam	10.50m
Draft	2.95m
Built by	ISA Yachts
Naval architecture by	BMT Nigel Gee
Interior design by	Alberto Pinto
Built	2014
Engines	2 x CAT
Fuel consumption	300 lph
Speed	14 knots

KEY FEATURES

- Striking lines by ISA featuring black and grey exterior decks
- Owner's apartments on the main deck with private balcony
- VIP cabin on main deck with panoramic views
- 6 meter contraflow current swimming pool
- Elevated Jacuzzi on the sun deck
- Top speed of 18 knots yet economic fuel consumption
- Elevator serving low to bridge deck
- Large array of water toys for the most active charter clients

CRUISING GROUNDS

East & West Mediterranean, Caribbean Sea (Central), Caribbean Sea (South)

PRICES FROM

Winter: \$400,000 per week
 Summer: €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 (213'1)

Lamima

SPECIFICATIONS

Guests	14 (2 twin, 4 double, 1 owner)
Crew	20
Beam	11.20m
Draft	3.70m
Built by	ISA Yachts
Naval architecture by	Haji Baso
Built	2014
Engines	Man 1000hp/735kW
Fuel consumption	80 lph
Speed	8/12 knots

KEY FEATURES

- World's largest wooden sailing yacht for charter
- Seven staterooms, all with en suites
- PADI diving centre and instructors on board
- Onboard SPA therapists and yoga instructor
- Contemporary Asian design
- Warm ambient interior
- Shaded relaxation areas
- Tour guide
- Large Alfresco cinema screen
- Qualified crew with expert local knowledge

CRUISING GROUNDS

Southeast Asia

PRICES FROM

\$154,000 per week all inclusive





Lamima is the largest Phinisi ever built, designed with the charm of Indonesian design and the luxury of modern yachting. Whether it's comfort or adventure you're seeking, she's the perfect yacht for cruising through the exotic waters of Southeast Asia.



65.20m (213'1)

Callisto

SPECIFICATIONS

Guests	12 (4 double, 2 twin)
Crew	16
Beam	11.65m
Draft	3.80m
Built by	Feadship
Naval architecture by	De Voogt
Interior design by	Terence Disdale
Built	2006
Engines	2 x CAT
Fuel consumption	400 lph
Speed	12/16 knots

KEY FEATURES

- Feadship quality and class
- Elegant Terence Disdale interior
- Huge interior volume
- Guest elevator
- Fully-equipped gym
- Vast exterior deck spaces
- 2 x Hinckley tenders
- Impressive array of watersports
- Certified RYA center
- Zero speed stabilisers
- Experienced long-standing captain and crew

CRUISING GROUNDS

Caribbean Sea, Bahamas, Mediterranean

PRICES FROM

Winter: \$415,000 per week

Summer: €415,000 per week





Callisto is the ultimate contemporary-classic yacht. Combining magnificent exterior lines, an elegant Terence Disdale interior and an expansive oversized sundeck with sophisticated amenities and exceptional crew, making this 65 metre Feadship beyond impressive.



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 of London
Built	2009
Engines	2x CAT
Fuel consumption	550 lph
Speed	13/16 knots

KEY FEATURES

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

CRUISING GROUNDS

East & West Mediterranean, Indian Ocean

PRICES FROM

Winter: \$425,000 per week

Summer: €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.



64.50m (216')

Atlantic

SPECIFICATIONS

Guests	12 (3 double, 3 twin)
Crew	12
Beam	8.85m
Draft	5.00m
Built by	Van Der Graaf B.V.
Naval architecture by	Gardner & Fox + Doug Peterson
Built	2010
Engines	1 X YANMAR 829 HP
Speed	11 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

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.



62.40m (204'8)

Aqua Nera

SPECIFICATIONS

Guests	40
Crew	40
Beam	11.50m
Draft	1.50m
Built by	Custom
Naval architecture by	Nauta Design
Interior design by	Nauta Design
Built	2020
Engines	2 x CAT
Speed	12 knots

KEY FEATURES

- All-inclusive rate with tax paid
- Well-appointed and flexible accommodation for 40 guests
- Full-length windows offer spectacular panoramic views
- Top-class service with an exceptional crew-to-guest ratio
- Daily expert-guided adventure activities and on-shore excursions
- On-deck plunge pool
- Indoor and outdoor cinema facilities
- Fully equipped gym
- Library and games room including a pool table
- Spa with single and couple treatments suites
- Boutique shop supporting local craftsmen
- Infirmary with onboard medical staff

CRUISING GROUNDS

Peruvian Amazon River

PRICES FROM

Winter: \$359,000 per week

Summer: \$368,000 per week





Setting a new design standard on the world's largest river, *Aqua Nera* was inspired by the namesake black water lagoons of the Peruvian Amazon and designed to leave a minimal impact on this awe-inspiring natural resource.



62.35m (204')

Aqua Mekong

SPECIFICATIONS

Guests	40 (20 convertible)
Crew	40
Beam	11.50m
Draft	1.50m
Built by	Saigon Shipyards Co. Ltd
Naval architecture by	Noor Design
Interior design by	Noor Design
Built	2014
Engines	2 x CAT
Speed	8/12 knots

KEY FEATURES

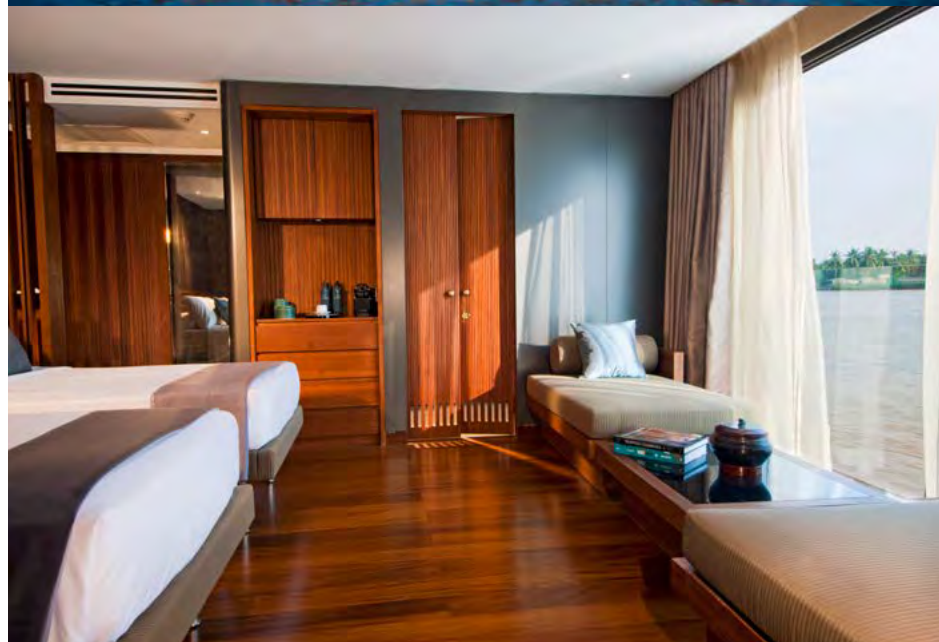
- All-inclusive rate with tax paid
- Award-winning design
- Well-appointed and flexible accommodation for 40 guests
- Full-length windows offer spectacular panoramic views
- Top-class service with a 1-to-1 crew-to-guest ratio
- Daily expert-guided adventure activities and on-shore excursions
- On-deck Jacuzzi plunge pool
- Indoor and outdoor cinema facilities
- Fully-equipped gym
- Spa with single and couple treatments suites
- Boutique on board shop supporting local craftsmen

CRUISING GROUNDS

Mekong River

PRICES FROM

\$238,700 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.



61.50m (2017)

Calypso

SPECIFICATIONS

Guests	12
Crew	15
Beam	10.60m
Draft	3.7m
Built by	Amels B.V. Holland
Naval architecture by	Robin Van Son
Interior design by	Michael Leach Design Ltd with refit modifications by Aileen Rodriguez, Amels
Built	2003/2017
Engines	2 x CAT
Speed	15.5 knots

KEY FEATURES

- Exceptional crew of 15
- Refit in 2017
- All-new toy collection
- Two 7.5m tenders
- Versatile accommodation

CRUISING GROUNDS

Caribbean Sea (Central), Caribbean Sea (Northern),
East & West Mediterranean

PRICES FROM

\$300,000 per week





Calypso provides endless opportunities for exploration and adventure. For the intrepid at heart and the those with a sense of fun, she offers the adventure of a lifetime with her dedicated dive master and watersports instructor.



61.50m (201'7)

Cloud 9

SPECIFICATIONS

Guests	12
Crew	15
Beam	11.50m
Draft	3.20m
Built by	Sanlorenzo
Naval architecture by	Sanlorenzo
Interior design by	Francesco Paszkowski
Built	2021
Engines	2 X MTU 1900 HP
Speed	12/16 knots

KEY FEATURES

- Beach club opens on 3 sides including a large Hammam, bar, lounging area and exercise equipment
- Incredible outdoor space on all decks
- Large infinity pool on both main deck and owner's deck
- 6 guest cabins, with one additional convertible cabin, for flexible accommodation
- Elevator from main deck to bridge deck
- 2 custom designed tenders

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€525,000 per week





The brand-new *Cloud 9* was delivered in 2021 by the esteemed Italian shipyard, Sanlorenzo. With a breezy beach club, a Hammam and infinity pool, as well as a fully equipped gym, bar and plenty of space for lounging about, she was built for the next generation of charterers who enjoy the finer things in life.



60.35m (197')

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 Lister
Speed	10/12 knots

KEY FEATURES

- All-inclusive rate with tax paid
- True ocean-going capabilities with exceptional seakeeping
- Stylish, contemporary design
- Well-appointed and flexible accommodation for 30 guests
- A warm and inviting interior with plenty of natural light
- Expansive deck spaces
- Excellent crew-to-guest ratio
- Expert-guided adventure activities and on shore excursions
- Highly qualified crew including a dive master, paramedic, and masseuse

CRUISING GROUNDS

Indonesia

PRICES FROM

\$298,000 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	13
Beam	10.80m
Draft	2.90m
Built by	Mondomarine
Interior design by	Owner
Naval architecture by	Luca Dini
Built	2017
Engines	2 x MTU
Fuel consumption	500 lph
Speed	15/21 knots

KEY FEATURES

- Eclectic and luxurious interior
- Three vast deck areas with multiple seating and lounging options
- 2x 7.5m Colombo Tenders with 270hp engines
- All the latest water toys and inflatables
- State-of-the-art Kaleidescape M300 entertainment system
- Excellent crew to guest ratio
- Touch-and-go helipad - private helicopters only

CRUISING GROUNDS

East & West Mediterranean

PRICES FROM

€364,000 per week





At 60 metres 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 CAT
Fuel consumption	325 lph
Speed	12/15 knots

KEY FEATURES

- Master suite with private relaxation area and a 'his and hers' dressing room
- Full-beam VIP suite plus four further cabins, each with a beautiful ensuite
- On board masseuse offering a wide range of treatments
- Spectacular Jacuzzi with rustic travertine steps creating a dramatic entrance
- Al fresco dining whilst star gazing through the six window skylight on the sun deck
- Air conditioned veranda on the sun deck making the perfect on board gym with all the latest equipment
- Stylish beach club with a bar and shower as well as an impressive tender garage carrying all the latest toys
- Noise and vibration reduction throughout the yacht to enhance guest experience

CRUISING GROUNDS

East & West Mediterranean, Caribbean Sea (Northern)

PRICES FROM

Winter: \$350,000 per week

Summer: €350,000 per week





Relax in the onboard 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	8 (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
Built	2010/2021
Engines	1 x Caterpillar
Fuel consumption	100 lph
Speed	11/13 knots

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 centreboard for cruising shallow and environmentally-sensitive waters
- Great toy list including scuba diving equipment
- Exceptional crew to guest ratio of 11:8
- International long-standing crew

CRUISING GROUNDS

Caribbean Sea, Bahamas, 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 to sail.



55m (180'5)

Serenity J

SPECIFICATIONS

Guests	12
Crew	13
Beam	9.00m
Draft	3.35m
Built by	Amels B.V. Holland
Naval architecture by	Tim Heywood Design
Interior design by	Laura Sessa
Built	2014
Engines	x 2 MTU
Fuel consumption	250 lph
Speed	13/15 knots

KEY FEATURES

- Amels build quality
- At-anchor stabilisers
- Versatile accommodation
- 7.4m and 5.2m guest tenders
- Scuba diving equipment for x4
- Accommodation for 12
- Ideal for groups with children

CRUISING GROUNDS

East & West Mediterranean, Indian Ocean

PRICES FROM

Winter: \$275,000 per week

Summer: €275,000 per week





Jump aboard this stunning award-winning yacht. Built by the reputable Amels shipyard, *Serenity J* has all the features required to enjoy a serene charter, free of worries, full of enjoyment.



55m (176')

Moskito

SPECIFICATIONS

Guests	12
Crew	13
Built by	Heesen Yachts
Built	2021

CRUISING GROUNDS

Caribbean Sea (Central) / Caribbean Sea (Northern)

PRICES FROM

\$350,000 per week



54m (1771)

Burkut

SPECIFICATIONS

Guests 10

Crew 13

Built by Baglietto

Built 2009/2012

CRUISING GROUNDS

West Mediterranean, Middle East, Indian Ocean

PRICES FROM

Winter: \$245,000 per week

Summer: €245,000 per week



53.80m (176'6)

Parsifal III

SPECIFICATIONS

Guests	12 (3 double, 2 twin)
Crew	9
Built by	Perini Navi
Built	2005/2021

CRUISING GROUNDS

Caribbean Sea, Bahamas, Mediterranean

PRICES FROM

Winter: €195,000 per week
Summer: POA



53.50m (175'6)

Hurricane Run

SPECIFICATIONS

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

Crew 12

Built by Feadship

Built 2009

CRUISING GROUNDS

West Mediterranean, Caribbean Sea (Central),
Caribbean Sea (Northern), Caribbean Sea (South)

PRICES FROM

Winter: \$280,000 per week

Summer: €245,000 per week



51.75m (170')

Q

SPECIFICATIONS

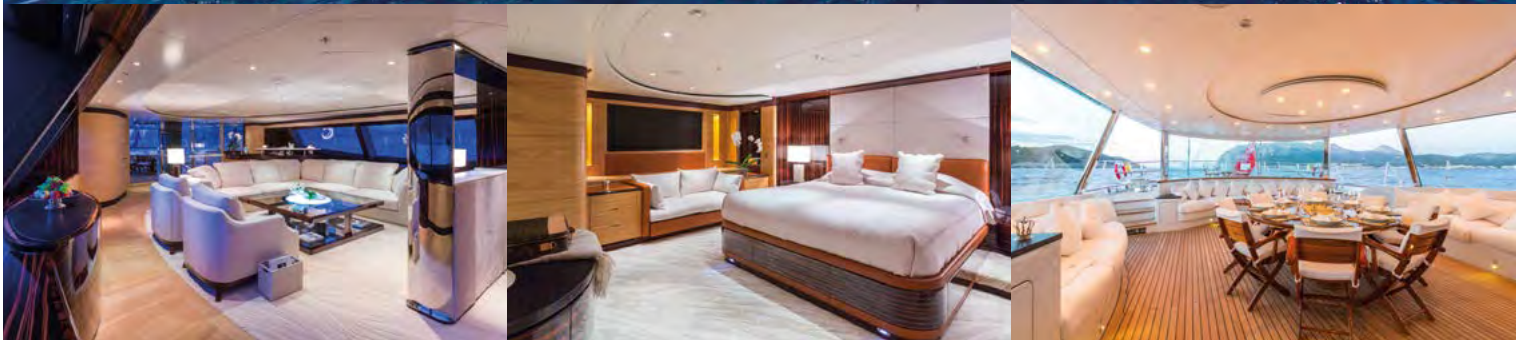
Guests	10
Crew	9
Built by	Alloy Yachts
Built	2008/2021

CRUISING GROUNDS

Caribbean Sea, Bahamas, Mediterranean

PRICES FROM

Winter: €195,000 per week
Summer: €210,000 per week



50m (164')

Malahne

SPECIFICATIONS

Guests	10
Crew	11
Built by	Camper & Nicholsons
Built	1937/2005

CRUISING GROUNDS

Mediterranean

PRICES FROM

€145,000 per week



50m (164')

Kudanil Explorer

SPECIFICATIONS

Guests	16 (8 double)
Crew	21
Built by	Teraoka Shipyards Co
Built	1978/2018

CRUISING GROUNDS

Southeast Asia

PRICES FROM

\$115,500 per week



50m (164')

Trending

SPECIFICATIONS

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

CRUISING GROUNDS

Caribbean Sea (Central), Caribbean Sea (Northern), Caribbean Sea (South), Bahamas

PRICES FROM

\$210,000 per week



50m (164')

JO I

SPECIFICATIONS

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

Crew 11

Built by Benetti

Built 2004/2013

CRUISING GROUNDS

East Mediterranean

PRICES FROM

€165,000 per week



49.82m (163'3)

Shake N' Bake TBD

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean, Caribbean Sea (Central),
Caribbean Sea (Northern), Caribbean Sea (South)

PRICES FROM

Winter: \$140,000 per week
Summer: €135,000 per week



49.50m (162')

La Pellegrina 1

SPECIFICATIONS

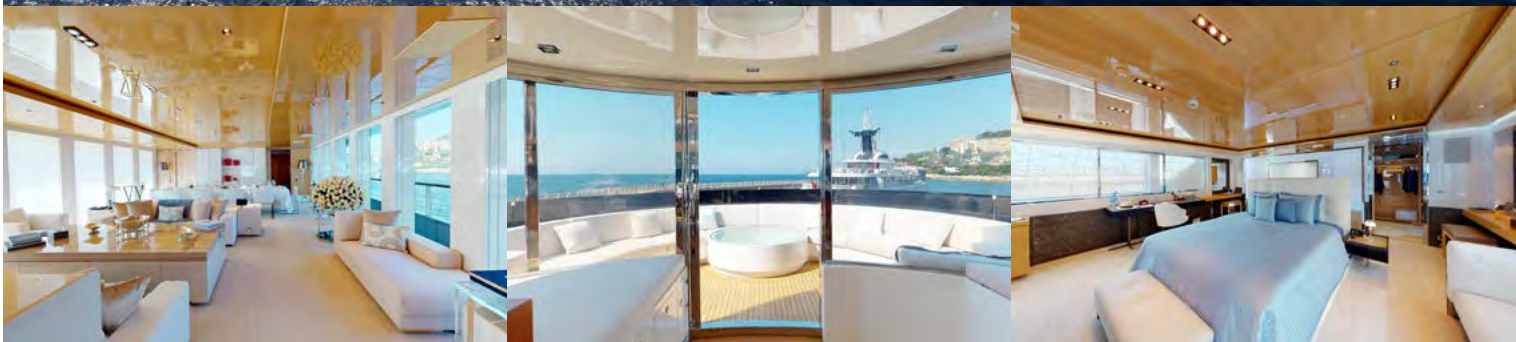
Guests	12 (4 double, 2 twin)
Crew	10
Built by	Couach Yachts
Built	2012/2020

CRUISING GROUNDS

East & West Mediterranean

PRICES FROM

€230,000 per week



47.25m (155')

Arados

SPECIFICATIONS

Guests 10 (3 double,
2 convertible)

Crew 12

Built by Sunseeker

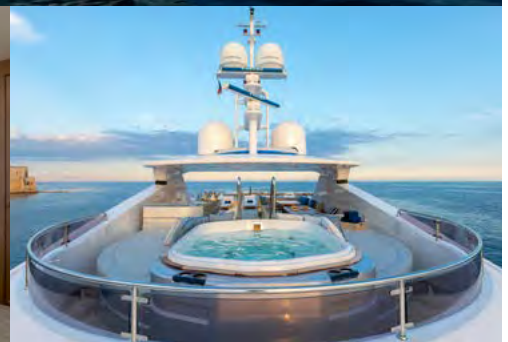
Built 2014/2018

CRUISING GROUNDS

East & West Mediterranean

PRICES FROM

€209,000 per week



47m (154'2)

Orient Star

SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	10
Built by	CMB Yachts
Built	2012

CRUISING GROUNDS

East Mediterranean

PRICES FROM

€150,000 per week



46m (150'11)

AIAXAIA

SPECIFICATIONS

Guests 12 (4 double,
2 convertible)

Crew 10

Built by Brodosplit

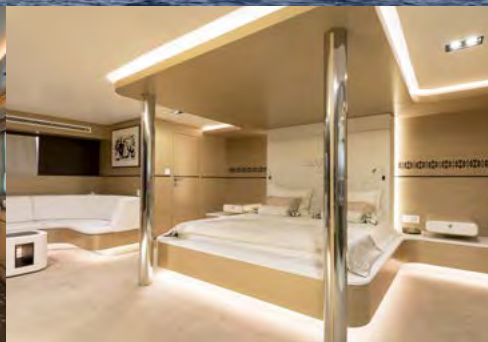
Built 2017

CRUISING GROUNDS

East & West Mediterranean

PRICES FROM

€87,000 per week



45.50m (149'6)

Panakeia

SPECIFICATIONS

Guests	10 (4 double, 1 twin)
Crew	10
Built by	Astondoa
Built	2008/2018

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

CRUISING GROUNDS

East & West Mediterranean

PRICES FROM

Winter: \$150,000 per week

Summer: €140,000 per week



45m (147)

Bella

SPECIFICATIONS

Guests	12 (4 double, 2 convertible)
Crew	9
Built by	Feadship
Built	2008/2014

CRUISING GROUNDS

East & West Mediterranean, Caribbean Sea (Central), Caribbean Sea (Northern), Caribbean Sea (South)

PRICES FROM

Winter: \$220,000 per week
Summer: €220,000 per week



45m (147'8)

Aria Amazon

SPECIFICATIONS

Guests	32 (16 convertible)
Crew	27
Built by	Noor Design
Built	2010

CRUISING GROUNDS

Peruvian Amazon River

PRICES FROM

Winter: \$241,800 per week
Summer: \$248,000 per week



44m (145')

Blue Vision

SPECIFICATIONS

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

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€130,000 per week



43.60m (143')

HOM

SPECIFICATIONS

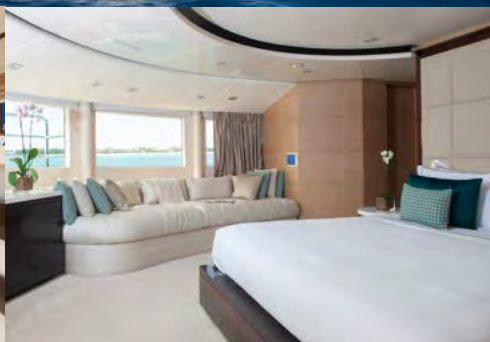
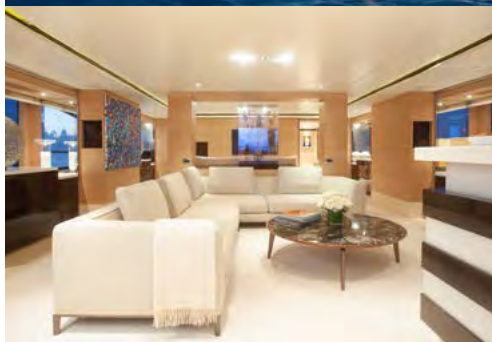
Guests	12 (3 double, 2 twin)
Crew	10
Built by	Benetti
Built	2011/2021

CRUISING GROUNDS

Bahamas

PRICES FROM

\$160,000 per week



43.50m (142'8)

Baron Trenck

SPECIFICATIONS

Guests	12 (3 double, 3 twin)
Crew	9
Built by	Eurocraft, Italy
Built	2011/2016

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€135,000 per week



42.65m (139'11)

Sharlou

SPECIFICATIONS

Guests	8 (1 single, 2 double, 1 triple, 1 convertible)
Crew	6
Built by	Vitters Holland
Built	2011/2019

CRUISING GROUNDS

West Mediterranean

PRICES FROM

Winter: \$122,000 per week
Summer: €108,000 per week



42.60m (139'9)

Hana

SPECIFICATIONS

Guests	10 (4 double, 1 twin)
Crew	9
Built by	CRN
Built	2008

CRUISING GROUNDS

East & West Mediterranean

PRICES FROM

€135,000 per week



42.28m (138')

Fabulous Character

SPECIFICATIONS

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

CRUISING GROUNDS

Caribbean Sea, Bahamas

PRICES FROM

\$150,000 per week



41.90m (137'3)

I Sea

SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	10
Built by	Navinco
Built	2014

CRUISING GROUNDS

East Mediterranean, Red Sea

PRICES FROM

Winter: \$150,000 per week
Summer: €125,000 per week



40.25m (132')

Cetacea

SPECIFICATIONS

Guests	8 (2 double, 2 twin)
Crew	7
Built by	Feadship
Built	1970/2019

CRUISING GROUNDS

Caribbean Sea (Northern), Bahamas

PRICES FROM

\$72,000 per week



38.20m (125')

Emocean

SPECIFICATIONS

Guests	12 (3 double, 2 convertible)
Crew	7
Built by	Rosetti Superyachts
Built	2021

CRUISING GROUNDS

East & West Mediterranean, Caribbean Sea (Central), Caribbean Sea (Northern).

PRICES FROM

Winter: \$160,000 per week
Summer: €160,000 per week



38.14m (125'1)

Twilight

SPECIFICATIONS

Guests	8
Crew	6
Built by	Oyster
Built	2013

CRUISING GROUNDS

Caribbean Sea (Central)

PRICES FROM

\$88,000 per week





38m (124'8)

Chesella

SPECIFICATIONS

Guests	12 (3 double, 2 twin, 2 pullman)
Crew	8
Built by	Amels B.V. Holland
Built	1983/2018

CRUISING GROUNDS

East & West Mediterranean

PRICES FROM

€75,000 per week



37m (121'4)

Elena Nueve

SPECIFICATIONS

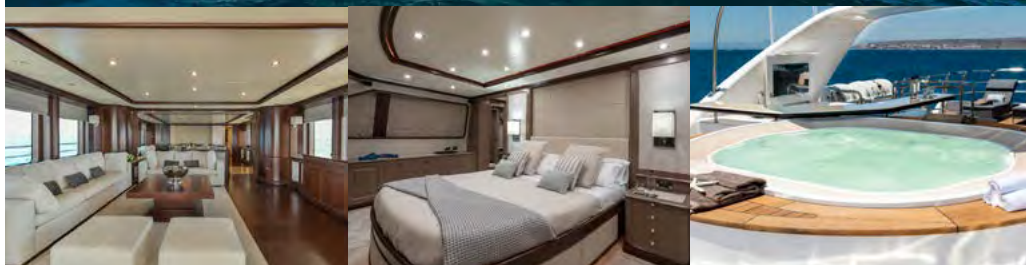
Guests	10 (3 double, 2 twin, 2 pullman)
Crew	7
Built by	Benetti
Built	2007/2018

CRUISING GROUNDS

Mainland Spain, Balearic Islands

PRICES FROM

€105,000 per week





36.60m (120')

African Queen

SPECIFICATIONS

Guests	11 (3 double, 2 twin)
Crew	8
Built by	Benetti
Built	2009/2018

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€105,000 per week



36.60m (120')

Sahana

SPECIFICATIONS

Guests	8 (4 double)
Crew	6
Built by	Oceanfast
Built	2008/2014

CRUISING GROUNDS

Oceania

PRICES FROM

A\$125,000 per week





36.58m (120')

Seablue'z

SPECIFICATIONS

Guests	10 (3 double, 2 twin)
Crew	8
Built by	Benetti
Built	2006

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€105,000 per week



36.58m (120')

Touch

SPECIFICATIONS

Guests	8 (4 double)
Crew	7
Built by	Louisbourg
Built	2004/2016

CRUISING GROUNDS

Caribbean Sea (Central), Caribbean Sea (Northern), Caribbean Sea (South), Bahamas

PRICES FROM

\$80,000 per week





35.70m (117')

Sands

SPECIFICATIONS

Guests	12 (4 double, 2 twin, 2 convertible)
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Crew	5
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Built by	Maiora
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Built	2018
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CRUISING GROUNDS

West Mediterranean

PRICES FROM

€110,000 per week



34m (111'6)

Solis

SPECIFICATIONS

Guests	8 (2 double, 2 convertible)
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Crew	6
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Built by	Mulder Shipyard
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Built	2015
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CRUISING GROUNDS

West Mediterranean

PRICES FROM

Winter: \$110,000 per week

Summer: €100,000 per week





33.80m (110'10)

Unplugged

SPECIFICATIONS

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

CRUISING GROUNDS

East & West Mediterranean

PRICES FROM

€49,000 per week



33.62m (110'4)

Imagine

SPECIFICATIONS

Guests	7 (2 double, 1 triple)
Crew	5
Built by	Alloy Yachts
Built	1993/2018

CRUISING GROUNDS

Pacific

PRICES FROM

\$54,500 per week





26.10m (85'6)

Sequoia

SPECIFICATIONS

Guests 6 (1 double,
2 convertible)

Crew 10

Built by Konjo & DEN

Built 2017

CRUISING GROUNDS

Southeast Asia

PRICES FROM

\$52,500 per week



25.80m (84'7)

Monara

SPECIFICATIONS

Guests 8 (2 twin,
2 convertible)

Crew 4

Built by Feadship

Built 1969/2016

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€35,000 per week

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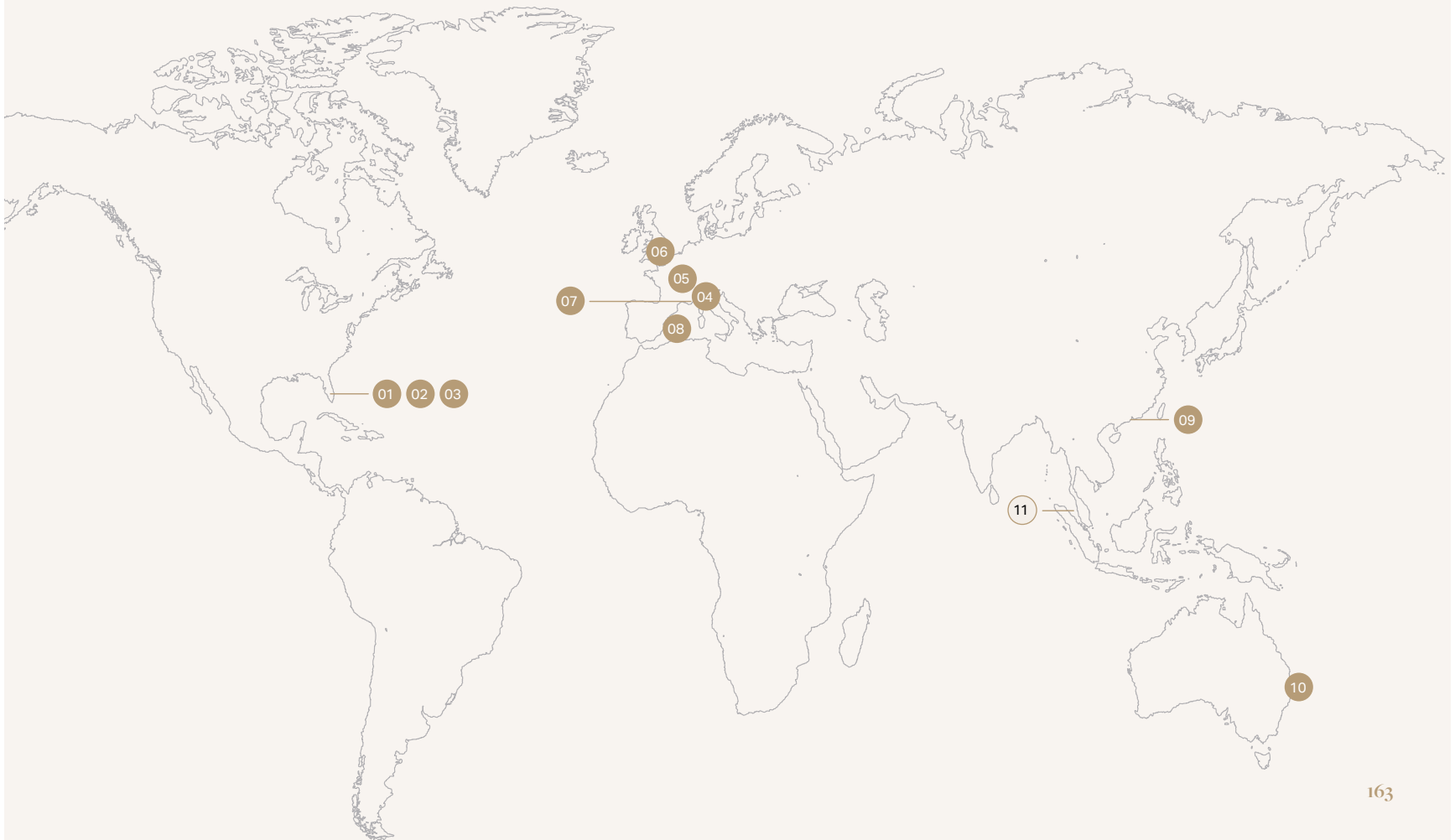
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Aucun malus écologique à prévoir

McLaren Monaco
7 av Princesse Grace
+377 93 25 69 99

Estimation de la consommation de carburant combinée: 5,6l / 100 km
Estimation des émissions de CO2 combinées: 129g / km, équivalent à 0€ de malus.
Ces chiffres seront mis à jour une fois que les chiffres des tests finaux auront été confirmés.
Pour notre déclaration d'émissions, veuillez visiter cars.mclaren.com

**Prepare.
Commit.
Belong.**

monaco.mclaren.com