

SEA+1

ISSUE 46



Camper &
Nicholsons
International
YACHTING SINCE 1782

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SEA+I

FOREWORD

On my desk sits our latest book, *240 Years of Camper & Nicholsons*. Its pages distil our company DNA, which is to invent at every opportunity. Since 1782, Camper & Nicholsons has pioneered almost every yachting innovation from diesel yachts to international brokerage. While our people gave esteemed designers like Jon Bannenberg and Espen Oeino their first roles in yachting.



IMAGE The ultimate explorer yacht: 126.20m Octopus in Antarctica.

This issue of *SEA+I* continues that pioneering legacy. We start by sharing why we chose Dubai for our latest overseas expansion. The opportunities appear obvious. The Arabian Gulf is a wealthy destination warmed by winter sun and packed with cultural and coastal highlights. Yet underpinning that allure is a government-backed project to install top tier marinas, an MB92 refit yard and a charter framework, which will turn Dubai into a global superyacht hub. We are very much on board.

We open *SEA+I* with a positive economic outlook from our colleagues at UBS. From my travels in Asia and the United States, I see a combination of positivity, youth and technology eliciting new ideas. Innovations like the metaverse, alternative fuels, 3D printing and artificial intelligence — the topic of another *SEA+I* article — will make collaboration swifter and more sustainable. Like every innovation in our industry, we hope to harness them first.

In this issue we also celebrate our decades-long partnerships with top tier shipyards and interior designers. Such partners have enabled Camper & Nicholsons to become a market leader in sales, charter, yacht management, project management, refit, insurance and new build. Trust takes a long time to build.

One thing we have learnt from 240 years in business, is that we never know what life will bring. I therefore believe yacht ownership and yacht charter has been given a dose of carpe diem. If you're going to live your dream, there is no sense in waiting!



Paolo Casani
Chief executive officer

Your dream. Our purpose.





118-129



130-139



140-149



152-181

CONTENTS

**Discover Your
Raison d'Etre**

SECTION 1: CONVERSATION STARTERS

- 6-13 **Economic intelligence:
The year of inflections**
- 14-25 **Gulf of opportunity**

SECTION 2: DESIGN AND TECHNOLOGY

- 28-35 **The latest Dutch master**
- 36-43 **Zuretti's world of interiors**

SECTION 3: SALES SELECTION

- 46-53 **The new build report**
- 54-81 **On the market**

SECTION 4: FUTURE THOUGHTS

- 84-89 **The silent heroes of superyachts**
- 90-97 **Yachting ex machina**
- 98-105 **The trash regatta upcycling
big ideas**
- 107-115 **Champagne's Starck return
to source**

SECTION 5: CHARTER DESTINATIONS

- 118-129 **The lost continent**
- 130-139 **The royally beautiful Adriatic**
- 140-149 **Indonesia's 17,000 islands question**

SECTION 6: CHARTER SELECTION

- 152-181 **Yachts to inspire**

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SECTION 1

CONVERSATION STARTERS

**Economic intelligence:
The year of inflections**

6

Gulf of opportunity

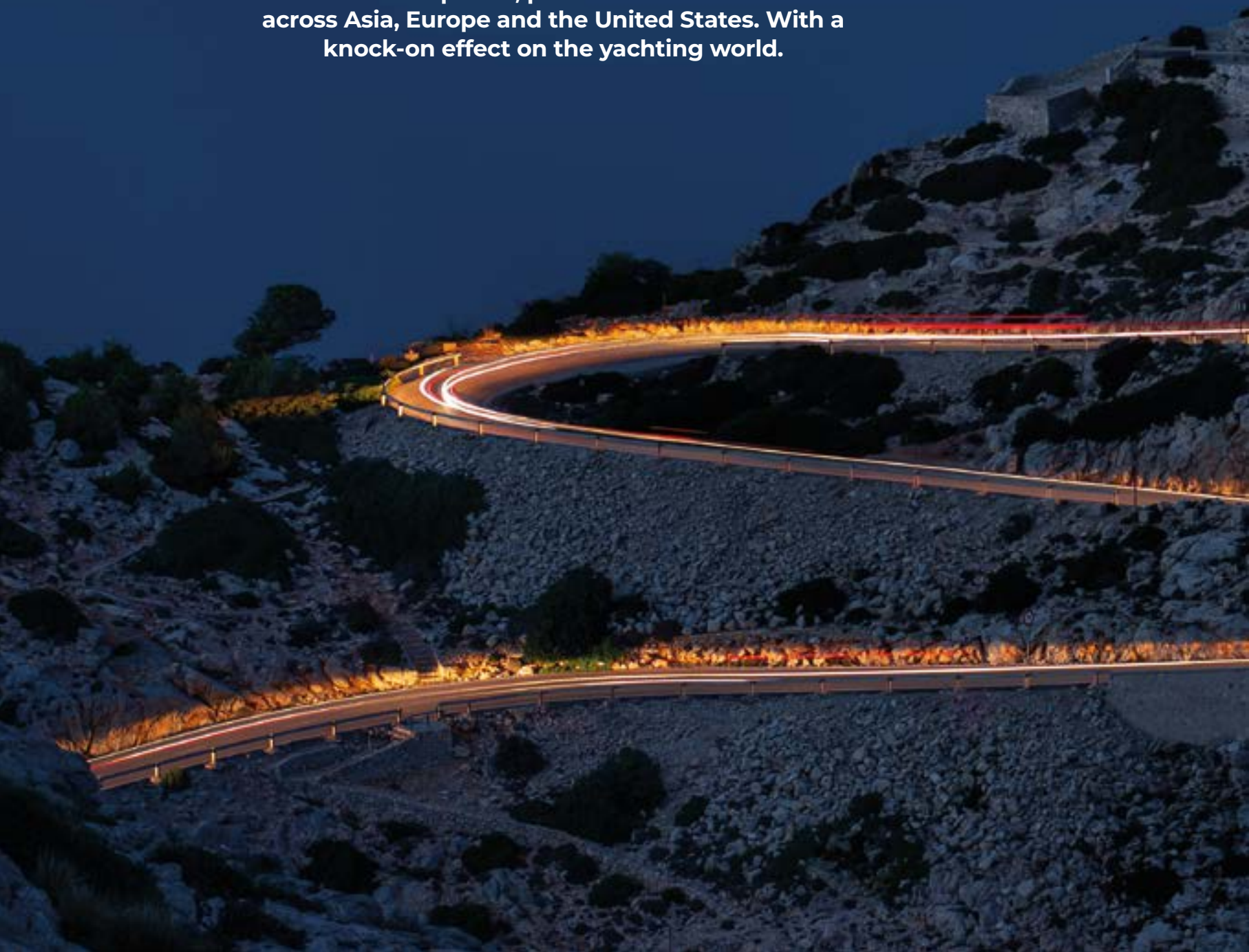
14



CONVERSATION STARTERS

Economic intelligence: The year of inflections

Inflation and high interest rates are so last year. According to the chief Investment officer at UBS, 2023 is the year in which economic growth will curve upwards. This financial crystal ball, powered by millions of data points, points to further innovation across Asia, Europe and the United States. With a knock-on effect on the yachting world.





Mark Haefele is chief Investment officer at UBS. He oversees a team of 800 investment specialists across 18 financial hubs, allowing him to make the final call on two trillion dollars of invested assets. As a side job, Haefele acts as a dean at Harvard University. The upshot? His economic forecasting acumen is arguably the closest thing the financial markets have to a crystal ball.

Haefele's latest economic report recalled 2020 as "a year of infections". He described 2021 as "a year of injections" as advanced economies infused money into the financial system while healthcare workers vaccinated five billion people. In 2022 the knock-on effect was "a year of inflation" as post-Covid economies bounced back and labour markets tightened.

And 2023? "The year of inflections," says Haefele. It's when the economic curves change direction — this time for the better. Inflation is forecast to level off. While the high interest rates used to choke rising prices should plateau, then fall. The most probable base forecast by UBS has the Federal Reserve,

Bank of England and European Central Bank completing "their hiking cycles in the (first quarter of 2023), or Q2 at the latest". Similarly, global output will slowly curve upwards.

The understanding of the inflection points for inflation, interest rates and economic growth has a resulting effect on the luxury yacht sector. Fortunately, Haefele's crystal ball is powered by hard data.

Take the example of global shipping, which transports 90% of material goods. To assess an average ship, UBS performs 400,000 geospatial calculations every hour. This dataset includes the type of load, which reflects consumer trends and potential bottlenecks. The ship's waterline, which signifies how loaded it is. And average speed, which shows the price that traders will pay to rush a product across the ocean. This data is multiplied by 17,000 ships navigating between 5,000 ports. It's then combined with Instagram trends, Amazon purchasing statistics and numerous other factors to build an actionable financial forecast.

IMAGE Millions of cargo vessel data points are analysed to build financial predictions for UBS.







And 2023? “The year of inflections,” says Haefele. It’s when the economic curves change direction — this time for the better.

A wider range of sources make it crystal clear that the post-Covid recovery won’t be even. This year Asia, the wealthiest, most populous and most diverse continent, should lead the way. Free trade agreements and competitive costs have led the IMF to forecast average economic growth of around 4% across the continent. Camper & Nicholsons has placed itself in prime position with the opening of a Singapore office in 2023. Rapidly industrialising Vietnam is predicted to top Asia’s economic growth table. The Vietnamese are currently building superyachts near Ho Chi Minh City, a statement unthinkable a decade or two ago.

In 2023 the United States might experience a downturn, but not a recession, say varied sources. Inflation may have already topped out in the final quarter of 2022. Each year eight million new workers enter the world’s largest economy, according to the US Bureau of Labor Statistics, which highlights the American capacity for reinvention. During 2022 a strong dollar, funded by high federal reserve rates, increased Americans’ purchasing power for Euro-priced products by up to 10%. A significant figure when buying a superyacht from an Italian or Dutch yard. And according to UBS, the dollar will remain stronger for longer.

Conflict in Europe and resulting fuel shortages stymied growth in 2022. Yet the rapid push for energy autonomy might prove a silver lining. Germany, the continent’s largest economy and biggest fuel importer, doubled down on wind and solar, which should provide 80% of national energy by 2030. Other European nations followed suit. Once the tipping point is reached, where renewables beat fossil fuels for security and price, there might be no going back to oil and gas. Even as a yacht fuel. As the directors of Lürssen, which announced its first part-hydrogen fuelled superyacht in 2022, have already taken note.

Despite economic headwinds, Europe remains the undisputed leader in yacht production. Skills honed over centuries render Italy, Germany, the Netherlands, Turkey and Norway the top five yacht building nations respectively, in terms of total gross tonnage. A weaker euro also helped sales. Despite huge rises in charter requests in 2022 for the Antarctic, the Arabian Gulf and Southeast Asia, over 90% of superyachts will sojourn in the South of France at some point during their lifetime. The Mediterranean remains the spiritual home of superyachts.

IMAGE Ho Chi Minh City in Vietnam has become an unlikely superyacht production centre.



There's a final overarching point to consider. Running alongside "the year of inflections" is "the decade of transformation". Post-Covid, the global economy will never be the same again. Metaverse meetings and cloud computing have already lowered costs and inspired efficiencies. Rising fuel and labour costs have pushed yacht production towards solar sails and 3D printing in titanium and composite plastics. By 2025, unmanned speedboats and electric vertical take-off and landing aircraft (battery-operated choppers that can lift silently off a helideck) will allegedly be in operation. Fingers crossed it's not a robot who pours your gin and tonic.

Indeed the luxury yacht industry remains one step removed from everyday economic influences. Yachts are often ordered years before delivery, to be enjoyed for several decades, then resold as an asset that will last a century. In a telling example, one of the oldest working yachts in the world is 44m *Amphitrite*, launched by Camper & Nicholson's in 1887. The magnificent schooner belonged

to a Scottish aristocrat, then a Swedish industrialist, followed by a German production company where she starred in 40 television shows. *Amphitrite* is still employed as a sailing cadet training vessel today.

Vanessa David, governance, legal and compliance director at Camper & Nicholson's, is interested how the dichotomy of uncertain geopolitics and a post-Covid travel boom will materialise. "There are two approaches," she explains. "Yachting will not be excluded from economic instability but we have witnessed a will to purchase and charter because consumers don't know if they will be able to travel tomorrow." A concurrent trend is that yachts can navigate away from uncertain areas to safe havens. They can also be converted to mobile offices, luxury refuges or whatever function suits future needs.

In 2022, the 240-year-old company became the first yachting agency to accept crypto currency for the purchase of a yacht. David foresees distinct advantages to the payment



Vanessa David

Governance, legal and compliance director. Vanessa David is French-law qualified with extensive experience in English law contracts and high value project negotiations worldwide. She joined the Camper & Nicholsons Monaco office as legal advisor in 2017.

type. Using the trusted partner Bitpay, buyers can agree the timing of a sale according to currency fluctuations, with the exact sale or charter price guaranteed in any federal currency. “Despite what people might think, crypto can help us with KYC (know your client),” continues David. “With the correct partner the ultimate source of a crypto payment is easy to track. We can assure regulation compliance thanks to an electronic paper trail.”

And the market in general? Record breaking shipyard order books point to sustained growth across all sectors. The Monaco Yacht Show showcased 146 yachts totalling \$4bn in value. “With the recent drop of the euro, our yachts listed in Europe have definitely become attractive,” says David. “The Asian market is also growing, especially in the new build segment.” Whatever the forecast, Camper & Nicholsons has proven itself capable of navigating any economic current since 1782.

FROM LEFT *Amphitrite*, built by Camper & Nicholsons in 1887, is possibly the world’s oldest working yacht. The recently launched Benetti BMP005 was built under the supervision of Camper & Nicholsons new build division.

CONVERSATION STARTERS

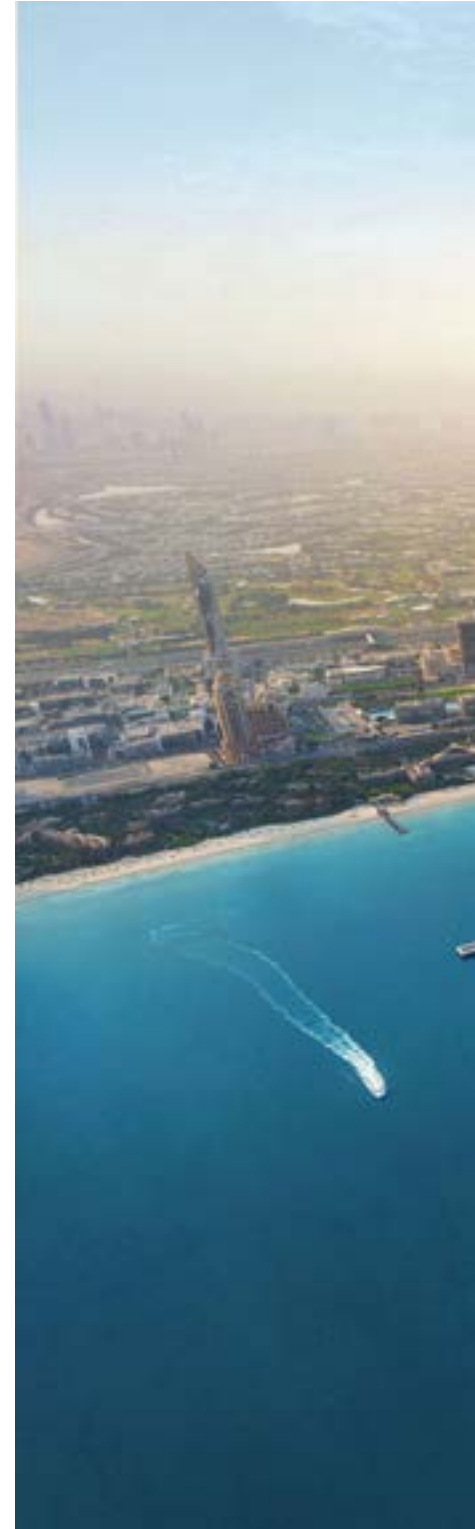
Gulf of opportunity

Dubai anchors the most serious superyacht investment plan of the 21st century. A project that will encompass top tier refit yards and a cruising area stretching thousands of kilometres. Will the Arabian Gulf be the next cruising nexus? It already is, say Emirati marina operators, yacht managers and shipbuilders.

The premise is simple. To turn Dubai and the Arabian Gulf into a winter cruising destination. The attraction is obvious. It takes no longer to cruise from the Mediterranean to the Gulf compared to the Caribbean. The Gulf also boasts top tier hospitality, untouched cruising grounds and A-list events, from Formula One to the FIFA World Cup. Best of all, the region is blessed by warm seas and hot sun from November through April.

The reasoning behind the premise? Equally straightforward. Tourism is Dubai's economic driver, with the wider United Arab Emirates reporting \$5bn in vacation revenues during the first half of 2022. There's more. Those who witness the world's fourth most visited city (after Bangkok, London and Paris) tend to invest. High net worth individuals see Dubai not as a luxury holiday destination but as the ultimate base for their business, family office — and yacht.

IMAGE Dubai Harbour, with a mammoth 1,100 yacht berths, opened in 2020.









“the emirate has already developed its reputation as a luxury yachting hub with the creation of several high-end marinas”

The method of attracting yachts to Dubai instead of St Barths is harder. To become a winter superyacht hub Dubai must have the infrastructure, legislation, marinas, refit yards, charter rules and available yachts to appeal to a highly discerning audience. Can Emirati authorities craft such a plan?


They already have, says Giovanni Alessi Anghini. In 2022, Camper & Nicholson's chief innovation & technology officer opened the company's Dubai office. “There is a political will to make things happen,” explains Alessi. “The Gulf Superyacht Summit is a prime example.” Each winter the industry's most prominent players, Alessi included, meet in Dubai to share their opinions about shore support, refuelling, flagging or any other yachting concern.

The conclusions of the Gulf Superyacht Summit are acted upon faster than a Castoldi jet tender. “I've lived in Hong Kong, Monaco and Switzerland,” says Alessi. “What I saw in Dubai is an unrivalled willingness to listen, then learn from sector representatives.” For example, the last summit highlighted a customs issue when moving a vessel between separate emirates. This barrier has now been lifted, enabling boats to buzz from downtown Dubai to Sir Bani Yas, the largest island in the UAE, off Abu Dhabi. In the 1970s Sir Bani Yas was rewilded as an Arabian nature reserve to host 17,000 free-roaming animals from giraffes to gazelles. In short, the summit is not a talking shop.

To put Dubai's yachting plan in perspective, the city-state has a history of farsighted infrastructure projects. In 1894 the ruling Al Maktoum family invited foreign traders to the set up shop with generous tax exemptions. Thus the city started its journey as a global entrepot. In 1979 the Jebel Ali Free Zone began life as a free trade hub to promote shipping, agriculture and electronics. It now hosts over 8,000 companies from more than 100 countries. Dubai Harbour, the largest of the emirate's 15 marinas, is another case in point. In 2020 the 1,100-berth marina opened alongside Palm Jumeirah. Yachts of up to 160m can moor near a white sand beach and a skydiving runway. The harbour is already lined with yachts.

Hamza Mustafa, chief operating officer of P&O Marinas, which runs four yacht harbours in Dubai, claims that “the emirate has already developed its reputation as a luxury yachting hub with the creation of several high-end marinas”. He's not wrong. Dubai Creek Golf & Yacht Club is ISO Certified. Meaning that owners can hand their keys to a qualified marina team to service their vessel while they shoot 18 holes at the Championship Course. The Bulgari Hotel marina sits opposite The World Islands. Yachts can accept hand-delivered dishes from Italian hotel chef Niko Romito, who was awarded two Michelin stars in the 2022 Dubai Michelin Guide. The list goes on.

IMAGES Thomas O'Nial at the 2022 Gulf Superyacht Summit. The summit attracted attendees from around the world. Giovanni Alessi Anghini opened Camper & Nicholson's Dubai office. Peter Lürssen delivered the summit's keynote.



“We look forward to collaborating with key industry players to reinforce the city’s position as a global hub for superyachts and sailing enthusiasts”

Yet Dubai is still building bigger. P&O Marina’s ever-expanding Mina Rashid Marina has over 10km of open berthing space to accommodate yachts without size restrictions. This enables the port to host the world’s largest superyachts, many of which already belong to Gulf royalty. “We look forward to collaborating with key industry players to reinforce the city’s position as a global hub for superyachts and sailing enthusiasts,” continues Mustafa. During 2022 the marina welcomed 91.5m *TRANQUILITY* and 69m *Saluzi*. It will soon host a P&O Marinas Sailing Academy to train the next generation of captains, as well as top tier restaurants.

A final missing piece of the yachting jigsaw has just been set in place. Mustafa recently announced a “joint venture with Al Seer Marine and MB92 Group to develop a new service centre and refit shipyard in Dubai,” he explains. The collaboration between Gulf marine supplier and acclaimed Mediterranean refit yard will offer best-in-class renovation and repair services later in 2023. Followed in 2026 by a brand new high capacity shipyard. In the words of Jean-Marc Bolinger, CEO of MB92 Group, it will “provide our clients in the (Gulf) region with the same level of service and support as they receive and expect in Barcelona and La Ciotat”.

FROM TOP *TRANQUILITY* in the calm waters off Dubai. The Gulf Craft Experience Centre allows owners to understand their potential purchase.

The personality who can pose a definitive prediction of the region’s cruising and charter capabilities is Mohamed Alshaali, chair of Gulf Craft. The veteran of four decades of Emirati yacht production claims that “the newly renovated marina at Mina Rashid is of prime importance due to its size and location close to Dubai International Airport”. Dry docks and maintenance yards should attract large yacht owners who already receive yacht management services in the region, many from Camper & Nicholsons.

Offices at Mina Rashid, including the new Camper & Nicholsons bureau, will encourage both visiting charter guests and owners en route from the Mediterranean to the Maldives and Southeast Asia, plus those planning a circumnavigation via Australia. It could be a big business.

“According to the Global Yacht Charter Market 2020-2027 report,” explains Alshaali, “the worldwide charter market is expected to grow at a compound annual rate of 15%,” with a proportion of that rise coming from the Gulf. By 2027 the global charter market will have an expected value of around \$28 billion. “Our new Gulf Craft Experience Centre is also sited in Mina Rashid,” continues Alshaali. Here clients can touch interior and deck materials, as well as taking a virtual reality walk-through of their prospective yacht.







Yacht production is central to the Gulf's aim of becoming a winter alternative to the Caribbean. It's a subject that Alshaali has specialised in since he launched Gulf Craft in 1982. "We recently launched the first Majesty 175, the world's largest composite production superyacht," he explains. "In particular for charters, our 100ft (30m) plus range is particularly popular among new buyers thanks to its lightweight performance, competitive fuel economy and ability to navigate shallow waters." The 2023 Dubai International Boat Show will see the introduction of the supremely versatile Majesty 111, which will form the technological and architectural benchmark for future Gulf Craft launches.

The final question is where to cruise. Alshaali recommends Snoopy Island off Fujairah, a little known emirate overlooking the Gulf of Oman. "The island is one of our country's best kept secrets and attracts professional divers." Alshaali also recommends Al Suwaidi islands on the north shore of Oman. "They have beaches covered in colourful shells and rock." It's a fine dive destination too, even in the depths of winter.

The Sultanate of Oman could be key to weapon in attracting more yachts to the Gulf. The nation is three times larger than the UAE yet hosts half the population. It also boasts a 3,000km-long coastline that crashes into the Indian Ocean in endless waves of sand. For good reason did Oman's previous leader, Sultan Qaboos, own one of the largest yachts in the world, the 155m Lürssen-built *Al Said*.

A first port of call should be Muscat, Oman's polyglot capital. As Omani influence once stretched from Zanzibar to Pakistan, the city's souks zing with ginger, lime and tamarind. Cuisine calls for ingredients from the Arabian peninsula and Indian Ocean: dates, saffron, chillies, amberjack, kingfish and mountain lamb. A short cruise north of Muscat, the Musandam Peninsula is a warren of fjords that shear down from 2,000m peaks. Imagine Norway with leaping dolphins and crystalline creeks. Oman is a nation tailor-made for yachts.

IMAGE The iconic Dubai skyline; the city is home to Camper & Nicholson's latest overseas bureau.

“We recently launched the first Majesty 175, the world’s largest composite production superyacht”





Of the world's 94 species of cetaceans, around a quarter have been spotted in Oman's coastal waters including humpbacks and Bryde's whales. Many cavort in the warm waters off Masirah. This 100km-long adventure island is packed with kitesurf beaches and seldom visited dive locations. In December the average high is 26°C. Which makes the island's moonscape interior best seen with an eBike or climbing boots.

PREVIOUS PAGE Gulf Craft's mighty Majesty 175.
FROM LEFT The Musandam fjords of Oman, a short cruise from Dubai. The timeless Omani capital of Muscat welcomes superyacht guests. The all-new Majesty 111 was introduced in 2023.

A final superyacht stop should be Oman's southern capital of Salalah. The city is enveloped by banana plantations and coconut groves. The interior is an untamed wilderness of waterfalls and ancient frankincense trails. Salalah sits 2,500 nautical miles from the Greek Islands, helping to bridge the gap from the Mediterranean to the Gulf. Thanks to regulation changes, charter possibilities and newly discovered cruising grounds, the region has never held such appeal.







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SECTION 2

DESIGN AND TECHNOLOGY

**The latest
Dutch master**

28

**Zuretti's world of
interiors**

36





HEADSHIP



DESIGN AND TECHNOLOGY

The latest Dutch master

Feadship made its marque by delivering the future. For over seven decades the Dutch superyacht manufacturer has pioneered and partnered with the best. A winning collaboration with Camper & Nicholsons has pushed Feadship to greater heights — and lengths. While their fuel-savvy concept *Pure* envisions tomorrow's yacht today.

In 1949, in a café in Amsterdam, one of the world's leading superyacht manufacturers started as it meant to go on. Over coffee it was decided that two Netherlands shipbuilders should collaborate, rather than compete. The shipyards of Van Lent and De Vries, along with De Voogt naval architects, would share their know-how to offer clients the highest quality and most technologically advanced yachts possible.

The plan worked. Today the First Export Association of Dutch Shipbuilders — or Feadship for short — produces yachts that herald the future while holding their value like no other marque.

Four decades ago, Camper & Nicholsons started their long relationship with Feadship. George Nicholson, company chair at the time, placed orders for 44.8m *Azteca* and 46.6m *Paraiso*; one at the Van Lent yard, the other at De Vries. Once again, Feadship was happy to collaborate on design and tech. Nicholson proposed the duo be designed and built in aluminium by the legendary Jon Bannenberg, to whom Camper & Nicholsons had given his first yacht commission a decade earlier. The prowling lines of *Azteca* and *Paraiso*, combined with interior comfort and unrivalled seakeeping, set the scene for larger, grander yachts.

IMAGE The slick exterior of *Freedom*, a yacht project that underpins a client's dream design with Feadship's technological excellence.



Alex Lees-Buckley

Senior sales broker. Alex Lees-Buckley joined Camper & Nicholsons in the mid-1980s. He has an unparalleled reputation for diligence in every brokerage field including sales, purchase and new build. Lees-Buckley's dedication to detail makes him one of the most esteemed professionals working in the luxury yacht sector today.



FROM TOP The collaboration between Feadship and Camper & Nicholsons produced an astounding array of yachts including *Paraiso*. *Sea Sedan* was sold five times by Alex Lees-Buckley, purportedly an industry record. The 76m *Ocean Victory* was considered a leviathan upon launch. *Kahalani* featured Rémi Tessier interiors, with Lees-Buckley introducing the designer to the Feadship family.





“I witnessed the precision that went into the construction, all driven by rigorous management and a work ethic throughout the yards’ workforce that remains to this day.”

During the same era, Camper & Nicholsons senior sales broker Alex Lees-Buckley crewed on Feadships as a young sailor. “I realised they were in a different league,” he starts. “Rather like a Riva, which dominated the smaller yacht market in those days.” Lees-Buckley first visited the historic Feadship shipyards in the late 1980s during his inaugural years as a yacht broker. “I witnessed the precision that went into the construction, all driven by rigorous management and a work ethic throughout the yards’ workforce that remains to this day.” Lees-Buckley’s subsequent career would both act as a catalyst and a timeline for Feadship’s huge expansion.

Lees-Buckley’s first sale of a pre-owned Feadship was *La Belle Aire* in 1988. “Selling my first Feadship, the 33.5m built as *Prosit II* in 1972 at Van Lent, was a milestone as it is in any yacht broker’s career.” His first new build contract was signed with De Vries for the delivery of the 43m *Sea Sedan* in 1993. Thereafter orders flowed to Feadship from various Camper & Nicholsons brokers. “In the 1990s the two Feadship yards produced an average three or four yachts a year at an average length of around 50m,” says Lees-Buckley. “At the time this was deemed to be a very healthy order book and much admired by their competitors!”

Several owners have purchased multiple new or used Feadships. “One particular case is *Sea Sedan*,” continues Lees-Buckley. “I recently resold her for the fifth time, an industry record I believe”. She was acquired by a gentleman based in Hong Kong, represented by Camper & Nicholsons senior advisor Carmen Lau, who purchased her sight unseen, such is the relationship between broker and client. “We also strive to stay close to our clients, keeping their yachts under management or in our charter fleet.”

It is said that everything that Rolls-Royce stands for in the automobile world, Feadship stands for in yachting. As each new launch is the result of constant innovation and mechanical excellence, they sail out to sea future-proofed. The Dutch yards also have first class refit facilities. They offer a certificate of authenticity attesting that every aspect of the boat — from the top of the mast to the bottom of the keel — is correctly maintained and safe. Such factors remove any doubt from a Feadship’s resale value. The administration of a Heritage Fleet for Feadships aged 30 years and older (*Azteca* and *Paraiso* are both members) further safeguards the legacy of the brand.



"In addition, Feadships are built by clients seeking perfection and with the will to maintain them to the highest standards," says Lees-Buckley. "Invariably the client will have a large budget and will attract a first class captain and crew."

That's the case with 65m *Callisto*, a former Boat International Awards finalist, which was built under the stewardship of Camper & Nicholsons in 2006. She recently emerged from a refit at Feadship's Amsterdam facility, which marked her fifteenth anniversary. "*Callisto* is in pristine condition and looks as good as new," assures Lees-Buckley. She is now on sale for the very first time.

The 40.5m *Cetacea* is another case in point. An art deco spectacular launched in 1970, this classic Feadship has circumnavigated the world and crossed the Pacific on separate occasions. During her five decade career *Cetacea* welcomed multiple owners, most

recently the commodore of the New York Yacht Club: a gentleman that certainly knows his boats. A recent refit means this Feadship Heritage Fleet member is still cruising at her peak. She is currently on sale with Camper & Nicholsons.

Thanks in large part to Lees-Buckley, no yachting agency has ordered more Feadships than Camper & Nicholsons. "I've been fortunate to broker and deliver nine new build Feadships," he explains. In 2009 he delivered the highest volume ever build from the Dutch manufacturer, the 2,242 gross ton 76m *Ocean Victory* (now *Ebony Shine*). She features an outstanding interior by the late Alberto Pinto, who designed interiors for a wide range of private jets including the 747, five-star hotels and palaces. Following his delivery, "Feadship delivered ten larger vessels over the next five or six years", says Lees-Buckley, finally breaking the 100m barrier in 2015.



“*Callisto* is in pristine condition and looks as good as new,” assures Lees-Buckley. She is now on sale for the very first time.

FROM LEFT The 65m *Callisto* was built under the stewardship of Camper & Nicholsons and has been immaculately maintained ever since. The latest 42.5m *Callisto* yacht, built for a repeat Feadship owner, was launched in 2022.





Pure is a yacht
to smash
perceptions and
inspire change.





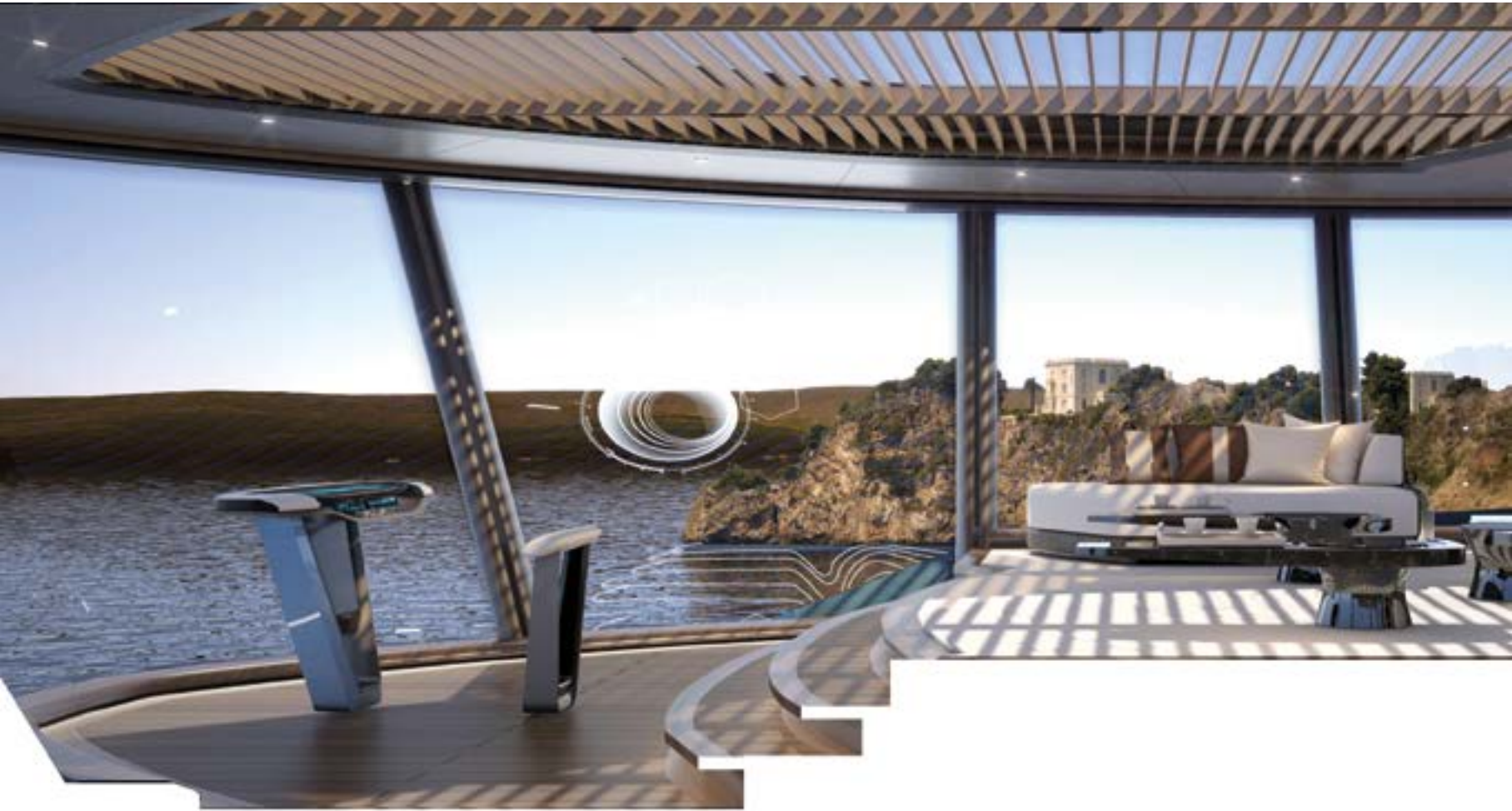
Another project was 55m *Kahalani* in 2010. Her owner was so delighted that he flew in members of Britain's Light Infantry Buglers to serve as a guard of honour during her launch. Unusually, she coupled a classic Feadship profile with an ultra modern interior by Rémi Tessier, a former cabinetmaker who has styled some of the greatest yachts on earth. "The style contrast works remarkably well," says Lees-Buckley. "I was excited to have introduced Rémi to Henk de Vries and thus began the Tessier/Feadship relationship." Lees-Buckley's tenth project is an 80m to be delivered at De Vries in 2026.

The launch will herald changing times at the pioneering shipyard, which aims to produce a carbon-neutral superyacht by 2030. Feadship recently released the concept 81.75m *Pure*. It's a yacht of tomorrow — that could be built today. *Pure* pairs the cleanest possible architecture with next-generation yacht control, which can command the vessel using augmented reality cameras. The concept conforms to all structural and safety parameters to produce a consistent minimalist style throughout. Areas range from a three deck atrium with sunken pool to a sundeck that pours light into the decks below. She is a yacht to smash perceptions and inspire change.

Of prime importance is *Pure's* propulsion. Feadship recently received an approval-in-principle from Lloyds Registry for an 'agnostic' fuel system: one that will work with the fuels of today and be upgradeable to biofuels, synthetic e-diesel and eventually hydrogen cells as technology progresses. This will allow owners to make maximum use of alternative fuels as they become increasingly available. Dual-fuel engines with fuel cell solutions are already being integrated into refits and new build projects. Mature technologies such as exhaust treatment and waste heat generation are already installed as standard.

In terms of environmental impact, once again Feadship leads the field. The manufacturer also initiated the Yacht Environmental Transparency Index (YETI). The scheme unites designers, shipyards and naval architects in a bid to reduce impact and energy use over the life cycle of a yacht, in terms of hydrodynamics, materials and various other factors. In years to come, both the price and the cruising destination of a yacht might be affected by the environmental impact she makes. Rest assured that every Feadship launch will sail confidently into the future.

IMAGES The concept yacht *Pure* heralds a world of alternative fuels and next generation architecture.



DESIGN AND TECHNOLOGY

Zuretti's world of interiors

For over 30 years, François Zuretti has been too busy styling superyacht interiors to give a magazine interview. In a premier exposé of his legendary career, the designer shares his most alluring launches and greatest collaborations. The future of yacht interiors? Sassy and sustainable, says Zuretti, with fabulous sea views.



The story of how François Zuretti became one of the greatest superyacht interior designers is serendipitous. In 1988 he helped restyle La Mamounia Hotel in Marrakech for the King of Morocco. Mexican media magnate Emilio Azcárraga checked in and asked who did the finishing. “The manager of the hotel said we still have the telephone number of the young designer,” remembers Zuretti with a smile. “That young guy was me, 35 years ago, with more hair and a moustache.”

Azcárraga passed Zuretti’s number to his architect Norman Foster. Who passed Azcárraga’s yacht project to naval designer Martin Francis. Francis shared it with a young employee named Espen Oeino — his first yacht design. The client was represented by George Nicholson, the former chair of Camper & Nicholsons.

The collaboration between Zuretti, Francis, Nicholson and Oeino became *74m Eco*. Launched at Blohm+Voss in 1991, she looked like a UFO crossed with a cruise missile and could hit an audacious 35 knots. She was thirty years ahead of her time. *Eco* (now *Zeus*) promoted Zuretti to the premier league of interior design for three flamboyant decades. Although his working legacy acts as a timeline for the greatest evolution in yachting, he has never given a magazine interview. Until now.

FROM LEFT Zuretti designs combine interior-exterior connections with intelligent materials and absolute comfort. The interior design mastermind François Zuretti.





“The manager of the hotel said we still have the telephone number of the young designer,” remembers Zuretti with a smile. “That young guy was me, 35 years ago, with more hair and a moustache.”

The evolution Zuretti witnessed was immense. “When I arrived in this business,” he begins, “Terence Disdale was king of the designers, as he still is.” The era’s owners were predominantly Middle Eastern and most of their yachts had no view outside. “The clients had *mashrabiya* screens on the window panes,” continues Zuretti. “Their yachts were like a Fabergé egg. Everything hidden inside.”

In the 1990s, wealth blossomed in other destinations. “George Nicholson introduced me to Azimut-Benetti,” says Zuretti. The Viareggio shipyard was heavily involved with Hong Kong businessman Ambrous Young, who had mistakenly ordered too small a Benetti from a catalogue — sight unseen — then jumped on a plane to Italy to purchase part of the company and build a bigger boat. “Mr Young was a gentleman,” recalls Zuretti. “I did many yachts for him like *Ambrosia I*, *Ambrosia II* and *Ambrosia III*.” Each connected east and west, pairing the calm geometry of art deco with the abundant opulence of Asian hospitality.

Ambrosia III was Zuretti and Young’s pièce de résistance. The upper deck lounge boasts a night sky ceiling, where star constellations

are illuminated by fibre optics, which slowly revolve according to the 65m yacht’s GPS. The palatial interior splashed with gold appears fit for Louis XV — if he were a tech CEO in 2023. Other Benetti yachts styled by Zuretti in the era include 50m *JO I*, which currently charts with Camper & Nicholsons.

Zuretti liaised directly with Young. “Thirty years ago I had direct communication with my clients”, he explains. For the Emilio Azcárraga yacht *Eco*, Zuretti visited a Paris bookshop with the client, purchased every décor journal that the Azcárraga liked, then flew back to the South of France to design the interiors of his yacht. “That contact is unthinkable nowadays,” he muses. “We have family offices, lawyers, brokers, technical consultants, owners’ representatives.”

With so many layers it can be difficult to translate a client’s wishes onto a drawing board, a thought shared across the luxury yacht industry. Zuretti’s solution? A coffee in his studio in Nice, near Le Negresco Hotel, is a good place to start.

IMAGE The superyacht *Eco* (now *Zeus*), brokered by George Nicholson, was decades ahead of her peers.







For the Emilio Azcárraga yacht *Eco*, Zuretti visited a Paris bookshop with the client, purchased every décor journal that the Azcárraga liked, then flew back to the South of France to design the interiors of his yacht.

The general arrangement of yachts also changed, with Zuretti leading the charge. “Decades ago the tenders were on the back,” he starts. Then owners requested the aft main deck be used as a beach club. “I remember when George Nicholson asked the tenders to be moved inside a special garage for *Golden Cell*,” continues Zuretti. “The manager of Benetti said: ‘No, it’s impossible to put the boats inside!’ Yet three years later, most tenders were stored this way.” There’s a third progression today. “Now clients desire a spa, wellness and beach club with direct reference to the sea.” So the tenders have moved once again, this time forward above the crew area, leaving the aft lower deck for guests. “Design never stops evolving,” laughs Zuretti.

When the Eastern European market prospered after the millennium, Zuretti Interior Design grew with it. The design agency now employs almost 50 staff. Four or five luxury yacht projects run concurrently, alongside a similar number of private residences. One of the longest serving employees is current managing director Sébastien Gey.

“I was surprised when I started in this market,” admits Gey, “because the classic boats had limited connection between interior and exterior.” He believes that Zuretti yachts

designed during the last decade, which include a cornucopia of 100m-plus vessels, “have a wonderful link to the ocean, with full length windows and open balconies.”

“A great example is *Energy*, the last boat we delivered,” continues Gey. “This 78m Amels was a collaboration between all parties, including Espen with his exteriors and Damen with their naval architecture, to create a truly continuous space.” A vast top deck flows down to a large aft pool. Huge side decks double as private guest balconies. The same striking design details on pieces of furniture and fittings link inside and out. A continuous ceiling contains huge sliding doors that disappear into hidden pockets. “The feeling is seamless and balanced,” asserts Gey. “Ten years ago that would absolutely not have been the case.”

Thirty years spent helming one of yachting’s leading interior agencies, which regularly works alongside shipyard giants Oceanco, Lürssen and Feadship, has given Zuretti insight into how design might develop. “The principal point for clients is their request for a relaxed life,” he explains. “They don’t want to bring their house on board.” And whatever the size, “be it 50m or 150m,” they still want a spa, wellness centre and toys.

IMAGES The Zuretti way is to craft the future today. A synergy of indoor and outdoor lends a sense of place to Zuretti designs.



Curiously, as technology has developed, it has given clients a chance to go smaller, not bigger. “A crystal ball might show smaller boats with a greater tonnage,” believes Zuretti. A clever use of contemporary materials and 3D printing could help that cause. “A lot of our clients have experienced the 100m-plus range,” he explains. “Now they prefer a more reasonable size, because there’s such a fantastic amount to manage on board, from a 400m² spa to 70 staff. It’s a big machine.”

Gey agrees. “Our discussions for 2023 reveal that clients need less and less to own a show boat,” he explains. The era when wealthy potentates “wanted to show they are the most powerful” is long gone. Younger owners increasingly view their yacht as a tool to access new destinations or experiences. “A yacht can still be luxurious,” states Gey, “but it is not an artefact of your assets.” A decade ago, design requests included a party deck and a DJ console. “Now clients want to enjoy their vessel with a greater respect for the natural environment. This includes the materials used onboard from fabrics to marble, for which sourcing from sustainable sources becomes a real and legitimate concern.”

Do these clients mind waiting four or five years for their dream design? “We really work hard for them,” says Zuretti. “We push shipyards, cabinet makers and suppliers to protect their interests.” There are ways to accelerate the process. “Benetti and Feadship always have platforms in build, which can save time for a genie rig and hull construction.” A few years ago, his team built on top of an icebreaker hull, saving one year of construction. For other clients, such is the desire for an exclusive Zuretti design, that the anticipation makes their eventual delivery all the sweeter.

FROM LEFT Current managing director of the Nice-based design studio Sébastien Gey. *JO I*, a shining star of Camper & Nicholson's charter fleet, features Zuretti interiors.





Other Benetti yachts styled by Zuretti in the era include 50m *JO I*, which currently charters with Camper & Nicholsons.





IMAGE 43m *Genesis* can race to the beach at 32 knots.

SECTION 3

SALES SELECTION

**The new build
report**

46

**On the
market**

54



SALES SELECTION

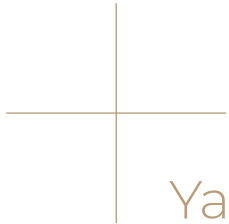
The new build report

Looking for the perfect new build yacht? There's only one number to call. New build division coordinator Daniela Duck has a direct line to hundreds of yachts currently under construction.

Better still, her career enables her to deliver the yachts of tomorrow, which are versatile, spacious and highly individualistic.







Yachts scheduled for delivery in 2023 and 2024 will feature increasingly generous aft decks.

It was another record breaking year. New build sales in 2022 were up 35% from an already impressive 2021, as 186 luxury yacht projects were signed off compared to 120 the previous year. In total there are around six hundred new build yachts currently under construction, including 110 being built on a speculative basis. Camper & Nicholson's remained a market leader. In the last 12 months, new projects have been delivered by and signed with Feadship, Baglietto and Mangusta among others.

Several factors drove the strong market through 2022. Firstly, the desire to own a home from home that doubles as a safe haven, free from restrictions. Secondly, an increase in wealth as some economic sectors boomed during the Covid pandemic. And thirdly and most importantly, the feeling that if an owner wishes to purchase a yacht, why wait to see what's around the corner? Ownership with a dose of *carpe diem*.

Recent revolutions in ownership have altered yacht design. Yachts scheduled for delivery

in 2023 and 2024 will feature increasingly generous aft decks. Many will also showcase fold-out terraces and bigger beach clubs, for owners who want to spend more time with loved ones, more frequently. A work-from-boat office has become a common inclusion.

Material usage has also evolved. Intelligent layouts and the extensive use of glass, which illuminates interiors and lends an affinity with the ocean, means that many new build yachts in the 40-50m range now feature six cabins with en-suite bathrooms. That's a particularly interesting proposition for owners with diverse families and desires.

Market forces have also encouraged designers to develop more flexible layouts, allowing the sixth cabin to become an office, games room or extra charter space. In some forthcoming new build layouts, the galley has been relocated to the lower deck, allowing two VIP cabins to grace the main deck with the master cabin on the upper deck. In the bespoke new build market, there is no one-size-fits-all.

PREVIOUS PAGE The Amels 60 range promises a sparkling and sustainable experience. **FROM TOP** The Sanlorenzo 57 boasts a capacious owner's suite with its own private deck. An Espen Oeino exterior graces the Amels 60.



Daniela Duck

New build division coordinator. Daniela Duck had a storied career at Perini Navi before joining Camper & Nicholsons in 2021. She uses her communication skills and four languages to maintain contacts at scores of global shipyards.



Larger new build projects have also been reshaped. One current trend is for bigger builds to feature larger pools, plus a more intimate forward cockpit for an owner's exclusive use. A helipad and long-distance range are now considered musts in an age of autonomy and liberty. Other accoutrements, including tender bays and enclosed gardens, mirror the demand for charters in Asia, Arabia and the Antarctic. Little wonder the market is busy.

All of which raises the ultimate question: what should a prospective owner do if he or she desires any of the above? A first port of call should be Daniela Duck, new build division coordinator at Camper & Nicholsons. Her team works with every top tier brand in the primary yacht building nations of Italy, the Netherlands, Germany, Turkey and France, and has contacts at the 186 active shipyards located from Norway to Taiwan, around 70 of which have just a single yacht under construction.

As demand for new builds is high, many opportunities fly under the radar. "A client would not see them on a generic website," asserts Duck. "Last week I called into a yard in Genoa to see a 50m being built on spec for delivery in summer 2024." Around half the new builds under construction "are being built in Italian shipyards from La Spezia to Livorno and across to Ancona" continues Duck, who spent 14 years working at Perini Navi. The German-born new build head confirms that the larger, fully custom projects signed during 2022 will predominantly be built in northern European yards.

Despite the boom, Duck's network of contacts enable her to source the perfect yacht for delivery within 24 months, "even though a lot of new build inventory has already been sold". As the majority of new build projects take around three years from planning to launch, the market has a far larger stock available for delivery in 2025 and 2026. "So if a client had a delivery time of three years," explains Duck, "the offers and opportunity to customise that purchase are obviously greater."

Available for delivery in 2023 is the Doge Line 400 GT, a brand new vessel with the looks and range of a tough explorer yacht. Also on sale for delivery in 2024 is the 57m Sanlorenzo 57, a steel-hulled superyacht with a vast owner's suite with its own private deck. For delivery in 2025, available new builds include the Amels 6007, which features an Espen Oeino exterior, hybrid propulsion and capacious swim platform.

All new build enquiries start with a discussion. The first questions are straightforward, says Duck. "Primary usage, expected size, lead time, budget and cruising range, which helps better determine the type of yacht and shipyard." Duck prefers to understand a client's desires during an in-person meeting. "That said, Covid taught us that video calls are an excellent tool to reach a prospective client, be they a serial owner or recent guest, who might be based in Australia or South America."

FROM TOP The inaugural *Doge Line 400 GT* is built by a Venice shipyard with 35 years of experience styling rugged steel-hulled explorer vessels. The immersive interior of the *Doge Line 400 GT*.





“At the end of that process we have a refined shortlist of opportunities from a variety of shipyards to choose from,” says Duck, “together with prices and schedules.” Then the fun can really begin.

In case of a full custom project, after initial discussions, a concept design tender is drawn up between client and Camper & Nicholsons. “Our new build team is composed of naval engineers with extensive industry knowledge and a shipyard background,” explains Duck. “They understand yacht design, shipyard logic, construction methods and cost effective management.”

The client is guided through the tender process, while a project management team reviews the technical documentation, construction schedule and contractual issues. “At the end of that process we have a refined shortlist of opportunities from a variety of shipyards to choose from,” says Duck, “together with prices and schedules.” Then the fun can really begin.

Clients are welcome to visit their new build project at any time. A round of drinks for the shipyard workers never goes amiss. The Camper & Nicholsons new build project

management team oversee the ongoing process of construction milestones, outfitting, class and flag coding and sea trials. “Luckily I have an amazing team of technical consultants across Europe,” Duck continues. “That’s the Camper & Nicholsons way. We make an effective and collaborative on-site difference.”

In the final months of a new build project, Duck’s team works closely with Camper & Nicholsons yacht management division. “This means sourcing the correct crew, registering with the chosen flag, performing the relevant accounting and, quite possibly, liaising with our charter marketing team too.” In other words, the time-consuming tasks necessary to a yacht’s operation. “The owner has the fun task of cracking the Champagne,” concludes Duck. “While they enjoy their launch, I enjoy starting my search for new yachts.”

FROM TOP The Sunrise shipyard in Turkey has new builds under construction.



Scan to explore the C&N New build selection for sale







On the market

Camper & Nicholsons boasts a rarefied selection of yachts for sale, each marketed by a long-standing broker of international repute. This issue's best-in-class selection highlights the most inimitable boats in each range, from globally capable superyachts to regatta-ready sailing yachts.

IMAGE Borkumriff IV is a pedigree sailing superyacht.

Elements



View online

KEY INFORMATION

Length:	80.00m (262')
Shipyard:	Yachtley
Year:	2019
Guests:	24
Cabins:	12
Crew:	29

TECHNICAL SPECIFICATIONS

Exterior Designer:	Alpha Marine
Interior Designer:	Cristiano Gatto Design
Beam:	13.00m
Draft:	3.80m
Hull material:	Steel
Gross Tonnage:	2443
Engines:	2 X MTU 3000 HP
Speed:	13kn cruising / 20kn max
Range:	7500 nm at 13 knots

MAIN FEATURES

- Built to Lloyds and SOLAS unrestricted navigation
- 2019 delivery
- Suitable for private and commercial operation
- 18 knots top speed
- Helipad
- 140sq.m beach club
- 8.4m Limousine tender
- Medical suite

ASKING PRICE

€112,000,000



This ocean-going leviathan is licensed by Lloyd's and SOLAS for unrestricted global navigation. Better still, *Elements* has the capacity to power around the planet in unparalleled splendour. Interiors showcase the understated luxury of designer Cristiano Gatta with crystal chandeliers and backlit onyx panels. Her 24 guests may ride a glass elevator to 12 sumptuous cabins, or lounge on her 140sqm beach club with gold mosaic bar.



Callisto



View online

KEY INFORMATION

Length:	65.20m (214')
Shipyard:	De Vries, Feadship
Year:	2006
Guests:	12
Cabins:	6
Crew:	16

TECHNICAL SPECIFICATIONS

Exterior Designer:	De Voogt Design
Interior Designer:	Terence Disdale Design
Beam:	11.65m
Draft:	3.80m
Hull material:	Steel
Gross Tonnage:	1306
Engines:	2 X Caterpillar 2000 HP
Speed:	12kn cruising / 16kn max
Range:	3500 nm at 12 knots

MAIN 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
- Zero speed stabilisers
- Class and Flag surveys (15-years)
- Extensive refit completed in summer 2021 at Feadship Amsterdam
- Maintained to the highest standards throughout the years

ASKING PRICE

€46,000,000



Callisto was launched at the original DeVries yard in Aalsmeer Holland in 2006 and was a finalist in the 2007 Boat International Awards. Her Terence Disdale Design interior is fully custom throughout. Offered for sale for the first time, under original ownership *Callisto* is a rare opportunity for someone looking for a proven World cruiser built to the highest of standards with an exceptional and most practical design.



C



View online

KEY INFORMATION

Length:	54.60m (179' 1")
Shipyard:	Baglietto
Year:	2021
Guests:	17
Cabins:	7
Crew:	13

TECHNICAL SPECIFICATIONS

Exterior Designer:	Horacio Bozzo
Interior Designer:	Hot Lab Yacht & Design
Beam:	10.40m
Draft:	2.50m
Hull material:	Aluminium
Gross Tonnage:	901
Engines:	2 X Caterpillar 1080 HP
Speed:	12kn cruising / 15kn max
Range:	4500 nm at 12 knots

MAIN FEATURES

- Aluminium hull and superstructure
- Built to Lloyd's and LY3
- Shallow draft
- Higher than standard headroom
- 7 cabins, accommodating 17
- Dual master and VIP cabins on main deck
- Expansive open air beach club with gym
- Hammam, spa, and massage room
- 2 freshwater pools

ASKING PRICE

€42,000,000





This stupendous superyacht was developed by an award-winning trio. Italian yard Baglietto built her high capacity structure with two freshwater pools. Horacio Bozzo sculpted social spaces, including a gigantic beach club that opens seaward on three sides. Interiors from Hot Lab pair Italianate sophistication with lashings of marble. Completed in 2021, C remains in pristine condition and is ready to cruise.



Were Dreams



View online

KEY INFORMATION

Length:	52.30m (171' 7")
Shipyard:	Amels B.V. Holland
Year:	2008
Guests:	11
Cabins:	6
Crew:	13

TECHNICAL SPECIFICATIONS

Exterior Designer:	Tim Heywood
Interior Designer:	Laura Sessa
Beam:	9.00m
Draft:	3.35m
Hull material:	Steel
Gross Tonnage:	642
Engines:	2 X MTU 1408 HP
Speed:	13kn cruising / 15kn max
Range:	4500 nm at 13 knots

MAIN FEATURES

- Third hull delivered of the Amels 171 Limited Edition popular series
- Finest Dutch pedigree
- 11 guests in 6 cabins
- Contemporary interior from Laura Sessa
- Large open sundeck that has been redesigned
- Ready for immediate world cruising
- In perfect state inside and out
- Lloyds classification

ASKING PRICE

€24,000,000



Were Dreams was built to indestructible standards by Amels and has never been chartered. She has cruised extensively through the Pacific and Indian Oceans and is now on sale for the very first time. Her majestic exterior lines were styled by Tim Heywood. A unique opportunity to purchase a proven Dutch superyacht ready for immediate exploration.



Borkumriff IV



[View online](#)

KEY INFORMATION

Length:	50.58m (165' 11")
Shipyard:	Royal Huisman
Year:	2002
Guests:	6
Cabins:	3
Crew:	9

TECHNICAL SPECIFICATIONS

Exterior Designer:	John G. Alden
Interior Designer:	John Munford
Beam:	9.24m
Draft:	4.30m
Hull material:	Aluminium
Gross Tonnage:	254
Engines:	1 X MTU 1057 HP
Speed:	10kn cruising / 12kn max
Range:	3000nm/ 12.5 days

MAIN FEATURES

- Royal Huisman Pedigree at its best
- John G. Alden / Dykstra Naval Architects / John Munford
- Built by an experienced owner, still under her original ownership
- Classic gentleman's yacht to cruise the world

ASKING PRICE

€12,900,000 (VAT paid)



Borkumriff IV encapsulates the spirit of sailing by distilling the mastery of the industry's greatest names. Commissioned by a highly experienced owner, she unites the sum knowledge of design house Dykstra, maritime interiors specialist John Munford and celebrated sailing shipyard Royal Huisman. Her keywords of style and speed are precised by her custom tender, a replica of the New York Yacht Club commodore's pilot vessel.



AAA



View online

KEY INFORMATION

Length:	49.90m (163' 8")
Shipyard:	Overmarine (Mangusta)
Year:	2021
Guests:	12
Cabins:	6
Crew:	9

TECHNICAL SPECIFICATIONS

Exterior Designer:	Stefano Righini Design
Interior Designer:	Oktavia Design
Beam:	9.20m
Draft:	1.90m
Hull material:	GRP
Gross Tonnage:	485
Engines:	4 X MTU 2600 HP
Speed:	30kn cruising / 36kn max
Range:	825 nm at 30 knots

MAIN FEATURES

- Latest MTU generation
- The only Mangusta 165 on the market with a six-cabin layout
- High ceilings
- Massage room/Owner study
- ABS commercial class
- 2 Jacuzzis

ASKING PRICE

€25,900,000





A golden opportunity to own the most recently launched Mangusta 165. AAA packs the latest generation MTU with low engine hours. While her cool modern interiors are pristine following her 2021 launch. AAA can glide across oceans at 36 knots. Which gifts her 12 guests more time to enjoy her spacious aft deck with al fresco table, outdoor cinema and two Jacuzzis.



Wellenreiter



[View online](#)

KEY INFORMATION

Length:	46.10m (151' 2")
Shipyard:	Jongert
Year:	2003
Guests:	8
Cabins:	4
Crew:	6

ASKING PRICE

€6,950,000

Wellenreiter is a globally capable sailing thoroughbred. Built by Jongert, the world-beating Dutch shipyard, she has had a single owner during her storied two decade career. She is therefore supremely well fitted. A steel hull and aluminium superstructure are complemented with a furling boom and captive winches. Two tenders stow in the stern and bow to maintain her gorgeous lines.



Blue Sky



View online

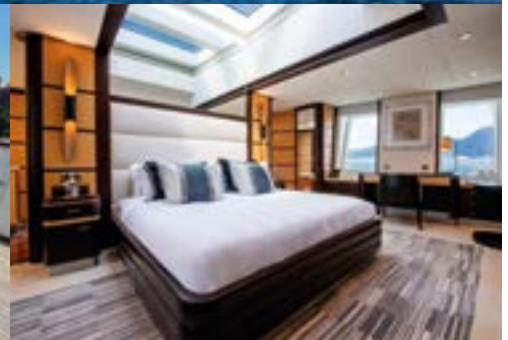
KEY INFORMATION

Length:	44.65m (146' 5")
Shipyard:	Feadship
Year:	2013
Guests:	12
Cabins:	5
Crew:	9

ASKING PRICE

\$22,800,000

Blue Sky stands shoulders above her class. This exceptional Feadship boasts the volume of a far larger yacht plus a helicopter platform, another rarity in her field. Her profile pays homage to the harmonious pairing of Sinot yacht design and Bannenberg & Rowell, who styled her elegant minimalist interiors. A rare chance to own a pedigree yacht with low engine hours.



L'Albatros



[View online](#)

KEY INFORMATION

Length:	43.60m (143')
Shipyard:	Sterling Yachts
Year:	1985 (2022)
Guests:	12
Cabins:	6
Crew:	8

ASKING PRICE

€7,850,000

There's a reason why *L'Albatros* has made two circumnavigations. She was built at the Nishii-Sterling shipyard in Japan, which specialises in technically excellent yachts with unrivalled seakeeping. A 2022 refit upgraded her capabilities with new Caterpillar TIER III engines and generators, fresh teak on her sundeck and hull and superstructure paint. *L'Albatros* has an enviable record of charter success.



Genesis



[View online](#)

KEY INFORMATION

Length:	43.12m (141' 5")
Shipyard:	Italyachts
Year:	2011
Guests:	9
Cabins:	4
Crew:	7

ASKING PRICE

€7,000,000 (VAT paid)

Genesis is a head-turning yacht with lightning pace. She can speed to secret beaches at 33 knots, then get close to the action on arrival thanks to her shallow draft. Her refined interiors by the peerless Cristiano Gatto mirror the golden hue of her hull. *Genesis* is tailor-made for outdoor action with a huge flybridge sundeck, additional aft deck sun pad and further al fresco seating on the bow.



Only Eighty



[View online](#)

KEY INFORMATION

Length:	43.00m (139' 9")
Shipyard:	CRN
Year:	2013 (2017)
Guests:	12
Cabins:	5
Crew:	9

ASKING PRICE

\$13,500,000

Only Eighty is the full package. A yacht that incorporates an elevator, gym, midship garage and Jacuzzi, plus accommodation for 12 guests, into a sleek 43m design. The meticulously maintained yacht has self-evident charter potential. Not least as she can skip across the Atlantic Ocean and possesses a sizeable swim platform.



Fabulous Character



View online

KEY INFORMATION

Length:	42.29m (138' 8")
Shipyard:	Holland Jachtbouw
Year:	2010 (2022)
Guests:	10
Cabins:	5
Crew:	9

ASKING PRICE

\$18,995,000

The full-custom *Fabulous Character* is worthy of her World Superyacht Award. Built to superlative standards at Holland Jachtbouw, her symmetry is centred around a central marble staircase, which connects three decks. A sundeck Jacuzzi allows guests to gaze upon her flotilla of kayaks, waterskis and sailing dinghy. A compelling opportunity to own an immaculately maintained yacht in turnkey condition.



Doge Line 400 GT



[View online](#)

KEY INFORMATION

Length:	41.80m (137' 1")
Shipyard:	Ocean King
Year:	2023
Guests:	10
Cabins:	5
Crew:	7

ASKING PRICE

€19,850,000

An incredible chance to own the very first *Doge 400 GT*. She will launch end of 2023 at Ocean King in Venice in Italy, a shipyard with 35 years of experience styling rugged steel-hulled explorers. Contemporary materials and profiles allow for a full beam master suite, two VIP cabins, additional guest accommodation, tender garages and a fully open beach club. In short, a head-turning yet sturdy yacht with a huge autonomous range.



Cetacea



View online



Available for charter

KEY INFORMATION

Length:	40.51m (132' 10")
Shipyard:	Feadship
Year:	1970 (2022)
Guests:	8
Cabins:	4
Crew:	5

ASKING PRICE

\$8,490,000

This 1970 vintage Feadship is a vision of art deco elegance. In immaculate condition, her teak panelling and mid-century interior remain pristine. Yet *Cetacea* has a heart — and hull — of steel. She has circumnavigated the globe and traversed the Pacific on separate occasions. She also has bona fide charter potential, as testified by her upper deck with built-in Miele barbecue grills. A timeless sophisticated yacht.



Corto Maltese



[View online](#)

KEY INFORMATION

Length:	37.14m (121' 10")
Shipyard:	Dutch Yacht Builders
Year:	2006
Guests:	9
Cabins:	4
Crew:	6

ASKING PRICE

€5,900,000 (VAT paid)

Corto Maltese is a sailing superyacht presented in immaculate condition. Her ocean-going potential is complemented by sun-kissed decks that shine in any destination. These include forward and flybridge sun pads, an aft deck dining area and a rear swim platform. Her maritime chic interiors are laced with teak, mahogany and Botticino marble. Thanks to a recent full repaint and new wardrobe of sails, *Corto Maltese* looks as good as she sails.



Lucy



View online

KEY INFORMATION

Length:	36.60m (120')
Shipyard:	Tecnomar
Year:	2022
Guests:	9
Cabins:	4
Crew:	5

ASKING PRICE

€14,600,000

Brand new launch *Lucy* uses pioneering design to perfect engine efficiency, functionality and space for nine guests in a sleek 36.6m package. Her 8m beam allows for a giant owner's suite with a private lounge area, plus an independent massage room and sauna. Her revolutionary silhouette is guaranteed to turn heads — even as she cruises past at 20 knots.



Cinquanta-50



[View online](#)

KEY INFORMATION

Length:	35.60m (114' 9")
Shipyard:	Admiral
Year:	2014
Guests:	9
Cabins:	4
Crew:	5

ASKING PRICE

€6,900,000 (VAT paid)

The sleek grey hull of *Cinquanta-50* lends her a naval look, which is backed up by a formidable cruising range and top speed of 14 knots. The biggest surprise of this 35.5m Admiral is space. A dual level sun space forward allows for fabulous sea views. Her main salon with gigantic twin windows is styled like a Milanese design hotel. Her capacious upper deck dining and entertaining area has left previous guests speechless.



Odyssey III



[View online](#)

KEY INFORMATION

Length:	33.00m (108' 3")
Shipyard:	Benetti
Year:	1967 (2018)
Guests:	8
Cabins:	4
Crew:	6

ASKING PRICE

£5,850,000 (VAT paid)

It's hard to improve a vintage 1967 Benetti. Yet the meticulous owners of this cruising classic did just that. In 2018 *Odyssey III* was sympathetically refitted at Pendennis and upgraded with new technical systems, teak decks and at-anchor stabilisers. A hydraulic portside boarding platform now allows access for all generations in all weathers. A yacht with charm, integrity and maritime history.



Idle



[View online](#)

KEY INFORMATION

Length:	32.00m (104' 11")
Shipyard:	CNB
Year:	2007
Guests:	8
Cabins:	4
Crew:	4

ASKING PRICE

€3,700,000

Pedigree sailing superyachts in perfect condition are precious. *Idle* is such a gem. Designed by Philippe Briand, and maintained by the same owner and captain since launch, she recently completed her 15-year survey. Equipped with new sails in 2022, she is anything but idle. She has proven herself in both the Mediterranean and Caribbean and awaits a new owner to write her next chapter.



The Great Escape



[View online](#)

KEY INFORMATION

Length:	31.08m (101' 11")
Shipyard:	Sanlorenzo
Year:	2020
Guests:	12
Cabins:	5
Crew:	5

ASKING PRICE

€11,500,000 (VAT paid)

The Great Escape isn't just the sixth hull of the acclaimed Sanlorenzo Asymmetric series. This 2020 launch comes with an additional €1,600,000 of high specification upgrades and an array of water toys. She has just 600 engine hours. Intelligent design allows for a light-filled main salon, fold-out terrace, full beam master suite plus four generous cabins. Plus a top speed of around 27 knots.





Camper & N

SECTION 4

FUTURE THOUGHTS

**The silent heroes
of superyachts**

84

**Yachting ex
machina**

90

**The trash regatta
upcycling big ideas**

98

**Champagne's
Starck return to
source**

107



FUTURE THOUGHTS

The silent heroes of superyachts

Nothing gets past Marianne Danissen and Richard Williams. The respective heads of Camper & Nicholsons yacht management division and safety and security team have toured a thousand yachts. Danissen and Williams share how to operate a superyacht smoothly and efficiently. The pair also praise a pioneering tech solution for all stakeholders from owners to crew.

There are no canapés when we visit,” says Marianne Danissen, head of Camper & Nicholsons yacht management division. The sofas are protected, valuable items are packed away and the floors are covered. “We visit the yachts when they are in preparation mode,” she continues, “when they are not ready to welcome guests.”


Danissen oversees the operation of 70 luxury yachts, while ensuring their ongoing running is efficient, safe and cost effective. The operational tasks include legal compliance, flag and class rules, ownership structuring, staff training, crew employment, onboard mediation and accounting services for owner, captain and crew. In short, her role is far removed from sipping cocktails off Capri. “We work in the background to make the experience of owning a yacht flawless,” confirms Danissen. “It’s our job to make the impossible possible.”

IMAGE Yacht management operates behind the scenes to maximise an owner’s enjoyment.

To perform this task, Camper & Nicholsons has assembled a team of highly qualified industry professionals. The yacht management division includes captains, chief engineers, naval architects, and surveyors. “Most staff on our technical side came from the yachting industry, merchant marine or have a naval background,” explains Danissen. “Others gained experience in yachting, commercial shipping or the legal profession.” Nothing fazes this sector-leading squad.

Danissen herself spent ten years at sea working on superyachts, latterly as a chief engineer. After joining Camper & Nicholsons yacht management team in 2003, she performed every role in her division — with the exception of accounting — rising to helm the team in 2019. It’s a claim no other yacht manager can match. “That experience showed me how best to manage boats on behalf of an owner,” she says. “You know exactly how they run and nobody can hide much from you.”





“We study what’s going on at the International Maritime Organization and International Labour Organization in areas as diverse as carbon emissions and cyber security”

Her colleague Richard Williams also knows how a yacht operates. The company’s safety and security manager helped develop the international standards associated with yacht construction and operation today. “As a surveyor for new builds and yachts in service you see a huge range of issues,” he explains. Williams also led the Industry Working Group’s LY3 yacht code for the MCA’s large yacht unit, as well as international standards for helicopter decks operations and carbon fibre masts.

Williams’s experience grants him insight into what regulations the Camper & Nicholson’s fleet should prepare for in 2023. “I helped with the creation of regulations for large ships,” he explains. “Those regulations increasingly crossover into large yachts, as the training, environmental and safety systems are for similar sized vessels.”

Williams also stays informed of upcoming changes over a five year horizon. “We study what’s going on at the International Maritime Organization and International Labour Organization in areas as diverse as carbon emissions and cyber security,” he explains. “Those rules will filter down to the yacht industry.” In yacht management, forewarned is forearmed.

Williams is used to problem solving in his role as a designated person ashore (DPA). “Part of the ISM code requires a DPA to form an essential link between ship and shore,” he explains. This relationship ensures that all crew have someone to speak to if they feel a yacht isn’t a safe and legally compliant place to work.

Camper & Nicholson’s provides both a male and female DPA to offer confidential advice or discuss an issue that crew feel their captain or senior office has not taken seriously. “A yacht can be a high pressure environment,” admits Williams. In his experience, it’s easier to address issues relating to employment or harassment swiftly and sympathetically, rather than letting grievances grow.

“The human aspect” is a pressing issue for division head Marianne Danissen too. “The yachting industry needs to attract a greater diversity of people,” each bringing a new skill set and approach. Camper & Nicholson’s encourages crew training programs. The company also organises leadership seminars for captains and heads of departments concerning leadership tools, preventing critical situations at sea and encouraging mental fitness.

IMAGE The bridge is the operational command centre of a yacht.



Marianne Danissen

Group head of yacht management. Marianne Danissen joined Camper & Nicholsons in 2003 after spending over a decade at sea in yacht engineer roles. The yacht management fleet of 70 vessels is a 24/7 task managed by a multi-talented global team.



Richard Williams

ISM/ISPS Manager & DPA
Richard Williams started sailing in the English Channel and Irish Sea aged 12. He has held numerous senior roles in maritime safety, marine surveying and auditing new build yachts.



To further the company's aims of transparency and efficiency, Camper & Nicholsons employs a new weapon. "Our digital tools were created in collaboration with our tech hub to ensure that we deliver minute-by-minute information to all stakeholders," explains Danissen.

For example, aspiring crew members can apply for a job opportunity by uploading their data on a GDPR compliant platform. The new C&N Crew software immediately filters the right candidate for the right role. The data is instantly shared within the yacht management team, allowing crew placement colleagues to follow up on the request. If approved, captains looking for specific staff will receive notification on their iPhone a few seconds later. A Zoom interview could take place that day.

What else can these tech tools do? Firstly, they provide owners with real time data regarding charter revenue, insurance premiums, pending invoices, crew costs, maintenance schedules and much else besides. "Essentially an owner can check at any time the financial status of his or her yacht and use the tool to filter out specific data as required," explains Danissen. In other words, fingertip access to every aspect of their high value investment.

Secondly, as decision making increasingly functions on actionable data, Camper & Nicholsons tech tools can help predict financial outcomes. For example, an owner wishing to purchase a 50m Benetti can receive an instantaneous and accurate

portrait of operating costs, charter income, fuel consumption and staff payroll, all based upon the statistical history of the world's largest yachting database.

Moreover, these digital tools are unique. Camper & Nicholsons navigated against the tide by developing, at the cost of millions, their own in-house data solution. By avoiding third party software, the yacht management team can share data, adapt or add fields as clients demand them, for example for monthly ISM checklists or specific charter requests. Different data can be accessed by users with a tailored level of access, from an owner's representative to an accountant in a family office.

Camper & Nicholsons clients can also interact with their yacht manager inside a protected portal. In times past, owners or family offices shared their financial information and travel plans by email, a poor choice from a security point of view. Now their data is protected in-house. "It's a long way from when I started in yacht management in 2003," says Danissen. "Our seven staff had fax machines sitting next to a computer that took up half the desk."

Danissen and Williams have stepped aboard a thousand yachts during their decades-long careers. They will doubtless visit many more. "We solve the stress", asserts Danissen, "so that an owner can enjoy their yacht".

IMAGES Camper & Nicholsons digital tools make collaboration between yachting stakeholders swifter and safer.

FUTURE THOUGHTS

Yachting ex machina

Artificial intelligence offers far more than chatbots and route calculators. The coming information age promises self-driving tenders and fuel price prediction tech. Not to mention off-the-scale yacht design that pushes the limits of naval architecture. Do humans fit into this technological utopia? They're front and centre, say our AI experts.

In 2023 Bobby Bigio, a Camper & Nicholsons charter broker, asked the artificial intelligence (AI) platform Midjourney to create an Antarctic explorer yacht. Thirty seconds later Bigio received his custom design. The yacht featured a jet black ice-breaking prow and a mushroom of communication pods fit for a military expedition. That's not all. Rising through the brash ice was a matching submarine that looked like an escape pod for James Bond's nuclear-crazed nemesis.

For a dose of reality Bigio uploaded his image to LinkedIn. Within days his avante-garde design received 1,000 interactions from around the world. Comments ranged from "the perfect design is all math based" to "it's basically a cool looking image put together out of stolen sources". Unwittingly, the broker had kicked a hornet's nest, where sites like Midjourney and DALL-E can create hitherto unimagined mock-ups in seconds. But how far can the technology go?

AI is the ability for technology to gather, synthesise then act upon information. Machine learning means that this intelligence is refined further, as a computer gets better and better at its task, until it can imitate — or even surpass — human endeavour.

Which naturally raises questions. Is AI safer at steering a tender than a deckhand? Will industry roles evolve or be reduced? Who oversees the robots? Little wonder that AI has been christened the greatest innovation of the 21st century, as well as humanity's greatest existential threat.

For yachting the potential benefits are manifold. AI could predict the best destination to position a yacht for charter success by investigating millions of data points, then calculating the best place to anchor and the fuel usage to get there. Computers could reach out to clients at opportune times with up-to-the-second information, then envision a buyer's queries before they ask them. Available right now is OSCAR, a marine collision avoidance system driven by thermal cameras and data analysing algorithms: a timely innovation considering that 75% of collisions at sea are caused by human error.

Alexa, Roomba and Tinder have changed the way people interact, tidy and form lifelong relationships. By canvassing four voices from four differing roles, locations and generations, we can build a picture of how AI might recalibrate the luxury yacht industry. The conclusion? The tech is far from perfect but the future looks autonomous.



'MODERN GLOBAL EXPLORER YACHT'



Luca Dini doesn't mince his words. "We are witnessing, in terms of scale and ambition of the projects delivered, something never seen before in the recent history of humanity." The Italian luxury yacht designer is planning for a world in which AI is commonplace. "We have a dedicated team of visionaries in our practice," continues Dini. "Their sole focus is on research and development of new technologies including the implementation of AI and the Internet of Things (or IOT, which describes digital access to physical objects, from jetski batteries to solar panels, over a secure network)".

Dini shares practical examples of AI assisted projects. "We've just launched the island of Sindalah," he explains, "which will soon become the ultimate luxury destination in the Red Sea." The project applied AI to an entire resort village. "The walls and the columns of the village are interactive," says Dini. "They use machine learning to display visual contents depending on the island occupancy, special events and other parameters controlled by AI." Sindalah opens to the public later in 2023.

Yachts are different from holiday resorts. They are bespoke floating palaces that correspond to the individual demands of an exacting owner. It's a topic in which Dini is an expert, having designed 83 yachts with a further 13 under construction at yards including Tankoa and Heesen. Will AI take over yacht design? "Not yet, thank God! I still have the last word on the ultimate look of a yacht and how I present it to my client." Instead Dini sees AI's current use as an intelligent tool to scope out ideas during the design process.

For Dini the best use of future AI might be to enhance customer comfort. "We recently developed a new concept of an intelligent domotic," he explains. It's essentially a home automation system that controls appliances, climate and entertainment systems. For example, it could learn from customer habits — from a melancholic song choice on Spotify to the amount of unread emails in an inbox — then prepare a sauna or a favourite meal if an owner has had, as the AI understands it, a bad day at work. "This is going to become reality in yacht design in the near future."



“AI will design a spectacular looking yacht in 30 seconds,” Nicholson explains, “but you have to ask it the right thing.”



The first explorer yachts that an AI platform delivered to Rodrigo Nicholson, a Florida-based sales advisor, were a Frankenstein's monster. As the creator grew cleverer, Nicholson inputted savvier search terms like 'modern global explorer yacht'. The platform's subsequent results showed a metallic silver leviathan, which looked like Zaha Hadid had sculpted a battleship for the 22nd century. "AI will design a spectacular looking yacht in 30 seconds," Nicholson explains, "but you have to ask it the right thing."

Camper & Nicholsons has embraced technology since Nicholson's forbear Ben Nicholson joined the company nearly two centuries ago. Is AI a groundbreaking innovation on par with the diesel engine or GRP hull?

FROM LEFT Yacht designer Luca Dini. Yacht sales advisor Rodrigo Nicholson.

Not quite. "Currently I think that AI is a means of refining a design you already have in your head," states Nicholson. "Probably one that involves pioneering technologies like 3D liquid printing mental and hydrogen propulsion," for which few real life models exist. Nicholson cites the example of Sanlorenzo's green room, where clients can walk through a rendered version of their prospective yacht, which can quicken the design and negotiation process.

Would Nicholson purchase the yacht he designed using AI? "The gold yacht I created in AI (with a swooping plumb bow that looks like an upturned stiletto heel) might be a yacht of the future as many clients of my generation are looking for speedy, modern boats." How about a client in their 60s? "The median age of wealthy buyers who aspire to own a 50m yacht is decreasing," explains Nicholson. "By the time AI has a groundswell, people of my generation (Nicholson is in his early twenties) might be looking for more innovative designs."

In future, bots could source potential clients before a content creator app crafts them a personalised email.

“An increasing goal of yachting is to explore remote places,” says Benjamin Bensahel. That’s why the Monaco-based sales manager typed in the terms ‘explorer yacht Antarctica with family and friends while working remotely’. “This is what a lot of owners actually request,” confirms Bensahel.

The resulting designs wowed colleagues. In one AI generated image, what appears to be a steel-hulled expedition yacht is anchored alongside Antarctica with a spike-wheeled snow buggy parked on the glacier edge. In another image, a guest controls a hundred million dollar vessel in a treacherous destination with the swipe of a tablet. It’s Captain Nemo for the superyacht age.

Bensahel remains sceptical about the actual impact on yacht manufacturing. Concepts can be quickly realised as a program can compute millions of permutations in seconds, pushing construction regulations and class rules to their limit. But at present, a client would only trust a naval architect with decades of experience using steel and aluminium with their life’s dream.

“For me the biggest game-changer for AI is in prospecting,” believes Bensahel. In future, bots could source potential clients before a content creator app crafts them a personalised email. The best opportunities would then be filtered, and financially qualified, for real life contact by a sales or charter broker. “When used carefully the technology could save time for key tasks with ongoing physical clients.”

LEFT Monaco sales manager Benjamin Bensahel.





'EXPLORER YACHT ANTARCTICA WITH FAMILY AND FRIENDS WHILE WORKING REMOTELY'



'EXPLORER YACHT CRUISING ANTARCTICA
IN A JAMES BOND STYLE'



As Camper & Nicholsons has 240 years of heritage, clients understand that it's not a new startup offering a design service," continues Alessi. The brand carries a level of security and trust.

Giovanni Alessi Anghini used an AI platform to craft the interview answers in the following paragraph. The responses showed the salient limits of the technology at present. AI may be lightning quick but it lacks the emotional empathy to understand a client's needs or to research a topic to its fullest extent.

Alessi asked the AI platform how it would impact the market? "It helps yacht designers and builders make informed decisions about the design and construction of the yacht," stated Alessi's AI-assisted reply. "This reduces the need for physical prototypes." Brokerage is also impacted. "AI systems can also automate repetitive tasks such as lead generation, customer relationship management and contact management, freeing up brokers to focus on high-value activities." So far, so functional.



Which is why Alessi remains sceptical about the current limits of AI. "Covid accelerated our acceptance of virtual meetings with shipyards and clients," he admits. "But we could not exist without establishing a genuine rapport with a client. As Camper & Nicholsons has 240 years of heritage, clients understand that it's not a new startup offering a design service," continues Alessi. The brand carries a level of security and trust.

Alessi points to the example of Bitcoin, which the company started accepting in 2022, allowing customers to place a currency trade at an exact price backed by any federal currency. In short, it's not the technology that matters: it's trusting the people with whom you spend your money that counts.

ABOVE Chief innovation and technology officer Giovanni Alessi Anghini.



FUTURE THOUGHTS

The trash regatta upcycling big ideas

A marine rubbish regatta drew attention to a global problem. How to solve the issue of plastics threatening isolated atolls in the Seychelles and other ocean idylls. Ideas range from autonomous cleaning bots to cutting plastics closer to home. As a recent Seychelles expedition by HSH Prince Albert II proved, everyone can take part.

The last Aldabra Island Regatta in the Seychelles was a race like no other. Four plastic fantastic boats built entirely of trash — *Rasta Rocket*, *Red Lion*, *Wakanda* and *Floppy* — sailed a 1.5km course off the remote Indian Ocean atoll. That *Floppy* won is immaterial. The regatta drew attention to the gross amounts of ocean flotsam that threaten our seas. Equally importantly, the event highlighted new research on how to remove them.

The research was carried out by a joint team of Seychellois volunteers and University of Oxford academics. The team of twelve marooned themselves like modern day Robinson Crusoes on the remote atoll, midway between Madagascar and Tanzania, a four-day sail east from the Seychelles capital of Victoria.

IMAGE Researcher Martin van Rooyen and conservationist Luke A'Bear standing proudly with *Red Lion*, a competitor in the Aldabra Island Regatta.

Aldabra was chosen not just for its purported plastics. The world's second-largest coral atoll is home to scores of endemic species including dugongs, flying foxes and red-tailed tropicbirds. Plus giant tortoises that owe their existence to Charles Darwin, who witnessed fishermen devastating the species in the 1870s, before lobbying the governor of nearby Mauritius for protection.

What the Oxonians and Seychellois discovered on Aldabra was shocking. Mountains of plastic flotsam rose like dunes of 21st-century consumption. Green turtles that swam ashore to nest returned to sea as they had no place to spawn. The ingestion of plastic was commonplace. The reef was particularly unhealthy, as the incidence of coral disease increases from 4% to 89% when polyps are in contact with plastic. To solve Aldabra's problem with science, the team would have to dig deep.



“Research conducted at the University of Oxford has revealed that an East-West current sweeps plastic from Indonesia and other parts of Asia directly to Aldabra.”

Dig they did. For five sweltering weeks, the team picked and sorted 25 tonnes of beached plastics. The overwhelming amount of trash, which was later used to build *Floppy* and the other Aldabra Island Regatta boats, derived primarily from discarded fishing gear. Most numerous were fish aggregating devices (FADs). These floating objects, with plastic nets and electronic transponders attached, act like a magnet to big pelagic species such as marlin and tuna, which tend to gather around flotsam including logs and knots of seaweed. Pacific islanders have used bamboo rafts for the same purpose for millennia. Yet today's plastic FADs are often jettisoned to save weight on a return fishing trip, or lost as they float into a marine protected area where fishing boats are forbidden to follow.

The Seychelles may be part of the solution. The country's economy is dependent on fishing, which directly and indirectly employs 10% of the population. The Aldabra research and its headlining regatta prompted calls for a limitation of FADs in the Seychelles and a requirement that they be made from biodegradable material. The island has become a model for other polluted zones. The high ratio of discarded fishing products is similar to that found in other areas including the Great Pacific Garbage Patch (52% of total plastics) and Australia's northern shores (63%).

The problem of the remaining plastics on Aldabra requires a more global solution. The trash sorted by the team included 60,000 individual flip-flops. That's simply too many shoes to originate from the Seychelles, which has a population of just 99,000. The nearly 500 plastic bottles found on Aldabra were easier to source. Nearly 50 legible bottle labels pointed to plastics from China (21), Indonesia (6) and Thailand (4). In other words, a worldwide issue that requires international collaboration.

Why do the plastics end up in Aldabra and other isolated islands? The rest of the Seychelles, which has only been inhabited since 1770, is resoundingly pristine. Camper & Nicholson's charter itineraries showcase coco de mer shells and pink sands on Praslin, while the Desroches archipelago boasts 72 postcard-perfect coral cays.

Yet other islands “lie in the path of ocean currents and so receive enormous amounts of plastic waste,” explains Professor Lindsay Turnbull from the University of Oxford. “Research conducted at the University of Oxford has revealed that an East-West current sweeps plastic from Indonesia and other parts of Asia directly to Aldabra.” A tragedy for the island, which is a UNESCO World Heritage Site with a population of 12 humans and 150,000 tortoises.

FROM TOP The UNESCO-inscribed atoll of Aldabra. The Aldabra clean-up team atop their mounds of ocean trash.







“Yacht owners are ocean lovers. The first thing to do is to be exemplary in the management of waste when onboard.”

Ocean currents might point out a potential answer to seaborne plastics. One of the latest sea trash solutions is 56.5m *Manta*, a five-deck multihull powered by solar panels and DynaRig masts, that looks like the world’s most futuristic explorer yacht. She is scheduled to launch in 2025. Then *Manta* will be able to suck up 10,000 tonnes of marine plastics per year using floating collection systems, conveyors, mini-crafts and two lateral cranes for pulling up the largest pieces of debris. Up to 95% of trash will be processed at sea, with some used in a waste-to-energy conversion unit to further power the vessel.

Valérie Amant from The Sea Cleaners, the environmental organisation behind *Manta*, says the boat’s secondary aim is educational. The photogenic vessel can help raise awareness that 40% of plastics are discarded within a month of usage. Or that plastics account for 85% of ocean litter. And that by 2040, plastic waste might present an annual financial risk of \$670bn to businesses and governments who will have to bear the costs of managing it at the projected volumes.

What can yacht owners do to help? “Spread the word,” says Amant. “Yacht owners are ocean lovers. The first thing to do is to be exemplary in the management of waste when onboard.” They can also dig deep. In 2022, *Manta* received build approval from French inspection agency Bureau Veritas. “What we need now is a shipyard and more financial support.”

IMAGE Other charter destinations in the Seychelles like La Digue remain resolutely pristine.



Another oceanic concept seeks to cull plastic pollution. Rivers in the newly developed world are a primary source of ocean pollution. Since 2020, The Ocean Cleanup has pioneered the use of Interceptors to lasso the world's trash before it enters the ocean. These vast booms, connected to a solar-powered scooper, can net rubbish from a river mouth or be looped out at sea from a tender. One of the newest Interceptor Barriers guards the bay at Kingston Harbour in Jamaica. Another Interceptor boat, funded by the rock band Coldplay, guards the Klang River near the burgeoning Malaysian capital of Kuala Lumpur. Once again, more funding means more ocean cleanups.

A third ocean environment project hopes to tackle the issue of ocean trash before it

even occurs. The Plastic Pollution Coalition, an alliance of business leaders and marine experts, is pushing its Last Plastic Straw movement to refuse single use plastics in the first place. The program manager is Jackie Nuñez. She recalls being served a glass of water "with a plastic straw that I didn't ask for and didn't need" in 2011, which she knew would outlive her and generations to come.

"I had seen so many plastic straws during beach cleanups," says Nuñez, "I felt that the plastic straw would be a gateway to help people realise we can't just keep cleaning up plastic pollution — we need to stop it at the source." Yachts can be part of the solution, claims Nuñez. "If you are an owner or guest, chances are you may have some influence in your circles. Commit to a plastic free yacht

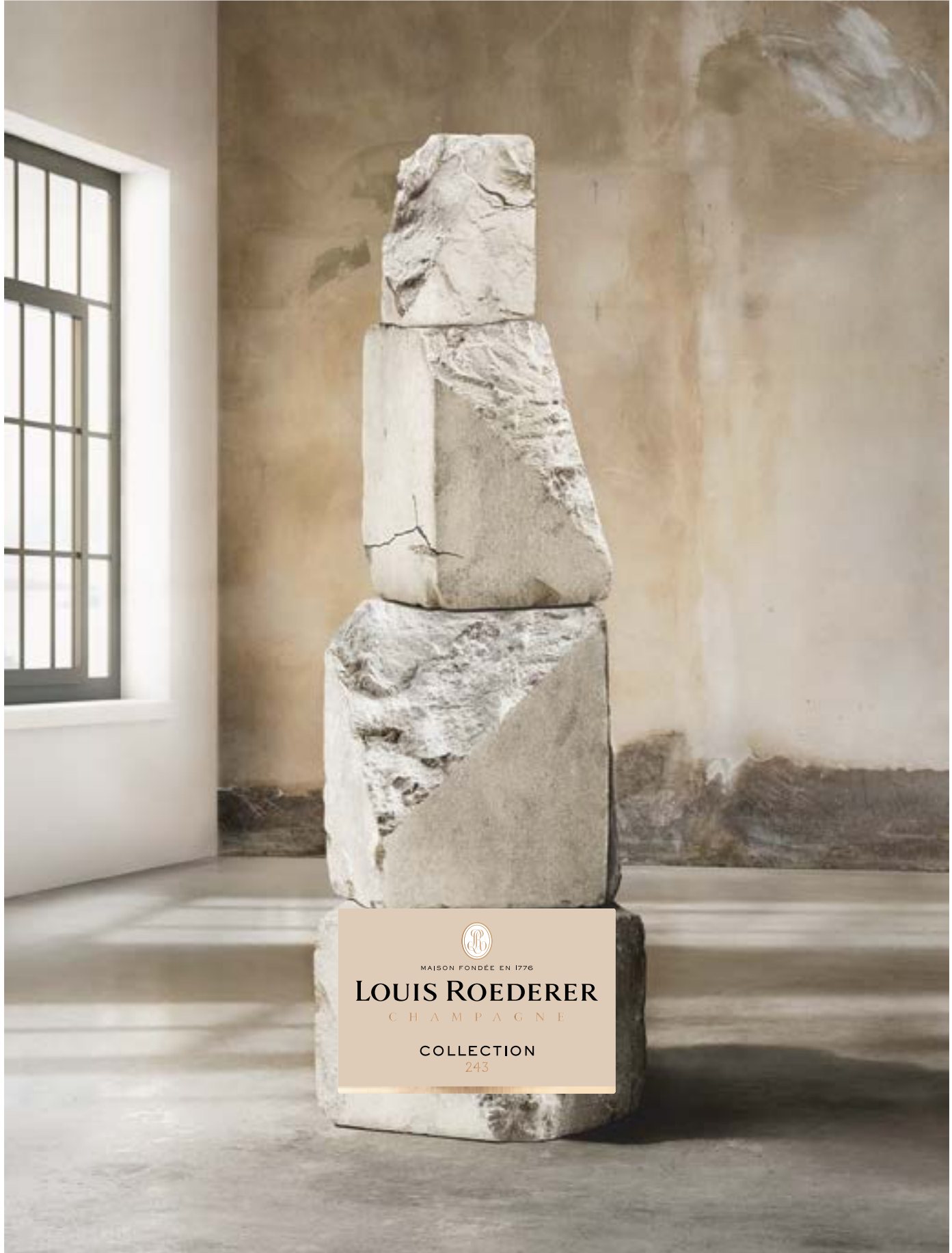


“I felt that the plastic straw would be a gateway to help people realise we can’t just keep cleaning up plastic pollution — we need to stop it at the source.”

FROM LEFT Discarded fishing gear makes up most of the ocean trash in Aldabra as well as the Great Pacific Garbage Patch. The island is a refuge for 150,000 giant tortoises.

experience and provide your family and guests with reusables on board.”

Camper & Nicholsons partner, and Plastic Pollution Coalition founding advisor, Dr Sylvia Earle used her influence wisely. The oceanographer helped the Seychelles government declare two new Marine Protected Areas — covering an area the size of Britain — around the Outer Islands of Seychelles, which includes Aldabra. In 2022, HSH Prince Albert II of Monaco sailed to Aldabra to raise awareness of coral degradation. The conclusion of these varied voices is salient. Firstly, for stakeholders to muster their resources to solve an evident problem. Secondly, for the world to use less plastics, full stop.



MAISON FONDÉE EN 1776

LOUIS ROEDERER

CHAMPAGNE

COLLECTION

243

LOUIS ROEDERER
HAND IN HAND WITH NATURE

A sepia-toned photograph of a vineyard. In the background, a small, simple wooden building with a gabled roof sits on a slight rise. The foreground and middle ground are filled with rows of grapevines, their leaves and stems creating a textured pattern. The overall tone is warm and nostalgic.

FUTURE THOUGHTS

CHAMPAGNE'S STARCK RETURN TO SOURCE

The world's most famous drink blends heritage with the avant-garde. By partnering with Philippe Starck, Maison Louis Roederer has created a Champagne that sings with authenticity and sustainability. The results are effervescent.

The descent into a Champagne cellar is like entering Disneyland for grown-ups. Guests are given cashmere scarves to guard against the subterranean chill 30m below the surface. Candles frequently cast an ethereal half-light, lest artificial lamps affect the delicate acids inside the ageing bottles. Zigzagging below the Champagne capital of Reims, 250km of such cellars host around one billion bottles, enough to pour a generous flute for every adult on the planet. A gesture that might make the world a better place.

Long ago the allure of the cellars was laced with danger. The bubbly second fermentation used in Champagne production raises the pressure inside a bottle to six atmospheres: the same tyre pressure as a London bus. In centuries past, cellar staff wore steel face masks to protect against exploding bottles, which could detonate a chain reaction, decimating an entire cellar in a cacophony of breaking glass. Indeed the pressure on each Champagne cork is so intense that the Swiss nuclear physicist, Professor Heinrich Medicus, got one to fly 54m during an experiment.

Cellars became safer when the British, who lost much of their sparkling wine imports as they crossed the choppy English Channel, invented the dense glass bottle familiar today. (Brits remain the world's biggest Champagne importers, although Swiss guzzle the most per person). In 1844 the invention of a wire cage known as a *muselet*, or muzzler, by Frenchman Adolphe Jacquesson, further guarded the bubbles.

Far above the cellars, rows of grapes ripple astride the River Marne. As land prices per hectare in the Champagne region can top €1.5m, emerald vines undulate into the distance like billion dollar waves. Yet unlike Bordeaux, where grand *maisons* are surrounded by their own grapes, the ancient legacy of Champagne means vines are divided into parcels, some occupying only a single row. The resulting grapes are fermented then blended into an *assemblage* from diverse areas including the Montagne de Reims and the Vallée de la Marne. It's a viticultural jigsaw puzzle. The blending process can take up to four months.

Since its founding in 1776 — six years before the inception Camper & Nicholsons — Maison Louis Roederer has always done things differently. The largest independent family-run Champagne house greatly expanded operations in 1833, when Louis Roederer purchased 15 hectares of Grand Cru vines in Verzenay, near Reims and the River Marne. Roederer recognised that only two factors affect the flavour of Champagne: terroir and technique. So, unusually for the era, he mastered the craft of wine growing in order to become a better wine merchant. Successive members of the Roederer family integrated further parcels to safeguard a miscellany of *terroirs*, climatic conditions and grape varieties, to the tune of 242 hectares of land.

IMAGES Around one billion bottles worth of bubbly are stored beneath the Champagne region. Tough glass Champagne bottles guard against effervescent explosions.







Starck's design ethos is one of durability and purity. He wanted the Champagne he helped craft to be as minimal as his Kartell Louis XV chairs.

While most Champagne houses purchase a majority of their grapes from independent producers, Louis Roederer relies upon two-thirds of its own stock of vines. This allows their master blenders to craft an unrivalled diversity in taste. All grapes are meticulously gathered by hand, a process as photogenic as it is arduous. In place of diesel tractors, teams of horses frequently till the vineyards, their fertile manure adding grist to the mill. In short, this *maison* marches to its own beat.

Maison Louis Roederer's individualistic approach led to a collaboration with France's freest thinker, industrial designer Philippe Starck. "I have been for a long time a great fan of places that he designed," says Frédéric Rouzaud, the seventh generation CEO of Louis Roederer.

It was not the first time Starck had been asked to endorse a brand. "Over the years many Champagne companies came to me and asked me to make packaging and labels," he told *The Gentleman's Journal*, "but I always said, 'Sorry, I can't do it unless I can help create the liquid inside.'" Although Starck was a viticultural amateur, the Louis

Roederer team were swayed by his ability to weave magic. After all, this was the designer behind products as diverse as the Alessi lemon squeezer and two of the world's largest superyachts.

Starck's design ethos is one of durability and purity. He wanted the Champagne he helped craft to be as minimal as his Kartell Louis XV chairs. "I spoke with Jean-Baptiste (Lécaillon, cellar master of Louis Roederer) about my concept of dematerialisation and how we needed to create the taste of emptiness," he explained. "Then he chose a piece of land in the vineyard that he knew would create what I wanted."

The three tiny *terroirs* were sited alongside the River Marne. Les Pierreuses, the highest south-facing section, soaked up the sun. Les Clos was a southwest facing square of clay, a substance that creates rich, opulent flavours. Finally Les Chèvres was a fertile plot formerly used for grazing animals. Most Champagnes require a *dosage* of up to 50 grams of sugar per litre. Starck's robust grapes — all picked on the same day, combined in the vineyard and pressed together — would require none.

IMAGE Brut Nature, the bubbly collaboration between Maison Louis Roederer and Philippe Starck, sparkles with authenticity.

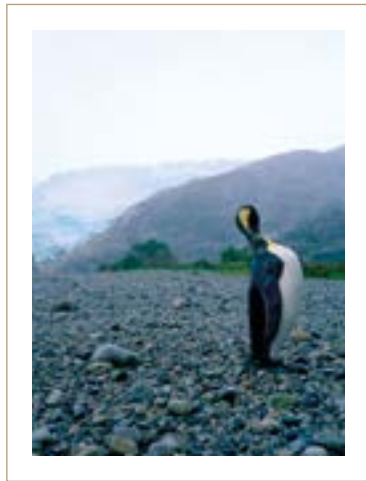


FROM LEFT The Champagne dream team of Jean-Baptiste Lécaillon, Frédéric Rouzaud and Philippe Starck. Champagne cellars stretch for 250km underneath the French cities of Reims and Épernay.



“These
Champagnes
need no artifice.”
The cuvée is a
masterpiece of
individuality and
sustainability.

“At the first tasting everybody was shocked because it was exactly what I had described,” said Starck. “These Champagnes need no artifice.” The cuvée is a masterpiece of individuality and sustainability.



NOTE

In 2022 the Champagne house paid further homage to the natural world by launching the Louis Roederer Photography Prize for Sustainability. It was won by German-Ghanaian artist, Akosua Viktoria Adu-Sanyah, who accompanied two oceanographers to the glacier of Santa Inés, at the southernmost tip of the Americas. Her prize-winning work focused on fragile ecosystems, including several photogenic penguins, in the frigid Strait of Magellan.





The resulting Brut Nature is one-of-a-kind. The nose is peaches and lemons. Its heady taste is like spooning raspberry coulis onto a tarte tatin. A mild green hue in the golden liquid points to its verdant *terroir*. The blend's 20% Chardonnay content describes an extra filigree of minerality and zing, as ten million bubbles fizz inside the Champagne flute. "At the first tasting everybody was shocked because it was exactly what I had described," said Starck. "These Champagnes need no artifice." The *cuvée* is a masterpiece of individuality and sustainability.

CEO Frédéric Rouzaud agrees. "When I first tasted with our winemaker some trials of the future Brut Nature, at the same time I tasted the famous chalk of the Champagne *terroir* and the concentration of a gorgeous wine." The drink became "a great balance of harmony and elegance, without any furniture added". Maison Louis Roederer's Brut Nature could be a taste of things to come.

FROM LEFT Horses impart no pollution and help fertilise the vineyards. Lécaillon, Rouzaud and Starck checking the terroir of Brut Nature.



IMAGE 126.20m *Octopus* in Antarctica.

SECTION 5

CHARTER DESTINATIONS

**The lost
continent**

118

**The
royally beautiful
Adriatic**

130

**Indonesia's
17,000 islands
question**

140



CHARTER DESTINATIONS

The lost continent

Antarctica promises ethereal scenery, abundant wildlife and experiences of a lifetime. Even the aeroplane ride there is epic. A range of expedition yachts now operate throughout the austral summer. Thanks to the guidance of Camper & Nicholsons polar experts, a voyage to the white continent has never been more spectacular.





Even the journey to Antarctica is exceptional. The Chilean Air Force alerts guests when it's safe to board the sole air link to the white continent. What their BAe 146 aeroplane lacks in frills, it makes up for in views. From Punta Arenas the jet rises above the Straits of Magellan. Humpback whales sometimes breach below. Sapphire icebergs drift like ghostly cathedrals. After the Drake Passage, passengers glide over snaggletooth mountains that look like a giant has attacked them with an axe. It's a dazzling foretaste of the most remote and most pristine destination on planet earth.

The aeroplane's destination is the gravel airstrip of Teniente Marsh Airport. Don't expect a Duty Free. When flights operate during the Austral summer months of January, February and March, guests must hike one kilometre across the apron to a waiting RIB.

What follows is a rush-of-blood blast through brash ice. Under which orcas hunt Weddell seals, which prey on chinstrap penguins, which chase squid through a frigid food chain. Keen eyed passengers can make out a steward waving to them from deck, with an emergency flare in one hand and glass of Glenfiddich in the other. There can be no better arrival aboard one of the world's greatest explorer yachts.

Jacqui Lockhart, head of charter management at Camper & Nicholsons, and her team have already taken bookings for 91.5m *TRANQUILITY* and 126.2m *Octopus* for the 2023, 2024 and 2025 austral summers. "*Octopus* was recently booked with two helicopters," says Lockhart, "plus eight extra staff including ice pilots and heli-skiing specialists".

FROM LEFT Explorer yacht *Octopus* boasts an ice-class hull and seven tenders. Humpback whales breaching in sea life-rich Antarctic waters.







What follows is a rush-of-blood blast through brash ice. Under which orcas hunt Weddell seals, which prey on chinstrap penguins, which chase squid through a frigid food chain.

IMAGE A mere handful of yachts can match *Octopus* for experience in both polar regions.



TRANQUILITY remains popular as the Oceanco-built Yacht of the Year boasts a 23m³ circular swimming pool, where up to 22 guests can steam in the Antarctic chill. "Her passenger yacht classification means *TRANQUILITY* has a greater guest capacity than most charter yachts on the water," says charter manager Nicole Terry. "This allows more family and friends to share this extraordinary experience with experts like polar guides, naturalists and heli-skiing guides."

TRANQUILITY is no stranger to colder climates, continues Terry, and has sailed the Northwest Passage, Greenland and the snow-topped fjords of northern Norway. "She is helmed by Finnish Captains Jan and Jukka, for whom ice water cruising is almost second nature." Other ice-class yachts are also available to charter through Camper & Nicholsons brokers. "The market is buoyant," continues Lockhart. "It proves that a selective group of people have the seventh continent on their bucket list." Her own luxury yacht voyages in Antarctica help market the destination. "I felt like I was on another planet," she recalls. Imagine an enchanted land of endless white dunes and 24-hour daylight, where cerulean ice sculptures float past your cabin window.

Nature remains the biggest draw. Guests are cruising through virgin waters that first welcomed boats less than 200 years ago. Wildlife appears frequently and fearlessly. In a single outing a gang of leopard seals — each one twice as long as a human — might shadow your Zodiac. The seals are chased off by a pod of mothering orcas — measuring around 9m long each — whose curious babies bump your boat. Sea life is abundantly photogenic in the Lemaire Channel, a seal and

cetacean superhighway squeezed between two mountain ranges, hence its nickname 'the Kodak Gap'.

The ultimate animal Insta-moment in Antarctica is leaping emperor penguins. Their trick is to shake air bubbles from their feathers to reduce drag, momentarily tripling their speed, allowing a 30kg flightless bird to torpedo skywards onto a glacier. It's an incredible sight. The strangest sound in Antarctica is the barking rev of an alpha male elephant seal. These two-ton thugs holler at passersby, no matter how fancy their yacht.

On-land activities are where an expedition agency comes in. "These incredible teams of wildlife photographers, polar experts and former military people are contracted alongside all our Antarctic charters," explains Lockhart. "The expedition leaders are very much in charge of what you do when you go ashore." Expert guidance is a necessity in the coldest, driest, windiest, highest and least explored of all the continents, where the ice sits 4km thick.

The collaboration between yacht and expedition team is what makes any Antarctic voyage once-in-a-lifetime. Like heli-skiing down a remote peak, where the swooshing tracks are yours alone. Or kayaking alongside a tabular iceberg, which can reach the humbling height of a 50-storey skyscraper. Or descending 100m in a Triton submarine to see a shipwreck shivering on the seabed. Or camping on the ice, with only Ernest Shackleton's autobiography and a flask of hot chocolate for company. The list goes on.

FROM TOP LEFT *Octopus* and *TRANQUILITY* can be booked with private helicopters. Antarctica is a million miles from any other yachting experience. Sunshine is endless in the austral summer. Penguins aren't bothered about superyacht sizes.



FROM LEFT *TRANQUILITY*, the Oceanco-built Yacht of the Year, brings out the best in Antarctica. The searing Jacuzzi on board *Octopus* is a welcome sight after a big day exploring.



Imagine an enchanted land of endless white dunes and 24-hour daylight, where cerulean ice sculptures float past your cabin window.







“The extreme location means that the facilities on board your yacht are central to a successful voyage,” agrees senior charter broker Barbara Dawson. If you require anything from a helicopter to a submarine, you can have one onboard, as long as you arrange it in time. Dawson recently booked charter guests on *Octopus*, “which is particularly well equipped”. She has a remotely operated underwater vehicle that roams the ocean floor, while relaying live images to each onboard screen. “The bespoke marina is fantastic,” continues Dawson. “It’s amazing to watch the crew flood the area and out floats a 54ft (16.5m) tender.” Guests may also spy deep ocean denizens from *Octopus*’s glass-floored observation lounge.

“One of the best activities for me was the spa,” says Dawson. “The swimming pool on *Octopus* is a huge hit in polar weather.” Guests may also hike alongside wildlife, sip a cocktail on a polar mountain or play table tennis at 65° south. “During my cruise in Antarctica most of us braved a polar plunge.” The seventh continent has an ocean of possibilities.

Ice diving in the Antarctic remains a scintillating possibility. Think of it as a spacewalk with real life alien species. The shadowy sea is home to translucent creatures, whose blood is laced with antifreeze. Cruel caves tempt with an ethereal light show, before snapping shut like a polar frost. On very rare occasions divers can watch the passage of blue whales, whose beating heart is larger than your RIB. Guests must gear up like astronauts for this alternate atmosphere with dry suits, twin cold water regulators and a buoyancy compensator. Otherworldly is the word.

There’s time for one last drink before boarding for one of the 50 annual flights back to civilisation. Jacqui Lockhart recommends the Ukrainian polar base in the Wilhelm Archipelago, “where 12 scientists serve homemade hooch in what must be the last bar in the world”. Guests can mail a letter from here but it will take several months to reach its destination. Even the post finds it onerous to leave a location so pristine.



Scan to learn more about the Antarctica destination



PREVIOUS PAGE *Octopus* has the capacity to navigate any ocean at any time. **FROM TOP LEFT** An ice shelf is an awe-inspiring sight. *Octopus* carries an icy flotilla of toys from kayaks to an ROV. Including specialist polar dive equipment.

BOOK

Madhouse at the End of the Earth by Julian Sancton

The epic retelling of the first overwintering Antarctica expedition led by Adrien de Gerlache, who discovered the wildlife-rich Gerlache Strait. The story's madcap cast includes polar legend Roald Amundsen and an icy escape using powerful explosives.

FILM

Encounters at the End of the World

Acclaimed filmmaker Werner Herzog travels the most hauntingly remote place on earth and meets the unique characters trying to safeguard it.

PODCAST

***Endurance22* by Dan Snow**

Podcasting adventurer Dan Snow relives the story of Ernest Shackleton's breathtaking journey around Antarctica in *Endurance*, the long-lost explorer vessel, which he helped locate in 2022.



An aerial photograph of a tropical beach. The water is a vibrant turquoise color, transitioning to a deeper blue further out. The sandy beach is wide and populated with many people. A small white boat is visible in the shallow water near the shore. The overall scene is bright and scenic.

CHARTER DESTINATIONS

The royally beautiful Adriatic

The Adriatic Sea has welcomed kings, empresses and Instagram-era duchesses. Little wonder. The nations of Croatia, Montenegro, Albania, Slovenia and Italy tempt with splendid seafood and over 1,200 islands. With a host of made-for-Croatia charter yachts available, it's time to grab a kayak or kitesurf and dive right in.



In 1936, King Edward VIII tried to keep his Croatian cruise low key. Unfortunately the monarch chose to charter the 91m luxury yacht *Nahlin*, which was escorted by two British warships. Loyal newspapers in London ignored the King's Adriatic Sea voyage — and the skinny dipping exploits of his lover Wallis Simpson. The rest of the world splashed the story, resulting in the eventual abdication of Britain's shortest-serving monarch. (Less than a century later, another relationship between a senior royal and an American divorcée would attract a similar level of media attention.)

For the remainder of the 20th century, the Adriatic's royally beautiful cruising grounds were off-limits to yacht charters. An Iron Curtain closed over majestic islands and

aquamarine bays from Slovenia in the north to Albania in the south. As the century closed, news focussed on conflict in the former Yugoslavia. Foreign yachts stayed away.

Andrija Šimić of the Simmor Agency, which organises services for superyachts visiting northern Croatia, remembers the days. "Even though the situation was completely calm from 1996, foreigners were not convinced to sail in our waters," he explains. Italians sailing from Venice, a few hours sail west, were the first to explore. "After them, Austrian and German owners started coming," continues Šimić. "The first superyacht arrived in the beginning of the 2000s and the rest is yachting history."





A host of new marinas have cemented northern Croatia as a yachting go-to. The newest, ACI Marina Rovinj, could moor King Edward VIII's *Nahlin* alongside. Rovinj itself is a red-roofed former Venetian port that dangles like a teardrop off the Istria peninsula. The city's cuisine is a *mare-monti* mix of ocean and hinterland: amberjack, oysters, wild asparagus, black truffles. There's more to come. The far grander ACI Marina Rijeka will open just up the coast in 2025.

PREVIOUS PAGE Zlatni Rat, meaning Golden Cape, on the Croatian island of Brač, is the country's most photographed beach. **FROM LEFT** The emerald green canyon of the Rijeka Crnojevica river is best seen by boat. Dubrovnik doubles as the movie set for *Game of Thrones*.

Rijeka is the buzzing port where Yugoslavian president Josip Tito, a king in all but name, moored the Adriatic's only socialist-era superyacht. The 117m *Galeb* was a former minelayer converted into a luxury cruiser in the 1950s. Imagine a communist *Christina O*. Tito once sailed her up the River Thames to meet British prime minister Sir Winston Churchill. A soon-to-be-completed conversion will see *Galeb* open to the public as a floating museum dedicated to Rijeka's maritime history.



President Tito used the Brijuni Islands near Rovinj and Rijeka as his presidential escape. Sixty world leaders arrived on his Riva speedboat including personalities as diverse as Ho Chi Minh, Fidel Castro, Haile Selassie and Queen Elizabeth II, as the president played off powers from east and west.

Potentates pleased Tito by gifting him exotic animals for his Brijuni Islands menagerie. Zambia's Kenneth Kaunda presented a herd of antelopes. India's Indira Gandhi sent two elephants named Lanka and Sony. The islands are now preserved as the Adriatic's most curious National Park. Yacht guests can tie up at Tito's private dock then pilot an eBike past giraffes. Or snorkel a 500m-long underwater trail above date shells and conger eels. Unique experiences all.

One thousand Croatian islands lay scattered across the Adriatic Sea towards Montenegro, Albania and Greece. All are similar to Brijuni: scented by carob trees, stuffed with sea life and surrounded by vodka-tonic seas. Yet each island possesses an individual charm. Like a paragliding cliff on Bol. A *Game of Thrones* movie set on Lokrum. A Second World War aeroplane wreck dive off Vis. Spending a day on each Croatian island would fill a fruitful three years.

Diversity is Croatia's allure. With over 1,000 islands, only around 50 of which are inhabited, captains can easily find a deserted bay with crystal clear water and endless possibilities for hiking, cycling, diving and wine tours. As seas and winds are far calmer compared to the South of France or the Greek Islands, toys can be unloaded at any time.

Regular sailors particularly recommend the Krka National Park. Guests may ride their

tender up the Krka River, a fjord-like waterway beset with monastery islands and fortress castles. The reward is a natural aqualand consisting of 12 explosive waterfalls, where visitors may hike, bike or dive right in. It's a scene custom made for selfies. Perhaps the biggest advantage of cruising in Croatia is that many of the famous island destinations such as Krka, Brac, Hvar, Vis and Korcula are a short cruise apart, which allows guests to pack a variety of experiences into a single week.

In 2014, a young actress named Meghan Markle visited Korcula. She blogged that the birth island of Marco Polo was a "one-night destination". Markle should have come by yacht. Korcula boasts a 200km coast, where access is solely by private boat. Lunchtime breezes arrive in time for windsurf competitions, while sandy beaches tempt for sunset drinks. The island interior is a feast for the senses. Hiking trails link 1,000 olive oil farms with wild honey depots and only-found-here wines.

Markle hit Hvar next. "Where yachts line the harbour and ladies who wear high heels with their bikinis frolic about," wrote the future Duchess of Sussex. The island's care-free spirit (imagine Ibiza with oyster bars and waterpolo courts) is summed up by barefoot beach bars like Robinson. Try the house special of *skampi na buzara* — shrimps sautéed into an unctuous tomato and white wine stew. At sundown, the beach bar crowds reposition to Hvar's pulsating clubs, as Prince Harry did a few years before. "That is the beauty of Hvar," blogged Markle. "You can have it all, as I did."

FROM TOP LEFT Croatia's strangest National Park hosts feral herds of deer, antelopes and giraffes. The Brijuni archipelago can be toured by eBike. Yachts moored stern-to in Hvar's ancient harbour. Roman ruins and art deco hotels grace the historic main island of Brijuni.



“Porto Montenegro is a great place to embark as it is located a ten minute drive from Tivat airport,” says senior charter broker Vanessa Morlot.

Camper & Nicholsons charter broker Stacy Moss says that “under-the-radar Adriatic experiences” have boosted Croatia bookings. “The charter market is mostly being driven by guests seeking big adventures after they have cruised in areas more familiar like the South of France or Italy.” Like Sestrica, an island with one jetty, one lighthouse and nothing else. Or Lastovo, an island off-limits during the Cold War, where guests can kayak inside a submarine base.

The country’s latest yachting sight is a half-billion-dollar experience. The Pelješac Bridge opened in July 2022 to celebrate 30 years of Croatian independence. Six triangular spans, akin to giant white sails, cross the Adriatic Sea from mainland Croatia to the Pelješac peninsula. Sailing underneath is a humbling experience. The 80km-long peninsula is Croatia as-was: sea urchin shacks, farm lunches, swim-to islets, swim-inside caves, searing vineyards and what must be Croatia’s loneliest beach, Plaža Pržina, which points towards Montenegro, the next nation south.

The Montenegrin town of Tivat was another Yugoslav submarine base that faced off against NATO forces during the Cold War. Until Peter Munk, a serial entrepreneur who specialised in developing abandoned military installations, flew above in an army helicopter in the 2000s. Former Camper & Nicholsons chair George Nicholson was drafted in to

advise Munk. “The base was superbly placed and totally protected from bad weather,” recalled Nicholson. “Peter Munk bought it, and it is now Porto Montenegro.”

Porto Montenegro lights up the Adriatic like a beacon for superyacht excess. The Eastern Mediterranean’s most fabulous marina is based around a 65m infinity pool. Yachts up to 250m may moor at one of 450 berths. A new heliport buzzes guests between Montenegro’s highlights. “Porto Montenegro is a great place to embark as it is located a ten minute drive from Tivat airport,” says senior charter broker Vanessa Morlot. “Sailing out into the fjord-like bay of Kotor is breathtaking as yachts are encircled by 1,500m high mountains.”

There’s magic everywhere, little of it discovered. Like the mysterious twin islands of St George and Our Lady of the Rocks. “Legend goes that sailors spotted an image of the Virgin Mary on a rock here,” says Morlot. “So each time they had a successful voyage they added another stone as an offering as they passed.” So many rocks were deposited that an island eventually appeared. A photogenic little church with a blue-domed roof was built on top. “A stone’s throw from it, Saint George features a monastery surrounded by tall cypress trees.”

FROM TOP Porto Montenegro acts as a lighthouse for the Adriatic’s greatest yachts. *JO I* cruises past Our Lady of the Rocks island in Montenegro.





FROM TOP The sunny seaside city of Saranda in Albania is a short cruise from Corfu. Albania's Ksamil Islands are the Maldives of the Adriatic Sea.



Morlot also recommends the mountain bike hub of Mount Lovcen and the kitesurf base of Ada Bojana island. “Sveti Stefan with its terracotta-roofed houses is another jewel on the coast of Montenegro,” says Morlot. It’s now an A-list Aman resort but Camper & Nicholsons guests are welcome for an elegant seafood lunch at its fabulous Arva restaurant.

Danilo Kalezic from Porto Montenegro has more to add. “Lake Skadar, close to the Albania border, is a wildlife haven and has attracted the Instagram generation,” he explains. The National Park looks like a watery fairytale. Here visitors can kayak through lily pads then dive through a canyon wearing safety gear. “Albania itself is becoming more popular,” adds Kalezic. “Rather than ending in Montenegro, the Adriatic charter route is expanding” — to the most bizarre nation in Europe.

The strange story of Albania starts with Ahmed Zogu. In 1928, the piratical son of an Ottoman-era chieftain seized power and declared himself King Zog the First, swearing an oath on both the Bible and the Koran. Zog kept a holiday villa in the port of Durrës, where a superyacht harbour is under development. Sadly the Albanian king failed to treat his subjects in the same luxurious manner, and was overthrown by Europe’s most paranoid politician: Enver Hoxha.

Enver Hoxha banned public property, movies, foreigners, beards and overseas travel. From the 1950s, the Albanian dictator removed coastal communities to the mountains, lest they escape his socialist paradise, replacing them with mountain folk. This meant, for example, that Albanian society forgot that the jumbo Adriatic prawns caught on their coast were edible. The prawns were fed to pigs instead.

Unwittingly, Hoxha preserved Albania’s 362km coast as a time capsule containing two millennia of culture. A destination where yacht guests ride a RIB to UNESCO-inscribed Butrint, one of the greatest Greco-Roman cities on earth. Or be one of the first sailors to dock at Sazan, a vast island closed as a military base for a full century. Cruising in Albania is like nowhere else on earth.

Jelja Serani from Saranda Summer Tours has assisted the largest yachts visiting Albania. “In 2022 we had a good year,” she explains. “Yachts that visited us included *Lady Britt* (a landmark 63m Feadship) and *La Dea II* (a made-for-summer superyacht that has circumnavigated the globe).” Both are available to charter through Camper & Nicholsons. Serani particularly recommends the Ksamil Islands. Imagine a sprinkle of the Maldives in the Adriatic: three sandy islets where Albanian chardonnay is served on sun loungers against lapping waves. “Another hidden gem is Tongo island situated 300m off the Greek coast,” adds Serani. The island has one sandy beach, a dozen trees and a population of zero.

The Adriatic story ends on Corfu, a ten minute sail from Tongo and Butrint. The majestic Greek island is where Prince Philip of Greece and Denmark, later the Duke of Edinburgh and royal consort, was born in 1921. Corfu’s princely charms include Odysseus’s Cave, where giant shrimp hide in a swim-through chamber 22m deep. And the Achilleion Palace, where guests can make a private tour of a rococo residence built to host Austrian empresses and German kings. That’s the Adriatic. Royally beautiful, with waves of history.



Scan to learn more about destinations in the Adriatic Sea.



CHARTER DESTINATIONS

Indonesia's 17,000 islands question

Indonesia packs a continent's worth of wildlife and adventure into one archipelagic nation. The trick to exploring its 17,000 islands? Camper & Nicholson's charter team can arrange an experiential hotel stay before or after boarding their latest yachts. Think of it as the best of both worlds.

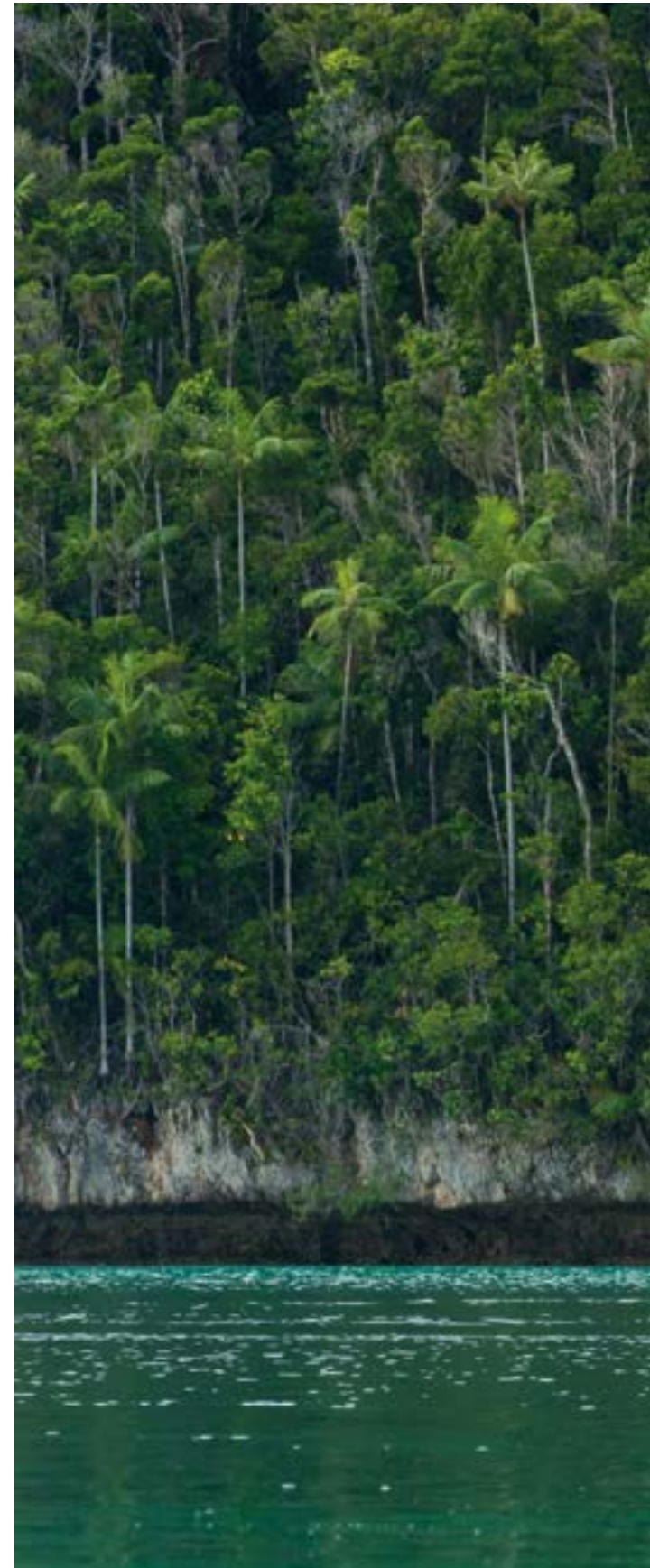


Memories are made in Indonesia's Solor Archipelago. The emerald scatter of islands look like Polynesian volcanoes ringed by Maldivian sapphire lagoons. Swaying palms crown each island. Below which forests of vanilla and sandalwood offer balm for the soul. The only cloud on the horizon rises from Ile Api (the 'Mountain of Fire') on Lembata. This active volcano can be scaled at sunrise for views over yachting's final frontier.

Dive in. The Solor Archipelago is riven by the Indonesian Throughflow, a tropical current that filters warm Pacific water into the Indian Ocean. Five hundred species of coral decorate the seabed like a rainbow fractal. One thousand species of reef fish are chased by giant trevally and hammerhead sharks. Onlookers include the giant oceanic sunfish, which can easily reach 1,000kg and appears too gentle to indulge in the feeding frenzy below. Sperm whales show no such restraint as they dive deep for a seafood dinner in the world's most abundant aquarium.

There is only one way to navigate the 100 islands around Solor. For five centuries, hand-built *phinisi* sailing ships have lugged nutmeg to Bali to the west, textiles to Vietnam to the north and sea cucumbers to Australia, a two-day sail south. These traditional vessels are built in beachfront boatyards on the Indonesian island of Sulawesi. The construction methods are biblical. Shipwrights plan the entire blueprint in their heads, without paper, let alone a hard drive. Labourers wield saws and adzes to construct the hull without 20th-century tools — not even nails. The art of *phinisi* boat building was recently inscribed onto UNESCO's intangible heritage list.

PREVIOUS PAGE The puffing volcanoes of Raja Ampat are a naturalist paradise. **RIGHT** *Sequoia* can navigate inside virgin bays, where heavier traditional *phinisis* just can't reach.







One Camper & Nicholsons charter yacht has upgraded the classic Indonesian design for the 21st century. The 26m *Sequoia* was hand-built on Sulawesi with three sumptuous suites in place of several smaller cabins. One of these suites, together with a petite lounge known as 'the library', replaces the former cargo area, where pepper and cloves from the Spice Islands would traditionally have been stored. Her John Deere engine conforms to Tier 3 Environmental Protection Agency regulations. *Sequoia* remains the only yacht in Indonesia to meet US Coast Guard safety standards. Best of all, she can dance over the coral reefs that demarcate Indonesia's 17,000 islands — a task that's beyond larger, heavier *phinisis*.

In order to tread carefully through an oceanic Eden, the owner of *Sequoia* demanded sustainability at every turn. Fittings are built from local hardwoods. Organic ikat and batik fabrics decorate cushions and shades. Palm oil and single use plastics are prohibited onboard. Her entire hull is built from Borneo ironwood, an indestructible timber used to craft blowpipes and railway sleepers. Low impact toys include paddleboards for tracking migrating mantas and binoculars to watch birds-of-paradise, the DayGlo tropical bird best seen in Indonesia, which beguile sailors with their pop star mating dance and seductive song.


Most importantly, the Camper & Nicholsons Indonesian fleet knows the Seram Sea, Banda Sea and Arafura Sea better than a frigatebird.

A favoured destination for exploratory guests is Kaimana, where the lush mountains of West Papua tumble into a cyan sea. The coastline is a divers' dream. A labyrinth of underground rivers deliver nutrients to canyons and caves. Here endemic breeds thrive like the gigantic no-eye fish, which is completely blind, and the Triton Bay walking shark, which strolls the seabed on its fins by night.

On land Kaimana is extraterrestrial. Yacht guides can point out kangaroos that can climb into the rainforest canopy. Plus 300 bird species, which dodge blue-tailed monitor lizards and Papuan green tree frogs. Hike at night when bioluminescent mushrooms glow like coral on the rainforest floor. It's a lost world. The first visitors to this magical location left rock art on Kaimana's sea cliffs. Until the Ice Age ended 12,000 years ago, when sea levels were lower, it was possible to walk across the shallow Torres Strait to Australia. Many did.

Modern guests must also travel a long way to reach Indonesia. Which presents a unique opportunity to explore, says Camper & Nicholsons charter manager Frédéric Cretin. "Whatever class you fly in, it's hard to arrive fresh from Europe or the United States to fully enjoy a week on a yacht," he explains. "Just as importantly, it's a shame to fly this far and not see as much as you possibly can." Cretin and his colleagues offer a "best of both worlds" plan that seamlessly connects incoming and outgoing sailors with a five-star hotel.

FROM TOP *Phinisis* are custom-built on the beaches of South Sulawesi. Construction involves no blueprints, no nails and no modern tech.



“When you finally surface you’re in the most stunning surroundings on the planet,” continues Bigio. “Then you can relax in luxury before your next venture into the deep.”

“Our accommodation partners on Bali, the easiest Indonesian island to reach, have been tested to Camper & Nicholson’s standards,” asserts Cretin. Like Capella Ubud, a rainforest Arcadia that ranks, according to *Travel + Leisure*, as one of top ten hotels in the world. Luxury cabanas are scattered through the Balinese jungle. As is a prana studio and a cocktail bar containing a khaki pool table.

“Bali has a host of inland adventures,” confirms Cretin. Such as quad bike tours to a distant waterfall, eBike rides through rice paddies and tubing down a whitewater river. “The best hike is to the active volcano of Mount Batur,” continues Cretin. “The views are epic,” while the hot springs are a welcome bonus after a sunrise assault to the summit. “We can also arrange a stay at Raffles Bali,” which has a sprinkle of private villas dotted above the sea.

Cretin has overseen a boom in off-of-the-beaten-track yachting itineraries, with a hotel stay at either end. The only issue has been finding the right boat to suit. “As Indonesia is keen to protect its environment, the country has a closed maritime registry,” he explains.

Which means that if you wish to sail between Bali and the Solor Archipelago, “you must build or charter a *phinisi*, as people have done for centuries.”

The 50m *Vela* is the ultimate exploration *phinisi*. The newest addition to the Camper & Nicholson’s Indonesian fleet was built at the barefoot shipyards on Sulawesi. Yet she is a spellbinding synthesis between east and west. Local materials and Indonesian artwork pair with fabrics from Hermès and bathroom fittings from Olivari. In common with the latest superyachts, two master cabins above deck each host a private terrace.

Vela is equally at home hosting an adventurous family or a group of divers. Her surfboards come into their own off Sumba and Sumbawa, both islands an overnight sail east of Bali. Snorkels are shared out on first-to-dive reefs, where sealife appears utterly unafraid of humans. Hikes, sights, stargazing and cookery lessons are all in a day’s work.

FROM TOP LEFT Climb Mount Batur on Bali for panoramic views. Camper & Nicholson’s can arrange a pre-superyacht sojourn at Capella Ubud. More underwater species can be seen in Indonesia than anywhere else. The Capella Ubud is sited in virgin Balinese rainforest.



When it comes to scuba, *Vela's* entire complement of guests can follow her divemasters to Raja Ampat, which hosts the greatest marine biodiversity on planet earth. The destination sits at the epicentre of the Coral Triangle, known as the 'Amazon of the Seas'. Fortunately *Vela* possesses a Nitrox generator, which allows divers to go deeper for longer.

"In Raja Ampat every inch of reef is teeming with incredible marine life", confirms charter broker Bobby Bigio, who grew up in Southeast Asia. "My youth was spent searching out the best islands and reefs in Thailand and Indonesia," he explains. "While I've cruised from New Zealand to Myanmar via Tonga, the Solomon Islands, Papua New Guinea and Malaysia, Raja Ampat is not to be missed." It's a destination where armies of fusiliers patrol alongside forests of purple gorgonia fans, while batfish form sunset feeding squadrons above black coral. "When you finally surface

you're in the most stunning surroundings on the planet," continues Bigio. "Then you can relax in luxury before your next venture into the deep."

The Raja Ampat island with it all is Waigeo. Topaz bays hidden behind limestone cliffs are only accessible by explorer tender. Rare white dolphins and dugongs cavort in the shallows. Just inland a waterfall slices through the rainforest into a sun-dappled lagoon below. Even if guests may need a few nights in a luxury hotel while they recover from the sights. Land and sea, onboard and onshore, Indonesia promises the best of both worlds.

FROM LEFT The 50m *phinisi Vela* is the latest luxurious addition to Camper & Nicholsons Indonesian fleet. She sails with a state-of-the-art selection of dive equipment.



Scan to learn more about destinations in Indonesia







IMAGE Be among the first to charter *Behike* for sun-kissed exploration.

SECTION 6

CHARTER SELECTION

**Yachts
to inspire**

152







Yachts to inspire

The Camper & Nicholsons charter fleet features many of the most luxurious and pioneering superyachts on earth. This hand-picked selection has been specially curated for this issue. Each yacht makes the perfect compliment for the most splendid charter destinations.

IMAGE 126.20m Octopus in Antarctica.

Octopus



View online

KEY INFORMATION

Length:	126.20m (414' 1")
Shipyard:	Lurssen
Year:	2003/2021
Guests:	12
Cabins:	13 (10 double, 2 twin, 1 triple)
Crew:	45

TECHNICAL SPECIFICATIONS

Exterior Designer:	Espen Oeino
Interior Designer:	Monk Design
Beam:	21.00m
Draft:	5.76m
Engines:	8 X MTU 4000 HP
Speed:	12.5kn cruising / 19kn max

MAIN FEATURES

- Arguably the most iconic and 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



The ne plus ultra of explorer yachts recently entered the charter market for the very first time. *Octopus* carries the accoutrements for a full-scale expedition at any latitude. These include a submarine, an ROV, a private marina and seven tenders for multiple oceanographic missions. The only limit aboard this thoroughbred superyacht is your own imagination.



TRANQUILITY



View online

KEY INFORMATION

Length:	91.50m (300' 2")
Shipyard:	Oceanco
Year:	2014/2023
Guests:	22
Cabins:	11
Crew:	31

TECHNICAL SPECIFICATIONS

Exterior Designer:	BMT Nigel Gee
Interior Designer:	Winch Design
Beam:	14.50m
Draft:	4.09m
Engines:	2 x MTU 20V4000
Speed:	12kn cruising / 18kn max

MAIN 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, hammam 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

Mediterranean, Central and Northern Caribbean Sea, Northern Europe, Antarctica, Patagonia

PRICES FROM

Winter: \$1,200,000 per week
Summer: €1,200,000 per week
Antarctica: \$1,600,000 per week



Yacht of the Year winner *TRANQUILITY* has no limits in terms of where she can charter. Available from the north to the south pole, and everywhere in between, she comfortably accommodates up to 22 guests in 11 luxurious cabins. A variety of high-end amenities including a spa, fitness centre, and touch-and-go helipads promise unparalleled exploration in total luxury across all five oceans.



Saluzi



[View online](#)

KEY INFORMATION

Length:	69m (226' 5")
Shipyard:	Austal Yachts
Year:	2003/2014
Guests:	32
Cabins:	16 (12 double, 4 convertible)
Crew:	32

TECHNICAL SPECIFICATIONS

Exterior Designer:	Bureau Veritas
Interior Designer:	Luiz de Basto
Beam:	13.80m
Draft:	2.40m
Engines:	3 x MTU
Speed:	11kn cruising / 14kn max

MAIN 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
- Sumptuous Spa with two full time Spa therapists
- Incredibly vast deck spaces for entertaining on a large scale
- Fully equipped gym
- Open air cinema, professional karaoke

CRUISING GROUNDS

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

PRICES FROM

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



From her striking paintwork to her sumptuous spa, *Saluzi* offers five decks of pure pleasure. Her large passenger capacity enables 32 guests to explore from Southeast Asia to the Western Mediterranean alongside an armada of toys. Her interior is a perfect synergy of east and west, where a professional karaoke lounge blends with formal dining spaces.



Okto



View online

KEY INFORMATION

Length:	66.40m (217' 6")
Shipyard:	ISA Yachts
Year:	2014
Guests:	11
Cabins:	6 (1 single, 3 double, 1 vip, 1 owner)
Crew:	16

TECHNICAL SPECIFICATIONS

Exterior Designer:	BMT Nigel Gee
Interior Designer:	Alberto Pinto
Beam:	10.50m
Draft:	2.95m
Engines:	2 x CAT
Speed:	13kn cruising / 18kn max

MAIN 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 and West Mediterranean, Central and South Caribbean Sea

PRICES FROM

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





Okto is one of the most recognisable yachts on the charter market. Yet her prowling black hull and imposing naval architecture wasn't built for show. A 6m contraflow swimming pool anchors one of the most alluring relaxation zones in the Mediterranean and Caribbean. Two tenders allow for simultaneous expeditions for scuba sites, watersports, islands and shore.



Illusion V



[View online](#)

KEY INFORMATION

Length:	58m (190' 3")
Shipyard:	Benetti
Year:	2014
Guests:	12
Cabins:	6 (2 double, 3 twin, 1 owner)
Crew:	14

TECHNICAL SPECIFICATIONS

Exterior Designer:	Benetti
Interior Designer:	Green & Mingarelli Design
Beam:	10.80m
Draft:	3.60m
Engines:	2 x Caterpillar
Speed:	12 knots

MAIN FEATURES

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

CRUISING GROUNDS

East and West Mediterranean, The Bahamas and Caribbean Sea

PRICES FROM

Winter rate: \$350,000 per week

Summer: €350,000 per week





Illusion V was custom-made for sun-kissed charters. Guests aboard this purebred Benetti can enjoy a barefoot luxury lifestyle amid the giant sun deck, outdoor bar and beach club. Outdoor adventure continues by way of jetsurfs, inflatables and scuba gear. *Illusion V* packs a final surprise: discerningly elegant interiors laced with onyx, Lalique crystal, parchment and silks.



Parsifal III



[View online](#)

KEY INFORMATION

Length:	53.8m (176' 6")
Shipyard:	Perini Navi
Year:	2005/2021
Guests:	12
Cabins:	5 (3 double, 2 twin)
Crew:	9

TECHNICAL SPECIFICATIONS

Exterior Designer:	Perini Navi / Ron Holland Design
Interior Designer:	Remi Tessier
Beam:	10.70m
Draft:	4.51m
Engines:	1 X Caterpillar 1500 HP
Speed:	10kn cruising / 14kn max

MAIN FEATURES

- Multi-award winning yacht
- Rémi Tessier-designed interior
- Comfortably accommodates up to 12 guests
- Vast exterior living space
- On-deck Jacuzzi
- Superb sailing performance
- One of Perini Navi's fastest sailing yachts
- High-tech carbon masts and in-furling boom

CRUISING GROUNDS

Caribbean Sea, The Bahamas, East and West Mediterranean

PRICES FROM

From €235,000 per week





On her launch, *Parsifal III* won five awards including Sailing Superyacht of the Year. Her flotilla of sailing dinghies, windsurfs and a Hobie Cat can race alongside her jet-black hull at 16 knots. Repeat guests adore the simple elegance of her vast deck space. Her Rémi Tessier interiors pair a sophisticated blend of dark ebony and light sycamore.



Q



View online

KEY INFORMATION

Length:	51.75m (170')
Shipyard:	Alloy Yachts
Year:	2008/2021
Guests:	12
Cabins:	5
Crew:	9

TECHNICAL SPECIFICATIONS

Exterior Designer:	Dubois Naval Architects
Interior Designer:	Reymond Langton Design
Beam:	10.32m
Draft:	4.90m
Engines:	1 X Caterpillar 1200 HP
Speed:	10kn cruising /15kn max

MAIN FEATURES

- Beautiful Dubois naval architecture
- Vast climate controlled cockpit
- Luxury accommodation for 10/12 guests
- Armada of water toys
- Open plan main salon
- Jacuzzi surrounded by sunpads on the foredeck
- Outstanding sailing performance
- Large flybridge

CRUISING GROUNDS

Caribbean Sea, The Bahamas, East and West Mediterranean

PRICES FROM

From €245,000 per week





Q is a multiple award-winning collaboration between three industry giants. Ed Dubois designed her to race across oceans. Alloy Yachts built her to pair blue water cruising with placement for a foredeck Jacuzzi, a climate-controlled cockpit and a wealth of water toys. Reymond Langton styled her graceful interiors with the space and sophistication of a landmark hotel. The ultimate sailing charter yacht in every way.



Trending



[View online](#)

KEY INFORMATION

Length:	50m (164')
Shipyard:	Westport
Year:	2006/2016
Guests:	12
Cabins:	6 (4 double, 1 twin and 1 single)
Crew:	11

CRUISING GROUNDS

Caribbean Sea
Bahamas

PRICES FROM

\$210,000 per week

Trending is a fabulous yacht refitted exclusively for the charter market by an experienced multi-time chartering family. Cuisine, toys, and levels of service offered are boundless. Oversized windows bathe interiors in natural light. A super-sized sun deck with eight-person Jacuzzi is complemented by an extended sky lounge with al fresco dining for 12. In short, unrivalled charter pleasure.



JO I



View online

KEY INFORMATION

Length:	50m (164')
Shipyard:	Benetti
Year:	2004/2022
Guests:	12
Cabins:	6 (4 double, 2 twin)
Crew:	11

CRUISING GROUNDS

East Mediterranean

PRICES FROM

€165,000 per week

JO I offers three decks of sun-drenched fun and thanks to a refit in 2022, this Benetti remains in peak charter condition. As do her extensive range of toys including an eFoil, Seabobs and a custom-made water slide. Interiors were styled in natural oak and cherry wood by the peerless François Zuretti.



Vela



View online

KEY INFORMATION

Length:	50.00m (164')
Shipyard:	Pak Haji Adbullah
Year:	2022
Guests:	14
Cabins:	6
Crew:	18

CRUISING GROUNDS

Indonesia

PRICES FROM

\$94,500 per week

Vela is the ultimate exploration *phinisi* with state-of-the-art Zodiac tenders and the latest dive kits. This brand new launch is more contemporary than any traditionally-built Indonesian yacht on the charter market. Local materials and Indonesian artwork pair with fabrics from Hermès and bathroom fittings from Axor by Philippe Starck. Two master cabins above deck each host a private terrace. An epic charter experience custom-made for her location.



Shake N' Bake TBD



View online

KEY INFORMATION

Length:	49.80m (163' 5")
Shipyard:	Campanella
Year:	1981/2011
Guests:	12
Cabins:	7
Crew:	12

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€135,000 per week

The peerless profile of *Shake N' Bake TBD* turns heads wherever she cruises. A classic charter yacht, entertainment comes courtesy of huge exterior spaces that feature a sundeck Jacuzzi and an outdoor cinema. This hugely experienced charter yacht boasts an RYA certified watersports centre and enough toys to form one's own bluewater regatta.



La Pellegrina 1



View online



Available for sale

KEY INFORMATION

Length:	49.50m (162')
Shipyard:	Couach Yachts
Year:	2012/2020
Guests:	12
Cabins:	6
Crew:	10

CRUISING GROUNDS

East and West Mediterranean

PRICES FROM

€230,000 per week

La Pellegrina 1 fulfils the need for speed. Built at renowned French shipyard Couach, which also manufactures high-speed military vessels, she can hit 25 knots without spilling the Champagne. Floor-to-ceiling windows flood light onto her beach house-themed interiors. The vast aft deck, which is perfect for al fresco entertaining, is complemented by an additional sundeck.



Arados



[View online](#)

KEY INFORMATION

Length:	47.25m (155')
Shipyard:	Sunseeker
Year:	2014/2018
Guests:	10
Cabins:	5
Crew:	12

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€225,000 per week

The largest and most advanced Sunseeker ever produced has a secret weapon. *Arados* is owned and operated by the team behind several Michelin-starred restaurants including Atelier Joël Robuchon. Long-standing crew members continue the superchef Robuchon's legacy with indulgently sourced meals served mostly in her outdoor areas including her upper aft deck and sundeck. An array of water toys and an exceptional crew-to-guest ratio make *Arados* a winning charter.



Orient Star



[View online](#)

KEY INFORMATION

Length:	47m (154' 2")
Shipyard:	CMB Yachts
Year:	2012
Guests:	10
Cabins:	5
Crew:	10

CRUISING GROUNDS

East Mediterranean

PRICES FROM

€180,000 per week

The brief for *Orient Star* was to beguile in style. Which is why Tara Bernerd, who styles Four Seasons hotels, was commissioned to design her art deco modern interiors. Her main saloon has intimate seating and a well-stocked bar. Her second upper deck saloon opens to the ocean with fold-out balconies. Her large sundeck offers the pinnacle vantage point, as her flotilla of toys race below.



Blush



View online



Available for sale

KEY INFORMATION

Length:	45.30m (148' 7")
Shipyard:	Perini Navi
Year:	2007/2018
Guests:	12
Cabins:	4
Crew:	7

CRUISING GROUNDS

East and West Mediterranean

PRICES FROM

€140,000 per week

Blush was built to win sailing regattas with scintillating race speed. She was also styled to impress adventurous families and charter parties, with a forward tender pit that doubles as a chillout zone with plush cushions and music speakers. Key to her success is a versatile cabin arrangement. Huge uncluttered decks, easy ocean access and a flotilla of toys render *Blush* a flawless sailing charter yacht.



Bella



[View online](#)

KEY INFORMATION

Length:	45m (147')
Shipyard:	Feadship
Year:	2008/2023
Guests:	12
Cabins:	6
Crew:	9

CRUISING GROUNDS

East and West Mediterranean
Caribbean Sea

PRICES FROM

€245,000 per week

A benchmark Feadship with four decks dedicated to entertaining and adventure. A prime area aboard *Bella* is her expansive swim platform, where breakfast can be served alongside the ocean. Service is exceptional thanks to a long serving captain and crew. This model Mediterranean charter yacht is crowned by a steam room and Jacuzzi.



Behike



[View online](#)

KEY INFORMATION

Length: 42.60m (139' 9")

Shipyard: CRN

Year: 2009/2019

Guests: 10

Cabins: 5

Crew: 9

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€135,000 per week

Recently launched on the charter market, *Behike* is the tri-deck that packs the outdoor space and interior accommodation of far larger yachts. Five fabulous cabins include a master suite with a walk-in wardrobe and private balcony. A beach club set up as a fully equipped gym makes *Behike* stand out in her class. As does her 10m Brig Eagle chase tender, which can escort her entire guest complement on watersports adventures.



Guillemot



View online

KEY INFORMATION

Length:	43m (141')
Shipyard:	Vitters Holland
Year:	2004/2021
Guests:	10 (2 double, 2 twin, 1 Owner)
Cabins:	5
Crew:	7

CRUISING GROUNDS

Pacific Ocean, South China Sea and Indian Ocean

PRICES FROM

\$110,000 per week

The sleek grey hull of *Guillemot* has the power to race across the Pacific at lightning speed. A 2021 refit upgraded her cockpit area and guest quarters with freshly oiled teak and birchwood. Divers can live the dream. Undersea expeditions for all generations can be organised by a supremely competent crew. Moonlit dinners on deck are prepared by a chef renowned for vegan and vegetarian cuisine.



Hana



View online

KEY INFORMATION

Length:	42.60m (139' 9")
Shipyard:	CRN
Year:	2008/2023
Guests:	11
Cabins:	5
Crew:	9

CRUISING GROUNDS

East & West Mediterranean

PRICES FROM

€150,000 per week

Hana distills top tier charter experiences into one sophisticated package. Thanks to a 2023 refit, this state-of-the-art CRN yacht has manifold spaces to entertain. These include a main deck formal dining room, an al fresco circular table on the bridge deck aft and a vast sundeck that stretches over 50% of her length. In three words: guaranteed charter fun.



I Sea



View online

KEY INFORMATION

Length:	41.90m (137' 3")
Shipyard:	Navinco
Year:	2014
Guests:	10
Cabins:	5
Crew:	10

CRUISING GROUNDS

East Mediterranean

PRICES FROM

€125,000 per week

I Sea was born to entertain. A fabulous sundeck contains an outdoor bar, dining area, raised Jacuzzi and social seating: a blissful location at any hour. The upper deck is home to the master suite with private saloon and balcony, with two identical VIP cabins on the main deck. Her formidable array of toys are topped by a waterslide, Seabobs and a brand new Joker Clubman chase boat. In short, the ideal charter yacht for family and friends.



Emocean



View online



Available for sale

KEY INFORMATION

Length:	38.20m (125')
Shipyard:	Rosetti Superyachts
Year:	2021
Guests:	12
Cabins:	5
Crew:	8

CRUISING GROUNDS

Mediterranean, Caribbean and The Bahamas

PRICES FROM

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

Emocean is a multiple award-winning new explorer yacht. She can cruise around the world carrying a host of eco-friendly additions, while consuming the same fuel load as a large tender. She is primed for all climates with misting sprays and a heated winter garden. Savvy architecture and cutting edge materials allow her to host 12 guests amid huge modern interiors, which are drenched in sunlight. *Emocean* is also for sale through Camper & Nicholsons.



SEA+I



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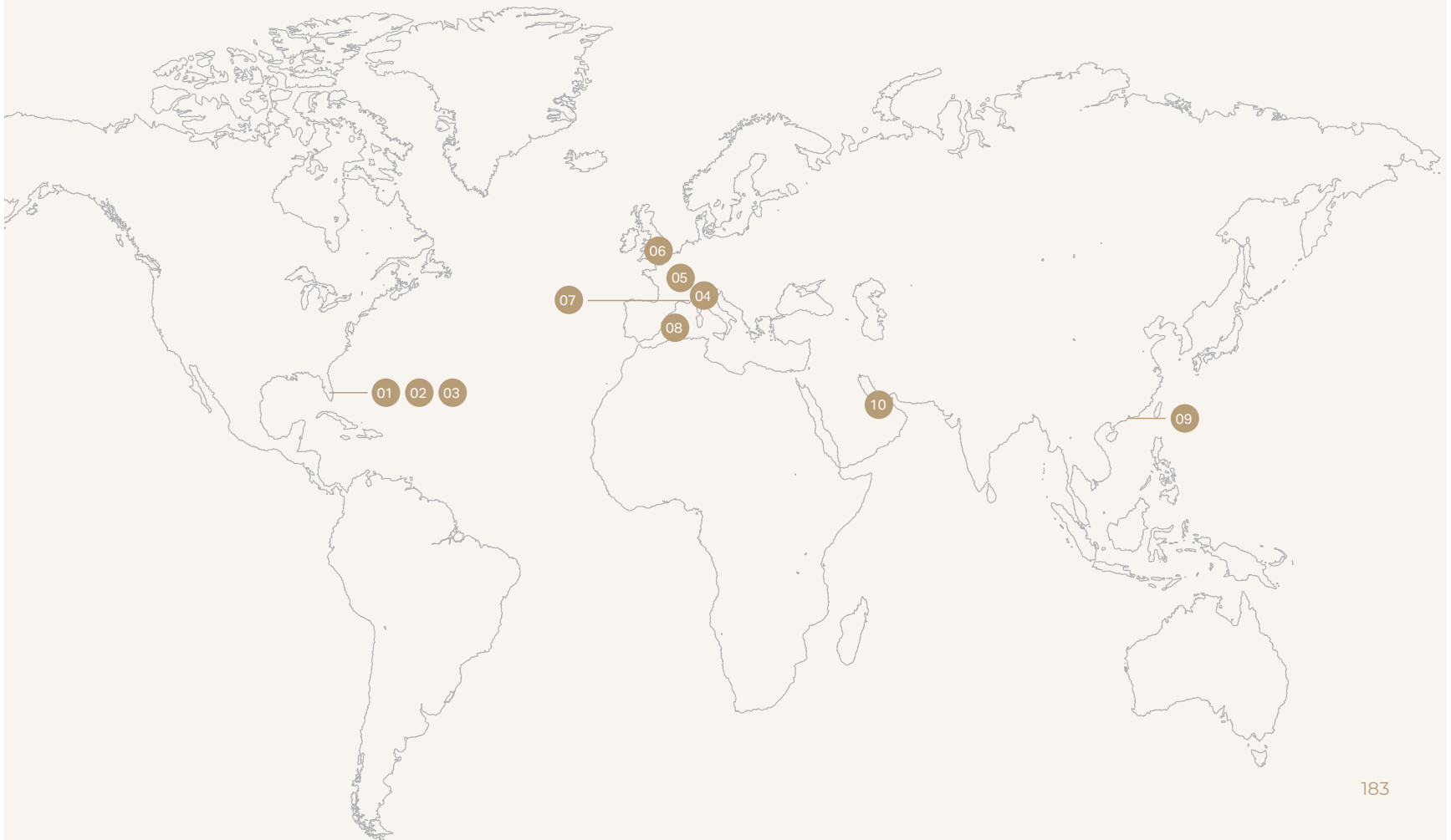
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