

SEA+I

ISSUE 47



Camper &
Nicholsons
International
YACHTING SINCE 1782

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SEA+I

FOREWORD

To use an Italian idiom, Camper & Nicholson's has *le mani in pasta*. Our company has seldom been busier. Last year we opened our Middle East headquarters in Dubai. This year we opened two new bureaux in Singapore and Athens.



IMAGE The 50m Heesen *Van Tom* can fly between destinations at 23 knots.

The story of our new Singapore office on Raffles Place is best told by Julien Solari, our Asia chief commercial officer, on page 138 of SEA+I. It's a bet on the Asian century, as yachting booms in the richest, largest, most populous and best resourced continent. Our new Athens office is helmed by Greece managing director Christos Chatzigiakoumis, who will burnish the brand across the Aegean, as described on page 92. As shipping scions Stavros Niarchos and Aristotle Onassis both owned Camper & Nicholson's yachts, he has a head start.

Yacht sales deliver headlines. My colleague Alex Lees-Buckley recently sold 65m *Callisto*, a Feadship built under his stewardship in 2006. The 34m sailing yacht *Merrymaid*, built in 1904 at Camper & Nicholson's original yard in southern England, returns to our sales fleet — 119 years after her launch. Her spell-binding circumnavigation via Cuba, Patagonia, Tokyo and Madagascar is showcased on page 72. Daniela Duck, head of our new build division, continues to offer an unrivalled array of Italian and Northern European yachts for delivery in 2024 and 2025.

One of our company's many unsung heroes is Matteo Espinoza, CEO of Camper & Nicholson's insurance solutions. He has attained a 100% reimbursal rate during his division's eight years of existence. Far more importantly, the swift assistance of our insurance agency literally saved the life of a chief engineer in the Camper & Nicholson's fleet, as explained on page 132.

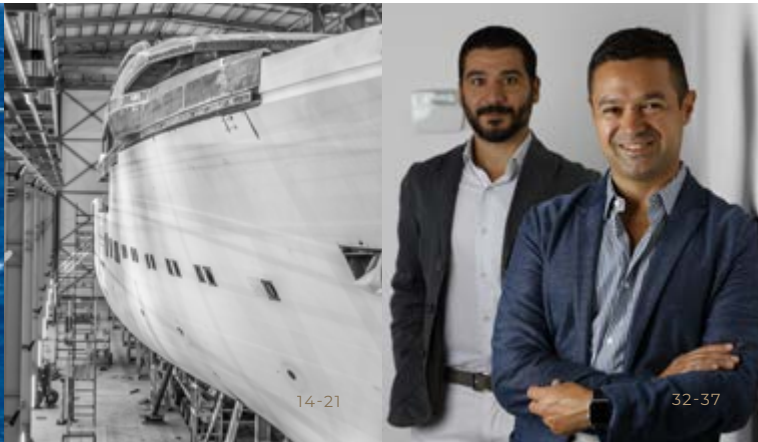
As this issue of SEA+I proves, we look forward to 2024 with an eye on the future. This issue researches seaweed as a foodstuff, a fertiliser and a building material for sustainable homes. It showcases charter adventures like Michelin-starred dining in the Arctic Circle and downhill skiing on the 2,600m-high slopes of Arabia. As this year has proved, the future comes around fast.



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

Paolo Casani
Chief executive officer

Your dream. Our passion.





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SECTION 1

CONVERSATION STARTERS

**Reinventing wind
for the 21st century**

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CONVERSATION STARTERS

Reinventing wind for the 21st century

A rapid rise in oil prices has pushed cargo ships towards wing sails and giant kites. Could owners follow in their wake? The next generation of sailing innovation might propel cargo ships and superyachts across the ocean. Although there's a history lesson for any sailor that wants to try.

IMAGE *Borkumriff IV* was built by Royal Huisman to sail around the world in absolute comfort and safety.





During the 1979 oil crisis a barrel of Brent Crude, the benchmark price in the petroleum industry, doubled to \$38. Queues formed at gas stations. A nuclear meltdown at Three Mile Island in Pennsylvania raised further anxiety over mainstream fuels. The shipping industry sailed in a different direction. The Tokyo-flagged *Shin Aitoku Maru* — ironically an oil tanker — added gigantic rectangular sails to her 72m-long hull. The sails were regulated by a wardrobe-sized computer, allowing the tanker to make 12 knots in a Pacific breeze.

From 2020 to 2022 the price of Brent Crude sextupled from \$20 to \$120. Although prices were affected by abnormal economic circumstances, cargo companies pressed fast forward on wind propulsion. Projects that sought to reduce carbon emissions (shipping contributes 2.5% of global emissions, potentially rising to 17% by 2040 according to a European Parliament report) suddenly became a necessity. A volley of breezy inventions will soon hit the seas, which may have a resulting impact on superyacht propulsion.


In 2023 Swedish start-up Oceanbird upgraded the *Shin Aitoku Maru* concept for the 21st century. Their shipyard in Öresund built a full-scale 40m-high cargo ship sail, to be tested during the blustery Swedish winter. In 2024 their prototype will be fitted

onto an existing carrier. Oceanbird's aim isn't to reinvent the sail. It's to retrofit its wings onto 60,000 commercial vessels, potentially reducing fuel consumption across the world's fleet by up to 10%.

Another new sail concept blows the stakes even higher. In 2016 two Airbus aeronautical engineers dreamt up a giant kite that could haul cargo ships across the ocean. Their Seawing concept was sound — in theory. The key advantage of kites is that they fly at lofty altitudes where winds sing at double the speed. And due to their unique physics, the power generated by kites can be up to ten times that of a conventional sail. Meaning that a 100 square metre kite can deliver the same energy as a 1,000 square metre sail on a run.

In 2022 the testing of the full-sized Seawing, in the middle of the Atlantic Ocean, wasn't so sound. Few of the engineers had stepped aboard a cargo vessel and were unused to the speed, rigour and rock of the 154m-long ship. Many became seasick. Yet the test validated the strategy of automatically launching kites from a swaying deck to 300m above sea level. While aloft, Seawings can shave up to 20% off fuel bills while gathering meteorological data. The French firm has signed a 20-year agreement with Japanese shipping giant K-Line, which operates 'giga' container ships. The Seawing factory opens in 2026.

IMAGE Oil tanker *Shin Aitoku Maru* had sails that flapped open to harness the wind.



Yacht owners have always been first to pioneer new tech. Torqued engines, solar cells and kevlar sails were all tested to breaking point by sailors with a passion for autonomy, environmentalism or speed.

Yet history flags one burning issue with the latest wind technology. By the late 1980s, when oil prices cooled, the sails on the *Shin Aitoku Maru* and its sister ships came down. Cargo vessels went back to burning around 370 million tons of fuel per year. Will this wind revolution die in the breeze?

Two reasons would indicate not. Firstly, history repeats itself. During the Second Gulf War, a barrel of Brent Crude hit \$140 dollars. A year later, in 2009, the benchmark fuel recorded a low of \$44. By 2011 oil was back to \$125 a barrel. A fifty year graph of oil prices looks like a scary rollercoaster with no emergency brake. Any shipper without a strategy to mitigate such fluctuations might come off the rails.

Secondly, the cargo industry runs a tight ship. Fuel cost savings of between 10% and 20% might not sound like a major marginal gain. But those figures completely change the profit margin on an ocean voyage.

Yacht owners have always been first to pioneer new tech. Torqued engines, solar cells and kevlar sails were all tested to breaking point by sailors with a passion for autonomy, environmentalism or speed — with the bragging rights that being an early adopter

brings. Today hydrogen batteries, kite wings and solar sails are being woven into the next generation of superyachts.

Among the most novel concepts is Wingit in the German city of Dresden. It's essentially a kitesurf that hooks onto almost any vessel. In 2021 their WingCommander towing kite was tested by Portuguese surfer Francisco Lufinha. Lufinha piloted a lightweight catamaran that was towed from the Canary Islands to the Caribbean island of Martinique in 20 days, bagging a Guinness World Record in the process. The YouTube videos of Lufinha scudding across the Atlantic are electrifying. Not least because boat batteries can be charged under kite power by using a drag generator. Lufinha even had enough phone charge to accept a call from the Portuguese president enroute.

Can this inexpensive kiteboard wing be strapped onto a superyacht? It already has. Wingit installed their nine square metre WingCommander on a Silent Yachts catamaran. With no sails, no engines and no propellers, the 18m test yacht touched 5 knots without effort. The kite looked pretty cool too. An app, control system and autopilot puts the kite to work on an owner's behalf.

IMAGE *Oceanbird* can build new or retrofit its energy-efficient sails onto cargo ships.





Another new sail concept is Solar Cloth, based near Cannes. Their product is an unbreakable photovoltaic fabric that any sailmaker can weave into sails. It's lightweight too. A sheet of Solar Cloth adds just half a kilo to each square metre of sail, while producing 170 watts from the same area. Ocean sailor Jean Le Cam added Solar Cloth to his sails during the Vendée Globe. "The product's weight to power ratio is excellent," confirmed the skipper.

Camper & Nicholsons senior sales broker Arne Ploch has followed sailing ideas since he moved to Mallorca, aged 16, to live on a family-owned sailing yacht. Many new concepts are simply "old technology made

modern," says the German-born broker. It's also noted that the sailing circumnavigation of Ferdinand Magellan took place 500 years before Portuguese surfer Francisco Lufinha crossed the Atlantic.

Headline innovations include DynaRig sails like those used on 106m *Black Pearl*. The Oceanco sailing yacht can cross the Atlantic using a few litres of fuel, while electricity is generated by the spin of the propellers through the waves. "Tall ships use a similar array of square sails in their rig," continues Ploch. "Although the newest DynaRigs can sail even closer to the wind," harnessing energy with even greater efficiency.

Furling systems have improved under Ploch's watch. "This has allowed sailing yachts to become easier to handle and therefore larger in size," says the broker. *Black Pearl*, for example, can set her three giant sails in seven minutes flat. Multiple masts are important. "Ketch designs allow power to be spread over two masts rather than one tall one," explains Ploch. That makes them more responsive and again easier to handle. "And, crucially, they can fit under the Bridge of the Americas in the Panama Canal. Because depending on the owner's plans, to go all around Patagonia into the Pacific can be very annoying!"

Ploch and his colleague Tommaso Bilotta have a pedigree sailing yacht for sale in 50.5m *Borkumriff IV*. The final iteration of an experienced owner's series of Borkumriff boats, she is a modern classic schooner "that will make every sailor's heart beat a little faster". The sole purpose of building *Borkumriff IV* "was to sail around the world in absolute comfort and safety," says Ploch. As her owner wanted his circumnavigating crew to enjoy similar comforts, his design brief included extended living crew area, plus a large owners cabin and an office for remote working.

"So the owner went again to Royal Huisman," continues Ploch, "which is arguably the highest quality shipyard for classic sailing yachts." When launched in 2002, *Borkumriff IV* was an iconic union of talent. "You have the combination of John Mumford's classic interiors with an incredibly classic John G Alden design." Naval architect Alden grew up sketching fast fishing schooners off the Grand Banks, before becoming one of 20th century's most celebrated yacht designers, winning the Newport-Bermuda ocean race several times. "Add to this the architecture from Dykstra and the build quality from Huisman," says Ploch. "*Borkumriff IV* must be one of the best deals on the market, considering what these modern classic yachts cost to build new."

Does Ploch see sail combining with batteries, kites and solar on future yachts? "It can all happen." Ploch says that everything depends on how willing an owner is to be first in line to test a new concept. "Solar panels and hybrid engines are becoming a reality right now." As is the unexpected sight of kites strapped to cargo ships. The future might be blowing in the wind.

IMAGE *Borkumriff IV* was inspired by John G Alden, who grew up in thrall of speedy Grand Banks fishing schooners.



Finger on the pulse

Daniela Duck tours the world's superyacht shipyards so that her clients don't have to. Her report from every top tier manufacturer, from Hamburg to Istanbul, points to three key trends for 2024. Spacious interiors, big ocean lounges and bags of innovation.

Daniela Duck, group head of Camper & Nicholsons new build division, barely has time to unpack. Last month she toured two innovative shipyards in Istanbul. Last week, another operation in Venice that delivers only hybrid propulsion yachts, which promise quieter passage, with zero emission cruising at low speeds. Yesterday she saw two more yards in Viareggio. Ancona and Genoa are scheduled for next week.


These behind-the-scenes tours of the world's leading shipyards are undertaken with one specific purpose. "It's my business to follow every innovation and trend so that our clients do not miss out," says Duck.

What are those innovations and trends for yachts currently under construction? Following are just a handful. At the approximately 180 shipyards that Duck has access to, including every top tier manufacturer, "we see an all-over trend for aft swim platforms with fully opening sides," she explains. "Direct contact with the sea is a key trend." Some yards are crafting huge aft areas on the lower deck - with sofas, bars and the sea on three sides - which they have christened 'ocean lounges'. They are light years away from a simple rear swim platform.

Full height windows on the top deck are becoming the norm. "This trend is nothing new but many floor-to-ceiling windows slide open to create an al fresco feeling," says Duck, without needing to switch on the air conditioning. In cooler climates, when installed on an explorer or crossover model, the windows can form a winter garden with fabulous sea views.

Changes in yachting technology have opened the door to different yachts altogether. "In 2023 there has been huge interest in catamarans, which historically would not feature in the superyacht league," attests Duck. Big name manufacturers have introduced 35m to 45m multihulls. These offer beguiling amounts of hydrodynamic efficiency and space compared to monohulls. Their shallow draft means they can anchor enviously close on the beach. "Catamarans once struggled to find a place in port," explains Duck. Now guests, provisions and the limited amount of fuel needed to propel them can be transported directly to the catamaran, ensuring they seldom need to dock again.

IMAGE The Sunrise shipyard in Turkey is one of 180 new build manufactures to which Daniela Duck has access.



“One Italian shipyard has built a package that combines AI power management with the infotainment and lighting systems”

The latter point is driven by advances in propulsion, says Duck. “Quite simply, catamarans have an extensive surface area available for solar panels.” One model from a yard in Italy allows the yacht to cross the Atlantic in electric mode for 80% of the voyage. “It took a lot of research but they have a game-changing product.” That said, most yachts that Duck and her team can contract for delivery through 2024, 2025 and 2026 pack enough battery power to fuel a nightly hotel load, keeping the ship operational without starting the generators. “What manufacturers call ‘silent night,’” adds Duck.

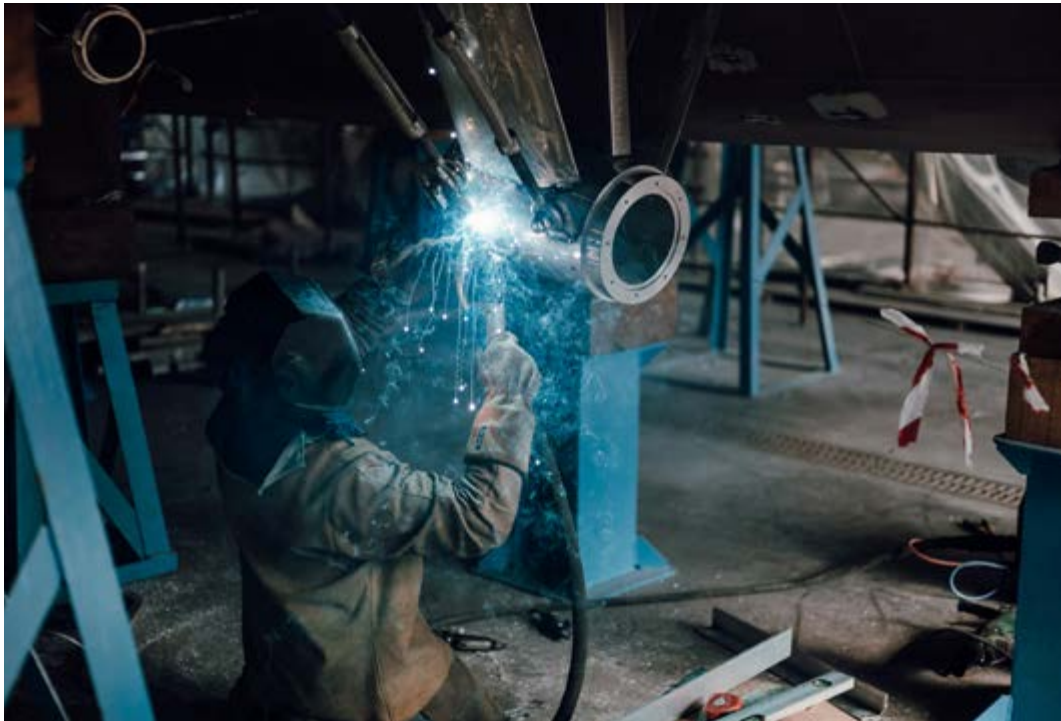
“One Italian shipyard has built a package that combines AI power management with the infotainment and lighting systems,” continues Duck, “which in turn dictates the battery levels,” making the charging process ruthlessly economical. “Every shipyard is competing and spending on R&D to find sustainable and activity-led features.” Which begs the question, why now?

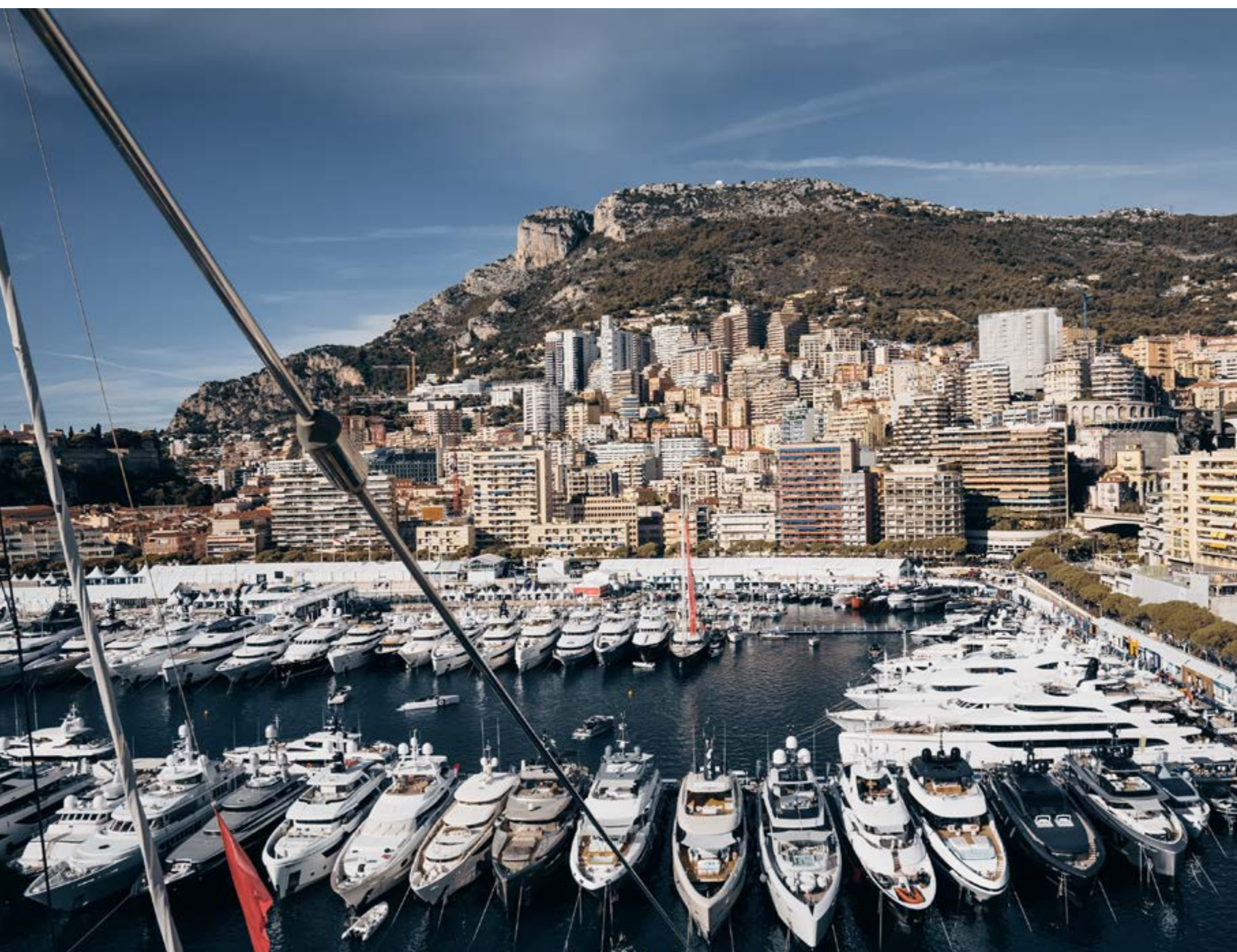
The answer lies in the recent boom. Through 2021 and 2022 unprecedented numbers of new build yachts were ordered, with 120

and 186 luxury yacht projects signed off in respective years. “Now 2023 and 2024 are the years for deliveries,” says Duck. There are a few delays. “No matter where the shipyard is located, or how top tier the builder is, they have all suffered due to the conflict in Ukraine and ongoing supply chain shortages,” explains Duck. “But a huge number of new builds purchased during 2021 will be launched in the last two quarters of 2023, depending on the specification or if they are semi custom.”

This has created a gap in the coming market. As Duck succinctly explains: “2023 has been a relatively good year for new build sales but we have seen a small decline due to physical limitations. The builders are simply running out of building slots.” As new boats launch from drydock to sea trials, the choice for owners (as well as the competition) is hotting up again. “This is an advantage for new buyers because the extremely limited inventory we had in 2022 is being more populated.” This year Camper & Nicholson's signed several major new build contracts at premier shipyards, which will remain anonymous until launch.

FROM TOP LEFT The group head of Camper & Nicholson's new build division pours over a general arrangement. The mathematically perfect manufacture of a new build superyacht propeller. A modern luxury yacht is comprised of tens of thousands of constituent parts.







Technological advances in materials and naval architecture have allowed designers to push the envelope in terms of space and scope.

Which new build series leads the pack? “That’s a super subjective question that depends on a prospective owner’s desires,” says Duck, which takes into account length, budget, range, cruising location and primary usage. Most sales will remain “in the 30m to 40m and 40m to 50m core segment, accounting for two-thirds of the whole new-build fleet”. If ordered this autumn, most could be in the water in time for the 2025 Monaco Yacht Show.

Duck confirms that the 50m-plus segment has become particularly sought after. Technological advances in materials and naval architecture have allowed designers to push the envelope in terms of space and scope. “Today a four deck yacht in the 45m to 55m category might feature four spacious ensuite cabins on the lower deck,” she explains, “plus a VIP on the main deck, then a master cabin on the upper deck with a private terrace. There are so many architectural variations.” For example, if owners envisage a warm weather cruising destination, then multiple outdoor entertainment areas can complement an indoor TV salon or work-from-boat office. Every client is different.

There’s a second reason for the 50m allure. “If your yacht is up to 52m, or even 55m in rare cases, you can still manage to be under 499 GT”, explains Duck. Going over 500 GT means builders have to adhere to different construction rules regarding flag, class and safety obligations, which results in higher building costs.

While there’s nothing that cannot be fitted on a 50m yacht, including six cabins and a helipad, the 60m to 80m range promises sensational amounts of space. The 80m to 100m range greater still. “This segment has not dropped in interest,” claims Duck. Indeed the opportunities have become greater. “Traditionally mainly Dutch and German builders dominated this market but in recent years Turkish and Italian builders have produced brilliant models at this length.” Prices are keener from Mediterranean builders but, attests Duck, “the quality levels between Turkey, Italy and northern Europe are becoming closer and closer”. There’s a lot to choose from. “Amels will no doubt bring a 60m custom to the Monaco Yacht Show,” adds Duck, “the subsequent hull of which will be available for 2024 delivery.”

IMAGE The Monaco Yacht Show is where dozens of new designs are unveiled, with scores more contracts signed.



Daniela Duck

Group head of new build division. Daniela Duck had a storied career at Perini Navi before joining Camper & Nicholson's in 2021. She uses her communication skills and four languages to maintain contacts at scores of global shipyards.

So how does a customer decide? Most often the first proposals are pitched by highly experienced Camper & Nicholson's brokers, who maintain direct contact with their clients. Last year yielded a different approach. "An inexperienced new buyer from Switzerland contacted us directly through our website," recalls Duck. "He was looking for professional assistance to figure out which new build could be right for him." Her team competed in a tender package against two other agencies and was selected to provide pre-contract advice.

Duck and her technical surveyor shuttled between the eventual chosen Italian shipyard and the buyer's Swiss headquarters. "Clients are welcome to check the progress of their new build yacht but the frequency with which they visit varies greatly," says Duck, who spent 15 years in management positions at Perini Navi. Most choose to visit the shipyard at least every six months. A few have more time to become actively involved and visit monthly. "Some live far away and have multiple businesses, so they depend completely on us to send monthly reports backed up videographic footage."

Duck can be relied upon to find the perfect new build yacht at any moment. So much so that she has a pre-packed Rimowa suitcase. "I'm doing another tour of Turkish yards in October, then another Dutch shipyard tour in November," she says. For the new build division head, the hunt never stops.

IMAGE Senior sales broker Alex Lees-Buckley was responsible for the sale of 42.5m Feadship *Callisto*, as well as the supervision of her construction to delivery.





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your request to sales@heesenyachts.com

SECTION 2

BUILD AND DESIGN

**Licence
to thrill**

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**The style
counsel**

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BUILD AND DESIGN

Licence to thrill

The history of Heesen is pure Hollywood. Its origin story includes a daredevil shipyard purchase, the world's fastest superyacht and a rich American with a predilection for James Bond. Today the landmark Dutch builder has channelled its hydrodynamics know-how into a new fleet of fuel efficient aluminium yachts. The result is lightning.

A landmark Dutch shipyard with a reputation for style, speed and fuel efficiency began completely by chance. In 1978 Frans Heesen, a plastics entrepreneur, purchased Striker, a firm specialised in fast aluminium dayboats. Heesen didn't want the company. He wanted Striker's enviable location on the Burgemeester Delenkanaal in the tiny Dutch town of Oss to expand his plastics company. The Mayor of Oss, no doubt worried about job losses, convinced Heesen to keep building boats.

Sometimes it pays not to follow the pack. In 1979, with minimal yachting experience, Heesen smashed the superyacht mould by producing 20m *Amigo*. She paired a tapered white hull with Ferrari-red trim, and pounced through the North Sea like a cheetah. The inaugural yacht to bear the Heesen badge was a lightning fast calling card.

Across the Atlantic, another entrepreneur with a penchant for fast cars and James Bond also began tinkering with high velocity yachts. John Staluppi started his career as a gas station mechanic. Just for fun, he replaced the engine on his garage owner's Shepherd speed boat with a Corvette engine. It flew. When Staluppi made enough dollars to purchase his first yacht, he bought a sport fishing boat. Not to fish from, but because it could touch 30 knots. The American upgraded to an even faster 36m Denison and named her *For Your Eyes Only* in honour of his secret agent idol.

Staluppi's need for speed continued into the 1980s. During the decade of *Miami Vice* and Roger Moore, personalities like the Aga Khan and the King of Spain requested ever faster models. Staluppi purchased a power bank of three Rolls-Royce MTU 3,500hp engines in preparation to build a rocketship of a yacht. There was just one problem.

IMAGE *Aurelia* was designed with the hydrodynamics of a torpedo and the colours of a Formula One car.







“The boat has to do over 50 knots. If it does under 50 knots I don’t have to take the boat. For every knot over 51 knots we would pay a \$200,000 bonus.”

“Every shipyard Staluppi visited turned down his risky project,” begins Mark Cavendish, Heesen’s chief commercial officer. Luckily Frank Mulder — the naval architect behind some of the fastest powerboats for VanDutch, Vicem and Aston Martin — convinced Frans Heesen that the American’s plan might just work. “*Octopussy* is also known as the yacht that couldn’t be built,” adds Cavendish. “For the small shipyard in Oss, it was the biggest challenge ever.”

Octopussy was a risky challenge too. Staluppi was an American dealmaker who had written heavy penalty clauses into the contract. In his own words: “The boat has to do over 50 knots. If it does under 50 knots I don’t have to take the boat. For every knot over 51 knots we would pay a \$200,000 bonus.” The high speed adventure could either bankrupt Heesen — or burnish the brand as a symbol of engineering excellence.

When *Octopussy* undertook her sea trial in 1988, Staluppi brought a speed gun. His new yacht’s first run hit 50.5 knots with her hull up, like a dolphin pounding through the sea. The contest was surely over; the contractual speed attained. Yet Staluppi demanded that Frans Heesen slice off the chines, the sharp angles on the hull, for a second run. *Octopussy* hit 53 knots, the Dutch yard won a \$400,000

bonus, and the American shouted to the world that “now I owned the fastest yacht in the world”. (A later Staluppi commission, *The World Is Not Enough*, would run faster still.)

“Our shipyard became famous for its unique ability to build fast aluminium boats,” continues Cavendish. Over four decades, Heesen won a reputation as the go-to yard for world-first designs. Like 38m *Obsessions*, the largest sportfishing yacht in the world. Or 37m *Aurelia*, a yacht decorated like a Formula One car with the hydrodynamics of a speeding bullet. Or 42.5m *Alive*, the first yacht in the world to harness kinetic energy using Hull Vane (an underwater wing that dramatically improves seakeeping and hull efficiency), requiring 35% less fuel to reach its top speed.

The *Octopussy* legacy links to Heesen’s most anticipated launch: 80m *Project Cosmos*. “Heesen will again raise the bar with an incredibly fast, lightweight superyacht,” says Cavendish. She carries the same muscular sportiness as her predecessor. When launched in 2022, *Project Cosmos* was the world’s largest and fastest full-aluminium motor yacht with a conventional propeller propulsion system. At Heesen records are there to be broken.

FROM TOP Another swift superyacht emerges from the Heesen shipyard in Oss. *Octopussy* channelled the spirit of a James Bond villain to become the fastest yacht in the world.



“If a client has the courage to think of a radical design, the shipyard will do its utmost to accommodate their dreams.”

“For us there is no such thing as mission impossible,” confirms Cavendish. “If a client has the courage to think of a radical design, the shipyard will do its utmost to accommodate their dreams.” To put it bluntly, customers at the Dutch yard aren’t buying a Ford Focus. Launches like 65m *Galactica Star* won nine awards for her Omega Architects lines and Bannenberg & Rowell interiors. She was the world’s first aluminium yacht to feature a fast displacement hull form (FDHF). The task took 50 million computer calculations to make her hull 30% more efficient than any hitherto tested. FDHFs are now a common feature on Heesen yachts.

Travelling fast requires fuel efficiency. Which placed Heesen in pole position when it came to minimising carbon footprints. Aside from Hull Vanes and pioneering waterjet propulsion, the yard’s proven ability to innovate led to the world’s first FDHF with hybrid propulsion on 50m *Home*, which makes her nearly 50% more efficient than other yachts in her class. A result that reduces both environmental impact and running

costs. The third yacht in this series, *Project Orion*, is scheduled for delivery in 2025.

Buyers can purchase one of the fastest and most fuel efficient yachts in her class today. The build of 50m *Van Tom* was overseen by Camper & Nicholsons senior sales broker Arne Ploch. “She was built in great collaboration between Heesen, her owners and naval architect Francesco Paszkowski, with a full custom interior by Margherita Casprini,” he recalls. *Van Tom* beat her contracted speed during sea trials in the North Sea.

“Great care was taken to make the yacht child-safe as well,” adds Ploch, “with customised exterior railings and safety gates.” Other custom additions include a fully electronic bridge, extra storage, a bespoke Jacuzzi on the fly bridge and sun awnings for all areas of the yacht, apart from several technical upgrades compared to her sister ships. “She is presented in immaculate condition with her five-year survey completed.” *Van Tom* is ready, like other Heesen yachts, to fly.

IMAGE Dive right in! *Aurelia* invites ocean exploration.







Van Tom beat her contracted speed during sea trials in the North Sea.

For all the Dutch yard's eco consciousness, they can't resist building torpedo-speed yachts. "In July we did intensive tests of our most recent fast project, the 60m all-aluminium *Ultra G*", says Cavendish. The project was formerly dubbed *Skyfall* in a nod to Heesen's 007 monikers. She can touch 37 knots thanks to her four MTU engines and four Kongsberg S90 waterjets, which produce 22,000hp. The jets reduce vibration by up to 40% compared with a conventional shaft drive and allow for a ridiculously shallow 3m draft. Meaning that *Ultra G* can beat almost any yacht to the beach, then anchor in prime position when she gets there.

After chance beginnings, a constant focus on style and invention has made Heesen the James Bond of the 50m to 80m range. To borrow a phrase from the 007 movie *Octopussy*: "There are vast rewards for a man of your talents, willing to take risks."

IMAGE The uniquely sleek arrow-pointed hull of *Van Tom* has just entered the brokerage market with Camper & Nicholsons.



BUILD AND DESIGN

The style counsel

Hot Lab was born in the same city as the Prada Saffiano and the Alfa Romeo Stradale. The Milan design studio styles superyacht interiors and exteriors in one timeless look. Watchwords of grace, space and sea fulfil their latest launch: *Atlantique*. She's a curvaceous classic with contemporary comfort.

During 2023, Hot Lab delivered five cutting-edge projects. The Milan-based design agency has another 13 yachts in build, as they conduct an international orchestra of owners and shipyards. Their success depends on several virtues. Chief among them are custom build experience, the power to swiftly modify projects and the golden ability to listen.

In fact, company founders Antonio Romano and Enrico Lumini are so adept at listening that they seldom give magazine interviews. Like design heroes François Zuretti and Rémi Tessier, the duo let their designs do the talking. Which at Hot Lab means yachts with capacious ceilings, sunlit salons, panoramic views and an overarching sense of space, all wrapped with swooshing lines that connect

1920s art deco with 2020s comfort. It's a unique look.

A compelling example is 54.6m superyacht C. She is a fully custom-built Baglietto with the Hot Lab touch: cool marble, light wood, minimalist style, maximalist comfort and higher-than-standard headroom that lends grace and space. She bends the rules by offering accommodation for 17 guests in seven cabins, plus a trademark open-plan beach club that uses the ocean for décor. Playtime is built-in: twin Jacuzzi pools, dedicated card table, movie projector. C is currently for sale with the C&N senior sales broker Fernando Nicholson, in turnkey charter condition with only one owner since new.

IMAGE The USP of superyacht C is a stupendous amount of space across seven cabins within a 54.6m yacht.



“We collaborate in progress, listening to their needs and adapting our drawings to create a better product together.”

“Every project is different because every client is different,” begins Antonio Romano. “Listening to their expectations is very important for us.” The same goes for shipyards. “We collaborate in progress, listening to their needs and adapting our drawings to create a better product together.” For good reason. Because Hot Lab’s second USP is to nail designs first time round.

“Our fundamental metaphor is ‘to give the first chisels to the marble,’” says fellow co-founder Enrico Lumini. Too often during the construction stage, add-ons, upgrades, extra balconies and extended garages can add bulk to the sleek original design. Not so for Hot Lab. “You need to be clear about the initial idea and have the ability to remain faithful,” says Lumini, thus avoiding technical issues that gnaw at costs, timing and style.

The clue’s in the name, continues Lumini. “Hot is the initial inspiration, Lab the ability to realise that inspiration in a congruent way.” Of course, designs are flexible, and the dynamic duo are always willing to incorporate clients’ ideas.

IMAGE C conjures the classic Hot Lab look: minimalist style with maximum comfort.

During two decades Hot Lab have worked alongside superyacht royalty: Heesen, Oceanco, Turquoise, Tankoa. Yet Italian and Turkish shipyards have featured most. “I don’t think it’s a coincidence,” says Romano, “but they simply have a similar way of understanding stylistic flexibility.” In Italy and Turkey — the world’s first- and third-largest yacht building nations respectively — “if you give shipyards trust, you can find people with incredible dedication and passion, who will always help you and who will appreciate working together. Even if this involves some last-minute changes!”

In Hot Lab’s Milan studio the design process begins in a manner similar to the city’s industrial giants: Armani, Pirelli, Prada, Zagato. Ideas start, says Lumini, “with a pencil and a blank sheet of paper”. It’s important to design without preconceptions, or else the city would never have produced the Cassina Superleggera chair or the Moleskine notebook — both Milanese designs. Advanced software is then used to hone “everything down to the smallest detail”. By blending artistry with precision the Lombardy region, centred around Milan, produces one quarter of Italy’s exports and over 20% of the nation’s GDP.





Hot Lab's customers import their services from far and wide. "From Mexico City to Hong Kong," says Romano. "Hot Lab is becoming more and more recognizable for its own style and the final clients are searching for this." As always, less is more. "We use the eraser more than the pencil," laughs Romano, "to create yachts with a timeless design."

Hot Lab's designs have become ever more holistic. The agency "treats the yacht as a unique single object between exterior and interior spaces", says Romano. This integral approach combines "the connection between inside and outside and the exterior lines and proportions" to design yachts with a sense of inclusivity and openness. A popular inclusion in their 40m to 60m range of designs is an aft lounge beach club adorned solely by a swimming pool and the sea.


Simple is best. "Our yachts are always born from a simple idea," confirms Lumini, containing a single design inspiration. "This idea can be linked to the exterior or to an on-board function," but it must be "clear-cut and immediate". Lumini uses the example of

the 43m *Atlantique* series, designed for the Palumbo group. The style is rule-breaking in a gloriously classical sense.

"The basic idea was to design a shape that detached itself from a traditional motor yacht and took inspiration from the sailing world," explains Lumini. *Atlantique* combines the curves of an art moderne transatlantic cruiser with the hydrodynamics of a torpedo. Two pools are sited fore and aft, almost 40m apart, creating a feeling of spaciousness. Clutter has been banished. It's her beach lounge that conjures the Hot Lab watery magic. Gunwales fold down, a U-shaped sofa curves around a pool, while a sugar-scoop stern sits just 50cm above the sea. *Atlantique* is a veritable endorsement of the ocean and it is currently being marketed for sale.

"Her design was born from this simple idea," says Lumini, "which makes her immediately recognisable." As her new owners will discover, when the first of three *Atlantique* models launches in early 2024.

FROM TOP LEFT Founders of the Milan-based agency Antonio Romano and Enrico Lumini. Launched in 2024, *Atlantique* links the look of an art moderne liner with a spiritual connection to the sea.



"The basic idea was to design a shape that detached itself from a traditional motor yacht and took inspiration from the sailing world," explains Lumini.



KAHALANI
VALLETTA

SECTION 3

SALES SELECTION

On the
market

40







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 Sea Huntress offers every accoutrement for global luxury cruising.

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 Gatto 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.



Kahalani



View online

KEY INFORMATION

Length:	55.05m (180' 7")
Shipyard:	Feadship
Year:	2010
Guests:	11
Cabins:	6
Crew:	13

TECHNICAL SPECIFICATIONS

Exterior Designer:	De Voogt Design
Interior Designer:	Remi Tessier
Beam:	10.30m
Draft:	3.47m
Hull material:	Steel
Gross Tonnage:	891
Engines:	2 X Caterpillar 1500 HP
Speed:	12kn cruising / 15kn max
Range:	5600nm at 11 knots

MAIN FEATURES

- Feadship pedigree, naval architecture and exterior design
- Lloyds 100A1, SSC, Yacht Mono, G6LMC and built to MCA
- Bespoke Remi Tessier interior design
- Six-cabin layout
- Little used under present and original private ownership
- Original Captain, wife/purser team and chief engineer since build
- Maintained without budget or compromise

ASKING PRICE

€42,500,000 (VAT paid)



Camper & Nicholsons oversaw the build of this landmark
Feadship, the premier collaboration between interiors
specialist Rémi Tessier and the peerless Dutch yard.
Kahalani has had one single owner — and captain,
purser and chief engineer — since launch. She has only
been lightly used for Mediterranean cruising, meaning
this spacious and solid yacht is sold almost as new.



Sea Huntress



View online

KEY INFORMATION

Length:	55.00m (180' 5")
Shipyard:	De Vries, Feadship
Year:	1997
Guests:	14
Cabins:	6
Crew:	14

TECHNICAL SPECIFICATIONS

Exterior Designer:	Terence Disdale Design
Interior Designer:	Terence Disdale Design
Beam:	9.60m
Draft:	3.20m
Hull material:	Steel
Gross Tonnage:	822
Engines:	2 X Caterpillar 1270 HP
Speed:	12kn cruising / 15kn max
Range:	5684

MAIN FEATURES

- Feadship pedigree
- Lloyds, 100A1, LMC
- Accommodation for up to 14 guests in six cabins
- Ocean-going range in excess of 5,500 nautical miles at 12 knots
- Two large custom tenders of 9m and 6m respectively
- Fully refitted

ASKING PRICE

€29,750,000 (VAT paid)



Sea Huntress was designed by Terence Disdale for a highly-experienced yachtsman for global cruising. She has been comprehensively refitted from top to bottom, with new paintwork, teak decks and refurbished interiors. A recent addition is her enlarged helipad with full refuelling system. Sizes are spectacular, including the largest main deck saloon on a yacht in her range. A chance to own a pedigree Feadship, in mint condition, at a fraction of her replacement cost.



C



View online



Available for
charter

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

€39,750,000



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

€11,900,000 (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.



La Pellegrina 1



View online



Available for
charter

KEY INFORMATION

Length:	49.90m (162' 4")
Shipyard:	Couach Yachts
Year:	2012/2020
Guests:	12
Cabins:	6
Crew:	10

TECHNICAL SPECIFICATIONS

Exterior Designer:	Exequiel Cano Lanza
Interior Designer:	JP Fantini
Beam:	9.30m
Draft:	2.60m
Hull material:	Carbon Kevlar
Gross Tonnage:	498
Engines:	2 X MTU 5240 HP
Speed:	22kn cruising / 25kn max
Range:	3500 nm

MAIN FEATURES

- Master suite on the upper deck with private owners outdoor deck
- VIP suite on the main deck providing 180-degree panoramic views
- Bright and light contemporary interior decor
- Well-appointed beach club
- Vast exterior spaces
- Top speed of 25 knots
- Range of 3,500 nm at 10 knots
- Carbon Kevlar hull and superstructure
- Low fuel consumption at cruising speed

ASKING PRICE

€12,800,000



La Pellegrina 1 is being sold in turnkey condition ready for the coming charter season. 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 into her beach house-themed interiors. The vast aft deck, perfect for al fresco entertaining, is complemented by an additional sundeck.



Moka



View online

KEY INFORMATION

Length:	49.90m (163' 8")
Shipyard:	Overmarine (Mangusta)
Year:	2011/2020
Guests:	13
Cabins:	5
Crew:	10

TECHNICAL SPECIFICATIONS

Exterior Designer:	Stefano Righini Design
Interior Designer:	Overmarine
Beam:	9.20m
Draft:	1.60m
Hull material:	GRP
Gross Tonnage:	488
Engines:	3 X MTU 4613 HP
Speed:	32kn cruising / 38kn max
Range:	approx. 590 nm @ 32 knots

MAIN FEATURES

- Only used privately
- High end interior with sophisticated style
- Top speed in the region of 38 knots
- Full repaint of the hull and superstructure at the builder's yard in 2020
- Maintained in excellent condition since new – benefitting from recent refits and upgrades
- Expansive master and VIP cabin
- Probably the best kept Mangusta 165' on the market

ASKING PRICE

€11,800,000



Built by the famous Italian shipyard Overmarine, *Moka* was delivered in 2011 as Hull No 6 of the Mangusta 165' series. Under private and careful ownership since new, she presents in excellent condition throughout and has been very lightly used. She benefits from continuous and recent refit periods and upgrades, and is kept to ABS class requirements. Probably the best kept Mangusta 165' on the market, *Moka* is a must see.



Van Tom



[View online](#)

KEY INFORMATION

Length:	49.80m (164')
Shipyard:	Heesen Yachts
Year:	2018
Guests:	12
Cabins:	6
Crew:	9

ASKING PRICE

€28,900,000 (VAT paid)

Van Tom is as fast as she looks. Thanks to her shallow draft, this all-aluminium build can fly to remote anchorages from the Mediterranean to the Caribbean at 23 knots. Heesen designed their 5000 Aluminium Class for absolute flexibility. This is the yacht to gun through waves, launch a flotilla of toys or make a splash on a busy charter market.



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 (VAT paid)

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.



Blush

KEY INFORMATION

Length:	45.26m (148' 6")
Shipyard:	Perini Navi
Year:	2007/2018
Guests:	12
Cabins:	5
Crew:	7

ASKING PRICE

€12,495,000



View online



Available for
charter

A yacht built to win sailing regattas with scintillating speed. *Blush* was also styled to impress adventurous parties, with a forward tender pit that doubles as a chillout zone complete with plush cushions and music speakers. This landmark Perini Navi has been maintained to first-class standards by her current owner and has just completed a fifteen-year survey alongside a refit programme. A flawless charter asset.



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.



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

KEY INFORMATION

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

ASKING PRICE

\$13,500,000



View online



Available for
charter

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.



Emocean

KEY INFORMATION

Length:	38.15m (125'1")
Shipyard:	Rosetti Superyachts
Year:	2021
Guests:	12
Cabins:	5
Crew:	8

ASKING PRICE

€16,850,000



View online



Available for
charter

Emocean has proven explorer capabilities and charter credentials, having crossed the Atlantic four times. A World Superyacht Award winner, she has a minimal fuel consumption of just 55 litres per hour. She is also 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.



Felicità



View online

KEY INFORMATION

Length:	35.35m (114' 7")
Shipyard:	Benetti
Year:	2002/2022
Guests:	10
Cabins:	5
Crew:	7

ASKING PRICE

\$4,995,000

Exactly 27 of the hugely successful Benetti Classic 115 were built. Thanks to her Stefano Righini lines and François Zuretti interiors, *Felicità* is the absolute finest on the market. An extensive refit upgraded this prime purchase with new galley appliances, carpets, teak and showers. She is a benchmark yacht, in immaculate condition, fitted for long distance cruising in unparalleled comfort.



Stradivarius



View online

KEY INFORMATION

Length:	34.16m (112')
Shipyard:	Sanlorenzo
Year:	2023
Guests:	10
Cabins:	5
Crew:	5

ASKING PRICE

POA

The Sanlorenzo SX112 range was designed to have a direct connection with the sea. *Stradivarius* was delivered in 2023 with a revolutionary beach club that lives and breathes ocean adventure. An intelligent layout allows for five spacious cabins, plus a gigantic main saloon styled like a hip hotel foyer, within a 34m frame. A deserved winner of a World Superyacht Award ready for immediate sale.



Idle



View online

KEY INFORMATION

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

ASKING PRICE

€3,200,000

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.



Taiji



[View online](#)

KEY INFORMATION

Length:	31.10m (102')
Shipyard:	Sanlorenzo
Year:	2021
Guests:	10
Cabins:	5
Crew:	5

ASKING PRICE

€10,200,000 (VAT paid)

Sold as-new, this prime example of Sanlorenzo’s SL102 Asymmetric series won global praise, as her clever design adds another 10 square metres of interior space. Her modern interiors and exterior features open to the ocean at every turn. *Taiji* was commissioned for an experienced owner who demanded high specifications. Undoubtedly one of the finest motor yachts currently available for purchase.



The Great Escape



View online



Available for
charter

KEY INFORMATION

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

ASKING PRICE

€9,200,000 (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.





SECTION 4

CRUISING DESTINATIONS

Maid a pioneer

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Red Sea**

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classic**

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CRUISING DESTINATIONS

Maid a pioneer

One of the most celebrated launches from Camper & Nicholson's shipyard tells the story of 20th century sailing.

***Merrymaid* fielded petrol engines and Bermuda rigs long before the competition. Then won regattas for the most famous names in yachting.**

Fresh from an all-encompassing circumnavigation, she seeks another adventurous owner.

IMAGE The classic gaff cutter *Merrymaid* is at home in any sea, from Patagonia to Portofino.

In 1904 a glorious gaff cutter emerged from the Camper & Nicholsons shipyard near Southampton on England's south coast. "The yacht will be one of the very finest cutters afloat," claimed boating journal *The Yachtsman*, "as no expense has been spared." More importantly, the yacht in question went on to pioneer yachting inventions from powered engines to Bermuda racing rigs. Before embarking on an epic circumnavigation that called at Cuba, Patagonia, Papua New Guinea, Tokyo, the Andaman Islands and Madagascar.

In short, few yachts tell the tale of yachting over the last 120 years better than 34m *Merrymaid*. She is a masterpiece of maritime history.





The yacht was an elegant pioneer because she came from the drawing board of Charles E Nicholson. "Every attention has been given by her designer to the construction of the vessel," confirmed *The Yachtsman*. The maverick naval architect designed *Endeavour*, *Creole*, *Istria* and many of the greatest yachts of the 20th century. All were lightning fast. In her first Royal Yacht Squadron race, for a £100 prize, *Merrymaid* scooped second place in a field that included the Emperor of Germany's *Meteor*, a schooner four times her size.

The original owner of *Merrymaid* was textile heir Thomas Hardcastle. He swiftly cashed in on her racing success, selling her to polo playing stockbroker Robert Young in 1905. Yet Hardcastle missed *Merrymaid* so much that he repurchased her in 1908 for use as a cruising yacht.

In fact, *Merrymaid* was ideal for comfortable long distance cruising. Her accommodation, it was noted, "was very exceptional for her size, and consists of a large saloon, large owner's cabin, three spare cabins, usual ladies' cabin aft... fitted entirely throughout in wainscot oak and mahogany." Hardcastle added a shocking novelty: the first petrol engine to be installed on a classic yacht. "I think there is the idea that a motor installed in a large sailing yacht takes away the charm of sailing," Hardcastle argued in a letter to *Yachting Monthly*. "This has certainly not been my experience." Packed with power, comfort and a hull that turned heads in every port, *Merrymaid* was ready for any itinerary.

FROM LEFT Launched in 1904, the prestigious owners of this classic yachts tell the tale of 20th century yachting. From her home port in Southampton, *Merrymaid* embarked on a six-year circumnavigation with destinations as diverse as Japan and Papua New Guinea.



In 1912 Hardcastle used 900 litres of petrol during his Baltic voyage. *Yachting Monthly* chronicled his 50-port itinerary. Setting sail from Southampton, *Merrymaid* took in Kiel, Copenhagen, St Petersburg and northern Finland for the midnight sun. “The Finnish pilots charge high but they are worth it,” suggested the story. Tragically, just two summers later, German Emperor Kaiser Wilhelm II turned Europe’s cruising grounds into a warzone. *Merrymaid*, like so many classic Camper & Nicholson’s yachts, took refuge from World War One in the Norwegian fjords.

A breed of owner rose from the ashes of World War One. Elizabeth Workman was yacht racer, art collector and mother of four who lived on Seymour Place in Mayfair, a short walk from Camper & Nicholson’s current bureau in Berkeley Square. Mrs Workman had a predilection for Monet, Matisse and downwind speed. She purchased *Merrymaid* because Charles E Nicholson had added yet


another invention: the first ever Bermuda rig installed on a competitive yacht. Nicholson’s new sailing configuration saved a shocking amount of weight. It also meant that her topsail could be changed or dowsed in record time during a race. By 1930 all Big Class racers had copied *Merrymaid*’s pioneering rig.

By that year ownership had passed to Sir Thomas Royden, the Chair of Cunard, a gentleman who knew a thing or two about boats. During the 1930s, Cunard operated two superliners, *Queen Elizabeth* and *Queen Mary*, from Southampton to New York. Again the clouds of war culled Sir Thomas’s tenure of *Merrymaid*, as her lead keel was melted down to make helmets and bombs. In 1945 she was laid up alongside America’s Cup challengers *Endeavour* and *Valsheda* in the mud of Southampton’s River Hamble. An ignominious chapter for Camper & Nicholson’s most acclaimed yachts.

FROM LEFT *Merrymaid* is a bona fide regatta racer. This classic Camper & Nicholson’s build was made to cruise — fast — through any climatic conditions including around Cape Horn.







“She was so beautiful,” he recalls. Her Charles E Nicholson hull was a lesson in hydrodynamic elegance; a white lighting swoosh that could slice through spray while carrying a sea of sail.

Ironically the Southampton mud preserved *Merrymaid*’s teak and oak planks. As did her long ownership by Roy Squire — a humble train driver as opposed to a company chair — who safeguarded her as his family’s houseboat during the 1960s, 1970s and 1980s. Yet again, tragedy struck. During the 2000s *Merrymaid* was unbraided by bankruptcy, neglect and a refit performed by well-meaning French carpenters who had never worked on a boat — let alone a yacht of this calibre. In 2006 the semi-rebuilt *Merrymaid* was auctioned in Toulon. After 102 years at sea, this was her nadir.

Hope was at hand. Because during the same decade a passionate owner of a 22m Sparkman & Stephens sloop was searching for a classic yacht large enough for a circumnavigation. The gentleman had an unusual way of searching. “I looked at about 60 boats over five years, mostly from Antibes to St Tropez and along the English coast,” he explains. “I didn’t have a checklist. When I see the right boat, I fall in love.”

When this current owner saw *Merrymaid*, it was love at first sight. “She was so beautiful,” he recalls. Her Charles E Nicholson hull was a lesson in hydrodynamic elegance; a white lighting swoosh that could slice through spray while carrying a sea of sail. “She was

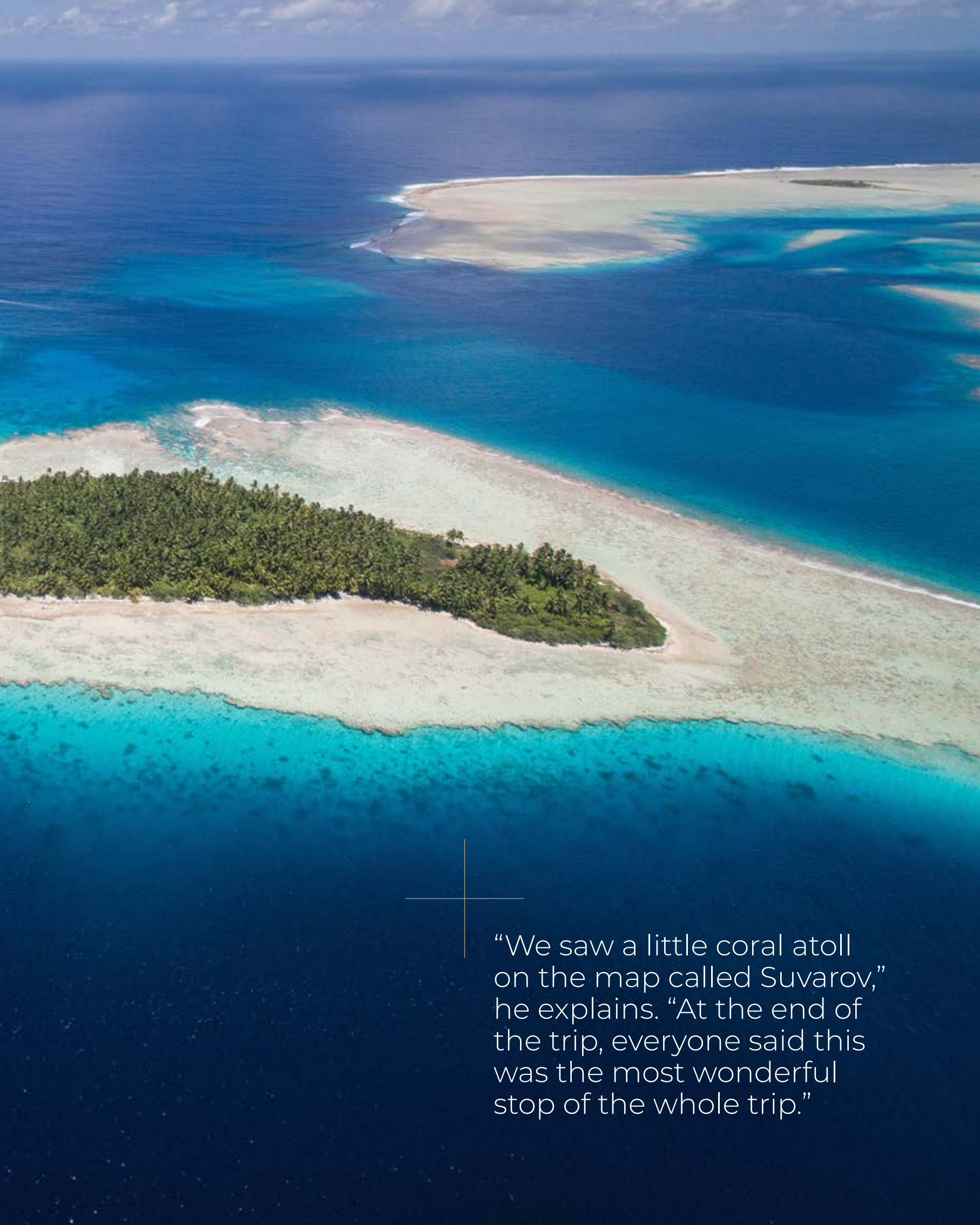
long with a huge saloon,” continues her owner. “Which is good for me because I measure 1.91m!”

Merrymaid was transported to Southampton Yacht Services (SYS) near her original yard. “All the planking the French carpenters had done had to be replaced,” explains her owner. “A really big exercise.” During the two-year rebuild he had one overriding worry. “That with the new wood keel she was going to end up bent like a banana with reduced sailing capabilities.” Not what an owner wants when navigating the Falkland Islands or Maldives. “Fortunately SYS replaced everything and she sailed wonderfully like a fast and safe boat.”

“It might have been an error to immediately start a round the world voyage,” concedes her owner. But after a 70-year hiatus, *Merrymaid* was eager to set sail from Southampton once again. “Happily arrived in Ilha de Fernando de Noronha, Brazil, after having sailed 1,426 nautical miles in perfect weather”, stated one of her first logs in 2008. “Safely arrived in Panama’s terrific San Blas Islands after having sailed 1,095 nautical miles from Cayman Islands,” said an update from 2010. Minor refit issues occurred enroute, “but SYS were always extremely helpful as little problems popped up.”

IMAGE *Merrymaid* remains a delight to sail almost 120 years after her Southampton launch, thanks to a painstaking refit near her original yard.





“We saw a little coral atoll on the map called Suvarov,” he explains. “At the end of the trip, everyone said this was the most wonderful stop of the whole trip.”

Merrymaid made more stops than the round-the-world sailor Joshua Slocum. “I read all the circumnavigation books,” says her owner. “Charles Darwin, Captain Cook, Robin Knox-Johnston, Francis Chichester,” the last of whom became the world’s fastest circumnavigator and the first to sail single-handed by the clipper route — also in a Camper & Nicholsons yacht. “So places like Cape Horn and Patagonia were something I had to see,” he continues. “I came to shore at Puerto Williams,” the southernmost settlement in the world, “and some locals said I was crazy to bring *Merrymaid* there. I said ‘listen guys, you have an aluminium hull. If you hit something you’re in trouble but we can carry out repairs ourselves.’ People underestimate how sturdy these classic boats are.”

China and Vietnam were voyage highlights. Was it strange to dock a capitalist yacht in a communist port? “No, because everyone loves these classics,” says her owner. “On occasions we radioed a harbour and asked to do a few repairs. And when we arrived they said: ‘Oh wow, give us a half an hour and we’ll give you pride of place.’” In South Africa, the descendants of former owner Roy Squire came on board. “They had all the pictures of their old life on the boat and it was a wonderful gathering.” The most legendary memories are always shared.

“I was on *Merrymaid* for 75,000 nautical miles,” during a six year circumnavigation, says her owner. “They were the happiest years of my life.” He explains that many round-the-world owners choose to fly out for two weeks to different destinations. “But for us





the best experiences happened unexpectedly in passage.” Like when the owner and his captain looked for an island to pause at between Tahiti and Fiji. “We saw a little coral atoll on the map called Suvarov,” he explains. On this angelic island, crew members lowered Merrybaby, a classic gaff-rigged sailing tender built by Butler & Co. “At the end of the trip, everyone said this was the most wonderful stop of the whole trip.”

Alas, even the greatest circumnavigators tire of paradise islands. At dusk near the end of *Merrymaid's* voyage through the Indian Ocean, “somebody knocked on my cabin and shouted ‘there’s a beautiful island up ahead,’” recalls the owner. “And I replied, OK, that’s island number 817 and sunset number 3,802!” After the voyage of a lifetime the sublime becomes commonplace.

All of which means it’s time for a new owner to follow in the wake of Thomas Hardcastle, Elizabeth Workman and Sir Thomas Royden by writing a new chapter of *Merrymaid's* 120-year history. “The circumnavigation proves she has everything needed to make another round-the-world trip,” or race in regattas. Her manifest includes twin water tanks, twin Seafresh watermakers and additional fuel bladders that add to her 1,920 nautical mile range under power. “There are spares of everything,” confirms her owner. This born pioneer, sold in immaculate condition, is ready for her next adventure.

PREVIOUS PAGE An owner’s prerogative is to call at mythical specks on the map like Suvarov, which lay undiscovered until 1814. **FROM LEFT** Cape Town was one of *Merrymaid's* premier ports of call. *Merrymaid* at anchor off the lonely Pacific atoll.



Merrymaid:
available for sale

CRUISING DESTINATIONS

Green world on the Red Sea

Billions have bankrolled one of the biggest superyacht infrastructure plans on the planet. When complete, Neom will host 5,000 berths across 39 islands along a 500km coast. That's just the start. Another nine megaprojects include tech cities, sports resorts and skiing on top of the Arab world. Superyachts? The first tie up in 2024.

This summer, a Vertical Take-Off and Landing helicopter took flight near the rising city of Neom. A passenger on the battery-powered Volocopter might have seen 450,000 square kilometres of Red Sea shimmering below. It's an ocean where seldom-dived shipwrecks hide in translucent waters that never dip below 26°C (79°F). And where 39 sand-sprinkled islands welcome more hawksbill turtles than superyachts.

Volocopter heli-taxis will connect this \$500 billion megacity in Saudi Arabia. When completed in 2030, Neom will be comprised of ten distinct districts hosting smart cities, luxury resorts, international universities, sports venues and trading ports — across an area the size of Belgium. And yachts? They'll take pride of place when Neom's very first district opens in early 2024.

This inaugural zone is the luxurious island of Sindalah. In a few short months, 50m yachts will dock in 86 bespoke berths, while boats of up to 180m may moor on serviced

buoys offshore. Guests can dive from their deck into an ocean alive with 600 sea life species, all protected by strict sustainability rules. Alternatively they can shop at 51 luxury outlets sited around the solar-powered island, then sip smoothies at the world's newest Four Seasons resort. As the slogan says, Sindalah is: "An escape like no other".

The Sindalah project was led by superyacht designer Luca Dini. "We were involved from the earliest stages before the project was even called Neom," he begins. The northern Red Sea is a prime location. "Sindalah's strategic location near the Mediterranean allows travellers to conveniently access yachting destinations via the Suez Canal within a day," continues Dini, "making it an enticing stopover". The distance from the Greek Islands to Neom is 1,100 nautical miles. (Superyachts enroute from Europe to Asia can also call at the newest marinas in Dubai, where Camper & Nicholsons maintains a new bureau.)

IMAGE Hundred of sea life species are a short dive away from Sindalah.



An aerial photograph of a coastal resort. The resort features a large, curved building complex with multiple pools and terraces, situated on a sandy beach. To the right of the main building is a marina filled with numerous yachts and boats. The water is a vibrant turquoise color, transitioning to a deeper blue further out. A large, dark, irregular shape, likely a coral reef, is visible in the foreground. Two speedboats are visible in the upper left, leaving white wakes behind them. The sky is a clear, pale blue.

“Sindalah’s strategic location near the Mediterranean allows travellers to conveniently access yachting destinations via the Suez Canal within a day”





Dini planned the resort to “seamlessly harmonise with its natural surroundings, ensuring the preservation of the island’s delicate ecosystem”

PREVIOUS PAGE Sindalah — as seen from a battery powered volocopter.
FROM LEFT The Red Sea never dips below 26°C or 80°F. Sindalah is Neom’s premier project with yachts already booked in for early 2024. Landmark project The Line will create a living space for nine million residents.



Dini's design was inspired by Saudi Arabia, a historic nation with six UNESCO world heritage sites, that is increasingly powered by robotics and tech. Sindalah splices ancient with modern. Dini tried to "reinterpret traditional substances and combine natural stones with digital devices". Like his interactive stone column, "a sort of menhir made from quartz stones that generate chromatic, light and sound experiences when activated by humans".

Artificial intelligence is everywhere. Walls use machine learning to display visual contents depending on the island occupancy, special events and other parameters processed by AI. Some surfaces are veined by optical fibres that shimmer and buzz according to the mood. "Every single detail corresponds with the desire to give shape to something that has never been seen before," Dini adds.

There's a balance at play. Dini planned the resort to "seamlessly harmonise with its natural surroundings, ensuring the preservation of the island's delicate ecosystem". Sustainability is best witnessed under the waves. As the Red Sea receives just 60mm of rainfall per year, visibility is unparalleled. Masked butterfly fish try to outpace emperor angelfish, while giant trevally cannonball above the surface. Note that Sindalah is just the start. A constellation of 39 islands along 500km of coast will eventually become a yachting ecosystem containing more than 5,000 berths.



Being the among the first to dive a Saudi shipwreck will become a badge of honour. The Red Sea has been a trade route since Ancient Rome imported silk from China, followed by Ottomans trading with the Gulf states, then the British making a passage to India. Seabed ruins from the Roman Empire to World War Two are patrolled by swirling packs of hammerhead sharks and coloured by gorgonian fans. Among the finest wreck dives is *Iona*. Sunk in Saudi Arabian waters during World War One, the scuba site sparkles on the seabed at 29m depth, guarded by titan triggerfish and bumphead parrotfish. Make sure your yacht has packed underwater cameras.

Here's the most shocking news. Sindalah is a tiny section of the mammoth Neom project. It's part of the Saudi Vision 2030 plan to diversify the economy of the world's second-largest petroleum producer, after the United States. Building continues on three more of Neom's ten eventual districts.

The loftiest new district, Trojena, is topped by snow-capped peaks. During winter, sub-zero temperatures will powder 30km of ski slopes at heights of up to 2,600m. Trojena is centred around a vast freshwater lake, where kayaking and music festivals will take place in the cool summer air. Year-round activities include paragliding and triathlon training on top of the Arab world.

The Oxagon district will be a catalyst for Neom's economic growth. A new city for new technologies will be centred around a next generation port connected to a digital supply chain. Landmark installations include the largest cruise terminal in the Red Sea and

Neom Airport, from where jets already shuttle to London and Dubai. It's a lesson in thinking big.

Work continues apace on the largest district of Neom. The Line is a car-free residential zone that slices through the desert like a 170km lighting streak. The 200m-wide settlement is clad in a mirrored façade, reflecting Wild West scenery and Arabian heat. The Line's nine million residents will be powered by 100% renewables amid a 95% natural landscape. Key figures in a Kingdom that uses over half its domestic energy consumption on air conditioning. A high speed train track will escort residents from end-to-end of The Line in 20 minutes flat. The plan is for Volocopter heli-taxis to buzz passengers around too.

Will these nascent districts make a difference to yacht guests in Sindalah? If they wish to ski, stargaze, scuba or do business in a new global capital then the answer is yes. "Sindalah will create a new season for superyachts," concludes Dini, "a dream alternative for owners who want to spend the winter in an easily accessible location." The future starts now.

Charter guests can join the fun too. In huge numbers. *Saluzi* is a high capacity superyacht that can escort 32 guests to the Red Sea's most remote idylls, from Sindalah to secret shipwrecks in Egypt. An additional 32 crew support every activity across five luxurious decks with spaces including a gym, a spa, an open-air cinema and two Jacuzzi pools. A veritable flotilla of toys renders 69m *Saluzi* a prime Red Sea charter yacht.



Scan to learn more about the Red Sea destination



FROM TOP *Saluzi* is a head-turning high capacity yacht with availability in the Red Sea. Volocopters will connect guests to ten Neom districts in diverse climatic and topographical zones.



A modern classic

**Sunken aeroplanes meet biblical shipwrecks.
Superclubs meet ancient oracles. The Greek and Turkish
coasts mix the best of classic and contemporary.
Thanks to the new Camper & Nicholsons office in Athens,
the Aegean Sea is more accessible than ever. With 6,000
islands to choose from, it's time to dive in.**

Herodotus, the world's first historian, was born in Bodrum. The 'Father of History' wrote in Greek, was ruled by Persians and resided near an Ottoman castle in what is today Turkey. The Greek and Turkish coasts have been bejewelled by every empire from Rome to Byzantium. They pack more ancient shipwrecks sites and kayak-friendly ruins than anywhere else on earth.

Yet here's the thing. Contemporary Bodrum beats loud enough to wake Herodotus himself. Restaurants like Gemibaşı grill lobsters, spritz them with pomegranate molasses, then serve them with Turkish Chardonnay. At nightclub Daze, revellers sink cocktails of mint and raki (a turbo-charged pastis), boogie to Rihanna, then leap into the Aegean at dawn. This yachting destination is both cutting-edge contemporary and utterly historic.

Diving off Bodrum is a kaleidoscopic medley of old meets new. Until the 1960s, fishermen freedived to collect sponges from the seabed. They tiptoed around Bronze Age shipwrecks in the process. More recently, local dive schools clubbed together to purchase a Dakota C47 Skytrain from the Turkish Air Force. They sank the aeroplane in 20m of translucent sea, where it forms a *Finding*

Nemo film set for amberjacks and triggerfish. Divers can take a submarine selfie in front of the cockpit.

The Greek coastline has a similar mix of ancient and modern, says Christos Chatzigiakoumis, managing director of the latest Camper & Nicholsons office in Athens. "You might spend your day on a remote beach with transparent waters, have a barbecue on shore, then a few hours later be at an extravagant beach bar surrounded by celebrities," Chatzigiakoumis explains.

Interestingly, Chatzigiakoumis's new Athens bureau is located on the old international airport site. Thirty thousand square metres of tarmac, together with the concrete terminal hall, are currently being upcycled into Europe's largest urban park — surpassing London's Hyde Park — with 31,000 native trees and three million indigenous plants. Hellenikon Metropolitan Park will reopen with 400 marina berths in 2025. "It proves that Athens is a key entertainment hub for luxury travellers and international yachtsmen," continues Chatzigiakoumis. "The Hellenikon project's 10,000 new residences will give a new dimension to Greek yachting by generating a new clientele."

LEFT *Orient Star* was built in Turkey and styled by a Four Seasons interiors specialist.







“One aim of our new office is to make Athens a principal Mediterranean charter hub,” claims Sylvia Katsamaki, a charter manager and charter broker. The new Athens bureau can organise helicopter tours over the Acropolis, down to Cape Sounion and the Temple of Poseidon, and across to the Greek islands. “There are touch-and-go helipads all over Greece,” she explains. Katsamaki’s charter season is getting longer. “Until the end of October it’s still beautiful in southern destinations like Santorini.” Once again, highlights are a vivid mix of ancient and modern.

Take Mykonos, which swells with a summer population of 50,000. The beach club Scorpios looks like a Mayan temple dedicated to hedonistic pleasure. On summer evenings, beach fires usher shamanic rituals, bouzouki beats and DJ sets. At midnight, al fresco club Astra throbs with hands-in-the-air tunes under swaying palms. At dawn, yoga starts with a sun salutation above the island’s sugar cube houses. Mykonos has barely slept since Herotodus wrote about it in 430 BCE.

PREVIOUS PAGE The aft deck of *Orient Star* is all about fun in the sun.
FROM LEFT Three millennia of dive-friendly shipwrecks litter the Aegean Sea. Greek superclub Scorpios provides a hotline for guests on Camper & Nicholsons yachts.



Christos Chatzigiakoumis

Managing director of Camper & Nicholsons new Athens office. He began sailing aged six before moving into competitive racing. Following a career in real estate and ship management, Chatzigiakoumis returned to his original passion: yachting.



Mykonos has
barely slept
since Herotodus
wrote about it
in 430 BCE.





Greece is called 'the Caribbean of Europe' because there are over 6,000 islands to choose from.

Too intense? Sail on to Delos, ten minutes away. One of the ancient world's most sacred islands has a population of just 14. The island birthplace of Apollo and Artemis features a Doric temple, a Dionysian theatre and a pre-Christian synagogue. In Greece there's something for every age and interest. And all within a few nautical miles.

A perfect Greek charter yacht, proudly built in Athens, is 42m / *Sea*. Her list of toys reads like a flotilla: Seabobs, jet skis, waterskis and inflatables, while guests are escorted to shore in a Joker Clubman chase tender. From the upper deck owner's suite with a private balcony, / *Sea* guests can wake up to a new Greek island every day.

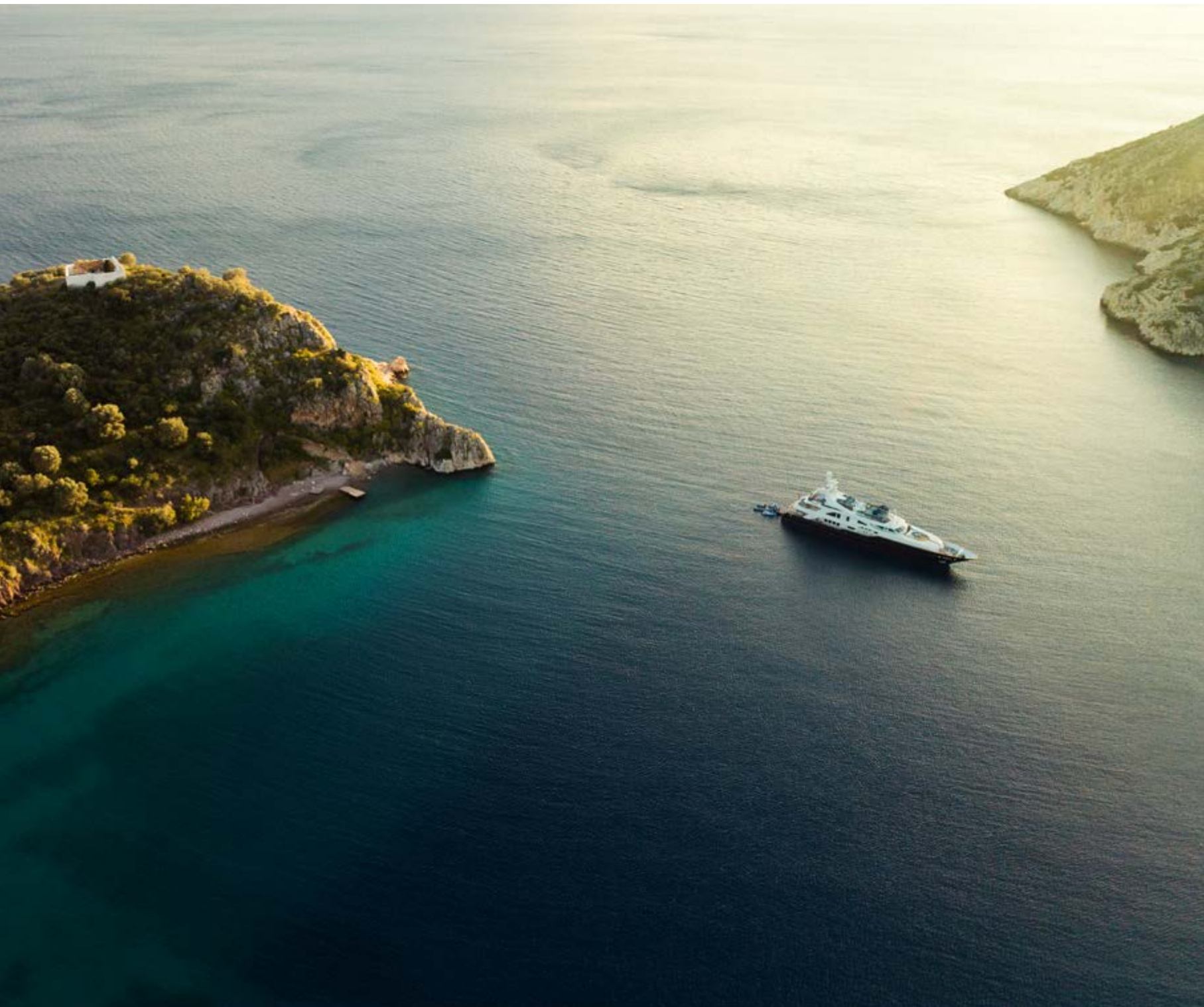
Greece is called 'the Caribbean of Europe' because there are over 6,000 islands to choose from. Particularly popular for charters are the 220 islands of the Cyclades, which translates as 'circle', enabling guests to experience destinations like Mykonos, Amorgos and Santorini in one sun-kissed loop. A perfect Cyclades yacht is 50m Benetti *JO I*. This former Family Charter Yacht of the Year had her François Zuretti interiors refitted in 2022. In 2023, her head chef Dimitris Paidis scooped a prize at the Mediterranean Yacht Show for his exemplary dish celebrating sustainable seafood dining from head to tail.

"In the Cyclades we've also seen a trend for live-like-a-local activities," continues charter manager Katsamaki. Greece's first cookbook author was born on Sifnos. On the island, guests can eat *mastelo*, an only-munch-here stew featuring goat, red wine, dill and vine twigs. Lunches can be walked off on the Sifnos Trails. These ten waymarked paths zigzag for 100km to connect 400 blue-domed churches with tiny azure coves. The best news? Tomorrow there's another 219 Cyclades islands to explore.

The least explored section of Turkey's Aegean coast is Ingiliz Limani, which translates as 'English Harbour'. During World War Two, saboteurs from Britain's Special Boat Service infiltrated occupied Greek Islands from this unfindable Turkish bay. Captains require a GPS to navigate the warren of pine scented creeks today. Crew can pack tzatziki and dolma onto paddleboards for picnics on unnamed islets. Inland hikes are shadowed by pine martens and porcupines.

A short sail from Ingiliz Limani is Sedir island. It's far more popular due to its silken sand, which was transported in 60 cargo ships, directly from the Red Sea, by Queen Cleopatra two thousand years ago.

RIGHT *JO I* appears purpose-built for Aegean cruising and has an award-winning Greek chef.







On the other side of the Bozburun Peninsula it's the twenty-first century. D Maris Bay is a luxurious scatter of five sandy beaches. Swings are suspended over translucent seas while wakeboards curve around the bay. The resort even hosts an outpost of legendary Cannes diner La Guérîte.

Superyachts are welcome at D Maris Bay. The 47m *Orient Star*, built in Turkey and styled by Four Seasons interior designer Tara Bernerd, knows the waters. Intimate yet spacious balconies aboard *Orient Star* invite the Aegean inside. Her vast sundeck forms the ultimate viewing platform for eFoil races below. The cuisine of her Turkish chef, Mahmut Im, is utterly historic.

One classic Aegean sight has only just opened — after 2,500 years. The Peristera shipwreck was discovered by fisherman Dimitris Mavrikis in 19m of gin clear ocean. The site rewrites history by proving that vessels could carry 150 tons of luxurious cargo — in this case black-glazed bowls, lavish tableware and 4,200 amphoras of wine — before the Roman (or indeed superyacht) age.

In 2023 guests can dive what has been dubbed “the Parthenon of shipwrecks”. Camper & Nicholsons charter brokers can liaise with a local dive team to arrange the descent. As this scuba site is governed by Greece's Department of Maritime Antiquities, a maximum of eight divers can scour the artefacts peppered on the Poseidon grass during strict time slots. They may not be alone. The Peristera shipwreck sits within the Alonnisos Marine Park, a watery thoroughfare for sperm whales, striped dolphins and rare Mediterranean monk seals.

IMAGE Luxury yachts are positively encouraged at the five sandy beaches of D Maris Bay.






It's little wonder that more yachts are being chartered and purchased for Aegean cruising than ever before, says managing director Christos Chatzigiakoumis.

FROM LEFT Greece-built / SEA has a flotilla of Aegean Sea toys. White windmills and sugar cube houses crown the Greek Islands.





Social media means sharing tales from the comfort of a hammock strung between Aleppo pines. A good story never grows old.

The shipwreck is not the only treasure in the 24 islands of the Sporades, which translates as 'sporadic', as they are strewn haphazardly like emerald mountains on an indigo carpet. Consider them Greece's wild childs. Only four of the islands — Skopelos, Skiathos, Skyros and Alonnisos — are inhabited. On beaches like Agia Paraskevi you're more likely to see a loggerhead turtle than another superyacht. Social media means sharing tales from the comfort of a hammock strung between Aleppo pines. A good story never grows old.

It's little wonder that more yachts are being chartered and purchased for Aegean cruising than ever before, says managing director Christos Chatzigiakoumis. "Several variables led to the recent sharp surge." He points out the growing professionalism of Greek crews, the reinvention of Greece as a high net worth tourism hub and rising wealth across the Aegean. "All of this culminates in a superyacht metamorphosis. It makes me believe that Greece can lure an increasing number of new buyers, charterers and customers for our all-encompassing management services."

Camper & Nicholsons Athens-based broker Efthimis Karalis agrees. "Sales are up 100% year on year," he explains. Yachts are getting larger too. "At Golden Yachts in Athens, 50m was considered a large yacht a decade ago," continues Karalis. "Now 100m is big."

Karalis and his Athenian colleagues have a big brand behind them. "Our office is new but everyone in Greece has heard of Camper & Nicholsons," he explains. "Shipowning is the principal Greek industry and scions like Stavros Niarchos and Aristotle Onassis owned Camper's yachts."

Stavros Niarchos owned 65m *Creole*. The three-masted schooner, built in 1927 and now owned by Allegra Gucci, remains the largest wooden sailing yacht in the world. Aristotle Onassis owned 45m *Deo Juventa II*. Built in 1928, she was gifted to Rainier III, Prince of Monaco, for his seven-week honeymoon voyage with Princess Grace. She now cruises in the Galapagos nearly a century after her inception. Like Greece and Turkey, both yachts are a modern classics.



Scan to learn more about the Aegean Sea destination



FROM TOP LEFT Classic colours of Greece and Turkey include black olives, turquoise seas and Mediterranean dishes from the chef of *Orient Star*.

CRUISING DESTINATIONS

Pole position

Polar explorer Matthew Henson battled ice and bigotry to become the first person on top of the world. The multi-ethnic team of Americans and Inuit bagged the North Pole after a heroic slog. Their backup? America's first ice class yacht. A lesson to any Greenland traveller who wants to ski, dive, explore and dine in the Arctic Circle.









“A ship, and a good one like the *Roosevelt*, is the prime necessity in getting an expedition within striking distance of the Pole.”

The North Pole conquest by Matthew Henson is as unlikely as it is inspiring. Henson was born in 1865 to Maryland sharecroppers, one year after the abolition of slavery. He was orphaned soon after. Through dogged determination and lightning strike coincidences, this Black American became the first person on top of the world.

Like all the best stories, Henson's starts with a yacht. Aged 12, he signed on as a cabin boy on the three-masted cargo ship *Katie Hines*. Mentored by her commander Captain Childs, Henson received the greatest education a young man could wish for: Lessons in seamanship, resilience and management, taught in tandem with voyages to Japan, North Africa, the Black Sea and France, plus an icy waltz up to Murmansk on the Barents Sea.

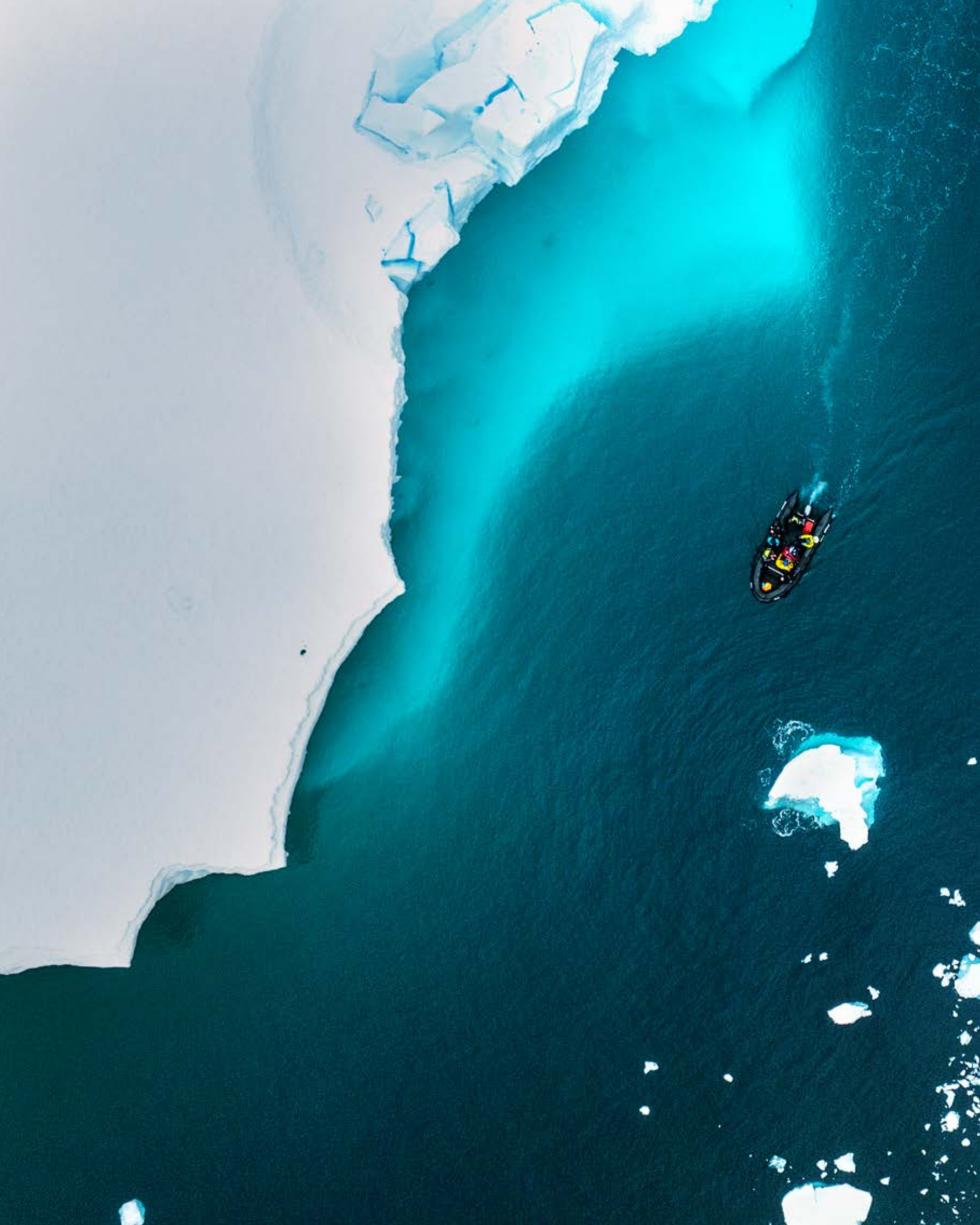
His life's greatest coincidence involved a hat. Aged 19, Henson took a job in a clothing store in Washington, D.C. In walked Robert Peary, one of the greatest American explorers of all time. Peary had been asked to survey a possible Nicaragua Canal to link the Caribbean with the Pacific, which later inspired the Panama Canal 500km south. He required a tropical helmet and a survey

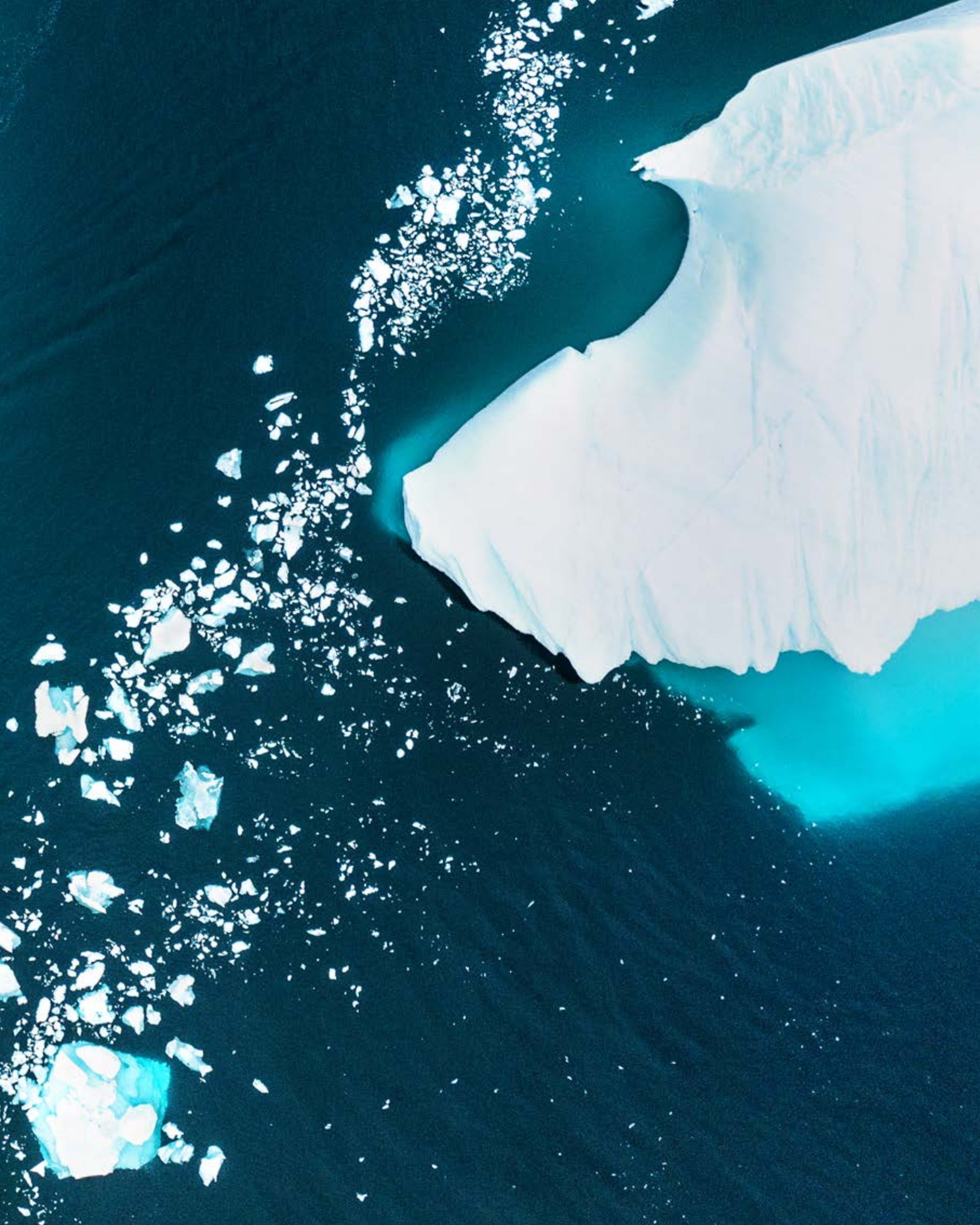
assistant. Henson provided both and stepped out of the clothing store onto a waiting yacht. Thus began the duo's two decade relationship that included seven Arctic expeditions.

Their deadliest expedition was a headlong dash to the North Pole from Greenland in 1909. Peary commissioned America's first ever ice class yacht, the 55m *Roosevelt*, to get them as near to 90° North as possible. Like today's explorer yachts, she carried a steel-sheathed hull that could flex and bend in an icy collision. A huge provisioning area carried huge quantities of alcohol, condensed milk and tins of pemmican (a fatty calorific meat), allowing her to overwinter in a glacial embrace.

Instead of sail, Roosevelt carried a 1,000hp engine to smash through the icebergs of Western Greenland. “We raised and passed Disco Island,” recalled Henson, where the berg that sank the Titanic was calved three winters later. “Icebergs on all sides,” he wrote in his diary *A Journey for the Ages*. “A ship, and a good one like the *Roosevelt*, is the prime necessity in getting an expedition within striking distance of the Pole.” Never a truer phrase spoken.

LEFT The 55m *Roosevelt* was a mighty ice class expedition yacht which, like today's explorers, packed expedition gear and vast quantities of food and alcohol.







Henson learned to navigate the world's largest island by Greenland sled dog, still the only species sanctioned for the task.

Today's Camper & Nicholsons charters take icy inspiration from the same region of Greenland. In Maniitsoq guests can leap from a helicopter onto virgin snow at 2,000m, then ski a powder trail down to their waiting yacht. In Ilulissat diners can try dishes like seal blood tartlets, razorbill wellington and skewered ptarmigan, a snowy seabird with a gamey tang, at Michelin two-star restaurant Koks. In Kangerlussuaq explorers can hike the eight-day Arctic Circle Trail to the coastal airstrip at Sisimiut. Indeed sledding, hiking, sailing and flying are the sole ways to navigate Greenland. Settlements remain totally unconnected by road.

There were no frivolities like ice diving and whale watching for Peary and Henson. In February 1909 they left the comfort of the *Roosevelt* with 130 dogs and a combined force of Greenlandic Inuits and Americans to lay stores. Biscuits, rabbit and frozen musk ox were cached in the treeless desert. "The expedition was now to leave the land," wrote Henson, "and sledge over the ice-covered ocean four hundred and thirteen miles north—to the Pole!" As their yacht could travel no further, this final assault pitted human endeavour against the ice.

PREVIOUS PAGE Simultaneous polar missions can depart at once from the *Octopus* marina. RIGHT In a nation without roads, sledding is one of the few ways to crisscross Greenland.

Henson was in his element. He had an easy empathy with the Inuit, who called him Mahri-Pahluuk — 'Matthew the kind one'. He learnt their language and wore their hand-stitched clothes of caribou hide, seal skin and dog fur, woven together with narwhal sinew. (This is in stark contrast to Britain's Franklin Expedition to the Northwest Passage. It was richly provisioned with Fortnum & Mason delicacies, yet was doomed by not taking a single Inuit speaker.) Henson learned to navigate the world's largest island by Greenland sled dog, still the only species sanctioned for the task. Peary claimed the expedition would fail without his partner: "I can't make it there without him."

By March 1909 the Polar Sea was purgatory. Some men turned back. When a sled dog slipped through the ice, it was killed in mercy as its fur froze. Weeks of blinding cold passed. "We were almost dead-beat, from having battled all day with the wind, which had blown a full-sized gale," wrote Henson. "No other but a Peary party would have attempted to travel in such weather." He was right. Peary was the Ranulph Fiennes of his day. Uncompromising and robust with a military background and a glacial belief that there is no prize for second best.





FROM LEFT Koks, the northernmost Michelin-starred restaurant in the world, pairs foraged crowberries with ptarmigan, an Arctic bird. The establishment maintains eco lodges in Disko Bay, where the icebergs that sank the Titanic were calved.





“The time had come for us to demonstrate that we were the men who, it had been ordained, should unlock the door which held the mystery of the Arctic.”

By April 1909 the North Pole party was reduced to six: “Peary, the commander, the (Inuits) Ootah, Egingwah, Seegloo and Ooqueah, and myself,” wrote Henson. The only solution left was a high-speed, low-weight, 200km dash for the inaugural polar trophy. “The time had come for us to demonstrate that we were the men who, it had been ordained, should unlock the door which held the mystery of the Arctic.”

Far from the safety of their yacht, both Henson and Peary nearly drowned. “My hands were gloved and I could not take hold of the ice,” recalled Henson. Fortunately his companion Ootah hauled him out by the neck “as he would have grabbed a dog”. The frozen water had to be beaten out of his bearskin trousers. The selfless Henson noted that his sledge “was of much more importance” than himself as it contained the mercury, sextant and coils of piano wire for Peary to confirm their polar position on top of the world.

As they neared 90° North, Henson handed Peary “the pan of mercury” when “the hour was within a very few minutes of noon”.


Old Glory was raised. “I raised my voice to cheer the starry emblem of my native land” said Henson. No-one was there to witness their claim. (With just 55,000 inhabitants, Greenland remains the most sparsely inhabited nation on earth.) No-one also noticed that Henson “was in the lead that had overshot the mark by a couple of miles,” and probably became the most northerly human first. It shouldn’t have mattered. This was a multinational achievement on a gargantuan scale involving life-saving teamwork.

But glory could never be shared. Matthew Henson attained the pole for his country during the frigid nadir of racial discrimination. In the United States, new strictures called for segregated benches and water fountains. Literacy tests kept an entire people disenfranchised. For example in 1910, in the state of Louisiana, where Black Americans formed a majority, only 730 were registered to vote, less than 0.5% of the eligible total. Although Henson and Peary both fathered sons during their time in Greenland, mixed race marriages were banned in some US states until the year 2000.



IMAGE Matthew Henson raised Old Glory at the North Pole but his role was downgraded on return to a segregated United States.





Henson was reburied at Arlington by presidential decree, with full military honours, in the presence of his great-grandson Massanguaq.

“Peary was the recognised discoverer of the Pole,” wrote *National Geographic*, “while Henson was relegated to the role of trusty companion”. The latter spent the next three decades working for the U.S. Customs House in New York. Societal change was glacial but it flowed in the right direction. In 1937, Henson was made the first Black member of the Explorers Club, an organisation formerly presided over by Peary. In 1944, Congress gave Henson a duplicate of the silver medal previously awarded to his polar partner.

It took two outsiders to remark on the most obvious contrast. In 1987, the sons the explorers had fathered on the ice, Anaukaq Henson and Kali Peary, both 80 years old, were invited to the United States to place wreaths on their fathers’ graves. Both the Inuit-Americans remarked that Robert Peary was interred in a splendid grave at Arlington National Cemetery, topped by a stone sphere containing a polar star. Yet Matthew Henson, who had battled through the same pristine wilderness, was buried in a simple grave at Woodlawn Cemetery in New York. The following year, Henson was reburied at Arlington by presidential decree, with full

military honours, in the presence of his great-grandson Massanguaq. The black granite monument has a relief of Henson in his Inuit gear accompanied by a gold inscription: “Matthew Henson, Co-Discoverer of the North Pole”.

Polar discoveries have a trusted partner in 126m *Octopus*. The ne plus ultra of explorer yachts has two helipads and seven tenders that can undertake simultaneous Arctic missions. An ROV scans the sea bed in search of submarine discoveries, beaming footage back to screens in her 13 cabins and glass-floored observation lounge.

One libation tip for *Octopus* guests soaking in her heated pool. Greenlanders drink Qajaq beer from the microbrewery in Narsaq. As 80% of their nation is covered in ice, keeping it chilled isn’t an issue. A fiery alternative is Greenlandic coffee. It contains whipped cream, whisky, Kahlua and flaming Grand Marnier: the latter said to represent the Northern Lights. If that won’t raise a pulse for a polar expedition, nothing will.

IMAGE 126.20m *Octopus* remains the ultimate global explorer yacht with no mission beyond its vast capabilities.



Scan to learn more about the Greenland destination



SECTION 5

FORWARD THINKING

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An underwater photograph of a dense kelp forest. Sunlight filters through the water, creating a bright, ethereal glow. The kelp fronds are long, dark, and silken, swaying gently in the current. The background is a deep, clear blue, suggesting a healthy, deep-sea environment.

FORWARD THINKING

Seaweed's low tech revolution

It's been hailed as the superfood that can nourish earth's eight billion souls. Seaweed is also being used as fertiliser, animal feed and building bricks. Could this ubiquitous resource that sequesters carbon while producing oxygen really be an ocean miracle? We deep dive the seven seas to find out.



As seaweed captures carbon, like a subaquatic forest, it could produce climate positive food, which requires no fertiliser or fresh water. That's a revolutionary claim.

Seaweed sequesters carbon while producing 70% of the oxygen we breathe. Stupendous beds of seaweed act like floating rainforests in order to nurture giant pelagic species. Humans have consumed it as a vegetable since the dawn of time.

In Korea, Michelin starred chefs are decanting the umami flavours of some of the 12,000 or so seaweed varieties. In Sweden, some types are being cultivated that contain 30% protein - more than fillet steak. In Bangladesh, where farmland is at a premium, 120 uses have been showcased for the country's 200 species including antibacterial scrubs, sunscreen and candies.

All of which begs the ultimate question. Could seaweed help humanity while feeding it nutritious snacks? Rhianna Rees, a consultant for the Scottish Association of Marine Science and author of the thesis 'Seaweed is Sexy', believes it's time we woke up to the magic of macroalgae.

"When we look at future projections on food security, agricultural water use and fertilisers needed to feed the entire planet", Rees explains, "I think seaweed is an incredible

solution to many of the bottlenecks we will definitely face in the coming 50 years." As seaweed captures carbon, like a subaquatic forest, it could produce climate positive food, which requires no fertiliser or fresh water. That's a revolutionary claim.

Rees's research team on the west coast of Scotland grows mostly kelp. "That's your big brown seaweed", she continues, "that grows in nutrient dense cold water." The big bonus of kelp is all about quantity: "it has a huge biomass". The vast majority will be processed into animal feed and as fertiliser packed with nitrogen, potassium and phosphate. As 75% of the earth's arable land is currently used to grow animal feed or graze livestock, using seaweed could gift the planet more agricultural space.

There are also climatic advantages of this vegetable of the sea. James Cook University in Queensland found that feeding ruminants, such as cattle or sheep, a diet containing *Asparagopsis taxiformis* reduced their methane emissions by over 90%. As flatulent cows contribute the smelliest 13% of Australia's greenhouse gas emissions, it's an important takeaway.

PREVIOUS PAGE Vast beds of kelp help produce 70% of the oxygen that humans breathe. RIGHT, FROM TOP Seaweed is a low tech success story that requires no fertiliser or irrigation. The cool waters off Scotland host some of earth's most cutting edge macroalgae research.



Seaweed has become the third largest source of income on Zanzibar. Moreover, 90% of production is performed by women, which has led to a profound societal shift on an historically patriarchal island.



Other edible seaweeds are being researched, says Rees, who first fell in love with seaweed in the sushi bars of Hong Kong. “A few companies in Scotland harvest bladderwrack by hand,” she explains. “These are the little brown bubbly ones you’ll see on the rocks.” Victoria Beckham reportedly uses bladderwrack in seaweed shakes, as its iodine content dramatically increases metabolic rates, thereby burning off calories. “There’s a seaweed called pepper dulse which is small and red and really tastes like truffle.” Laver has an umami tang and is exported to Japan to flavour miso soup and yakisoba noodles. Some Scottish kelps can be sliced into chutneys and crisps. Others contain more vitamin C than oranges.

Rees says that although interest in seaweed cultivation is burgeoning, the industry remains in its infancy. “Perhaps the best way

we can interact with the sea is through what the Americans call 3D farming,” concludes Rees, where livestock and crops complement and fertilise each other. “So you’ll have a fish farm next to a seaweed farm next to an oyster farm and they’ll all feed off each other.” It’s a taste of things to come.

On a global scale, edible seaweed is nothing new. In Japan, *Caulerpa lentillifera*, iodine-rich ‘sea grapes’ that sing like the ocean, are tossed into salads with ponzu citrus sauce. In Indonesia, *Eucheuma* species are mixed with coconut water and syrup into *es campur*, which is used to break the Ramadan iftar fast. The product is undeniably healthy. According to the USDA, a 100g seaweed serving contains zero fat and zero cholesterol, while offering more than the daily recommended dose of iron and magnesium. *Fortune* declared it a superfood.





PREVIOUS PAGE Off the sandy beaches of Zanzibar, spinosum is a variety that can be cultivated and harvested like any green vegetable. **FROM TOP LEFT** Seaweed has become a cash crop for many maritime communities. East Asia leads the way in edible seaweed consumption. A Korean seaweed salad. In Bali seaweed is being used as a building material and crop fertiliser.



100g seaweed serving contains zero fat and zero cholesterol, while offering more than the daily recommended dose of iron and magnesium. *Fortune* declared it a superfood.

Growing seaweed requires minimal tech. For this reason it has become a low impact success story in the Global South. Like on the Indian Ocean island Zanzibar, which at first appears like a *hakuna matata* escape. Hammocks are strewn between coconut trees. Islanders chip footballs over sunbathers. Yet in the limpid sea, which hovers between 25°C to 30°C year round, women rear *Eucheuma denticulatum*, also known as *spinosum*. These bushy plants are tied to ropes staked in the sand, allowing them to blossom and photosynthesize on the surface.

Seaweed has become the third-largest source of income on Zanzibar. Moreover, 90% of production is performed by women, which has led to a profound societal shift on an historically patriarchal island. The red *spinosum* algae can be eaten locally. But most islanders harvest and process the crop as cosmetics and soap. Seaweed contains natural antioxidants that promote collagen production as well as vitamins A, B, E and K, which help improve skin tone and elasticity.

It's ironic that Zanzibar has encountered the problem that seaweed could help mitigate. Like all globally farmed crops, Zanzibar's *spinosum* fields are being affected by climate change. Rising salinity and sea temperatures mean the crop must be grown further out in cooler, deeper water. Rhianna Rees operates a Seaweed Academy to counter

the issue. "We've welcomed people from all parts of Africa to Scotland," she explains. "We help people understand issues regarding cultivation, introducing non-native seaweeds and the entire value chain," which keeps money in local communities when seaweed is processed locally.

Another tropical paradise is using seaweed for multiple uses. The Indonesian island of Bali is ringed by eight hectare seabed plots. Farmers wade out into the torpid sea to plant *Eucheuma cottonii* seeds. The growing plants must be checked daily for seaweed-nibbling baronang fish. Aside from that minimal care, a 60kg crop can be harvested from each plot 30 days after planting. All year round.

In Indonesia, *Eucheuma cottonii* is green gold. The species can be manufactured into a lightweight building material - a bonus in a nation that adds two million souls each year. Yet the principal use of *Eucheuma cottonii* is to create carrageenan, a gelatinous food thickener. It's used as a stabiliser in toothpaste, ice cream, beer, pet food, bioplastic packaging, vegan hot dogs, sexual lubricants and a thousand other products. Indonesia's seaweed comprises 9% of all aquatic biota and employs one million coastal people, many of them women, most of whom reside below the economic median. On paper it sounds like a win-win.


There are downsides in the headlong gold rush to what, according to the *Economist*, could be a \$85bn industry by 2026. Coastal communities lack genetic diversity in their seedlings, with the environmental dangers that monocropping can bring. Indonesia has also been linked to poor employment practises in the fisheries industry. The vast majority of seaweed goes to feed farm animals to produce more meat, rather than humans themselves. It's a resource which, like fossil fuels or farmland, requires management.

The upshot is that the current seaweed revolution is all about balance. The world's biggest seaweed patch is a case in point. Vast fields of *sargassum*, a brown macroalgae, have bloomed in the Atlantic Ocean. Dr Sylvia Earle of Mission Blue, an environmental partner of Camper & Nicholsons, calls it a "golden floating rainforest", nurturing turtle hatchlings, eels and hundreds of endemic species.

But the *sargassum* is being fuelled by fertiliser run-off from the Congo and Amazon rivers. Kept buoyant by the seaweed's grape-sized air bubbles, the Great Atlantic *Sargassum* Belt now stretches from Africa to South America and is visible from space. Being trapped in a *sargassum* maelstrom was always a worry (Christopher Columbus "saw much weed and very often" and feared being trapped). Today the expanding algae patch threatens to envelope Caribbean beaches from Barbados to Brazil, damaging livelihoods and fisheries enroute.

Clever thinking might offer a cure. Although high levels of arsenic render *sargassum* unfit for immediate consumption, Mexican farmers have found a way to wash, dry, then utilise it as a fertiliser. Others have mixed the seaweed into a sustainable building material called Sargablock. Scientists are working to extract sodium alginate, a thickening agent with a billion dollar market, from *sargassum*. The seaweed revolution has a long way to run.



A photograph of a coastal scene. In the foreground, a rocky shore is covered with a thick layer of brown seaweed. The ocean is visible in the middle ground, with small waves breaking. The sky is blue with scattered white clouds. A thin, light-colored crosshair is visible in the upper left quadrant of the image.

The Great Atlantic
Sargassum Belt, as it's
known, is visible from
space, stretching like a sea
monster across the ocean,
with its nose in the Gulf of
Mexico and its tail in the
mouth of the Congo.



Matteo Espinoza
CEO of Camper & Nicholson's Insurance Solutions, Matteo Espinoza has developed an in-house risk management service, where brokers are dedicated to offering our bespoke insurance solutions to company clients.

FORWARD THINKING

The man who risked it all

Camper & Nicholsons Insurance Solutions boasts a 100% reimbursement claim. More importantly, the 24/7 service offers life-saving support across five oceans, promising priceless peace of mind for owners. Division CEO Matteo Espinoza gives his insights on risk, toys and what to insure against in 2024.

Three years ago the chief engineer on a Camper & Nicholsons yacht had a heart attack in the United States. His captain, who witnessed the emergency, called his 24/7 emergency line. The engineer was evacuated to a heart surgery unit in record time. The operation and follow-up recovery program cost \$300,000 but meant that the employee returned safely to work. “The swift intervention of our insurance company literally saved the chief engineer’s life,” asserts Matteo Espinoza, chief executive officer of Camper & Nicholsons Insurance Solutions.

Problems aboard luxury yachts staffed by highly trained crew are unlikely to occur. Yet when issues arise outside a stakeholder’s control — cyber attack, medical emergency, object collision — it pays to be prepared. An owner should not have to worry about the security of their asset, family, guests or crew.

While the chief engineer recovered from his heart attack, another misfortune struck.

“Three years ago another of our owners had a large claim in a German shipyard,” continues Espinoza. The damage was in excess of €5m for a yacht in the 140m-plus range. The owner was reimbursed for everything he lost including missed cruising opportunities “He renewed his policy straight away and is still with us,” smiles Espinoza.

During its eight years of existence, Camper & Nicholsons Insurance Solutions boasts a 100% reimbursement claim. There are three reasons for their success in mitigating and compensating risk.

First, the primary appraisal of most insurance companies is to reject a claim. “That’s not how we work,” Espinoza explains. Instead of employing a third party underwriter to minimise an eventual payout, Camper & Nicholsons has complete control over the entire settlement. “This completely changes the perspective of a claim.”

LEFT The 44m Benetti *Blue Vision* has been insured against all eventualities by Camper & Nicholsons insurance team.

Second, Camper & Nicholsons has their own team of surveyors. “They include naval architects, medical insurers and former merchant ship managers with sector experience measured in decades,” shares Espinoza. Their combined knowledge creates a swift solution to any issue, from stolen art to injured crew. Their sole aims are to protect a yacht’s value and, if necessary, return it to the charter market as fast as possible. “Risks are by nature random events,” says Espinoza, “and can happen anytime from New Year’s Eve to a busy week in August.”

Third, claims are actioned as painlessly as possible. The insurance holder speaks solely to the Camper & Nicholsons risk officer in charge of their case. Medical issues are reimbursed in less than 72 hours. Crew insurance policies are robust. “Our policy provides exclusive medical care from immediate intervention to ship to shore evacuation,” says Espinoza. The bottom line is that Camper & Nicholsons policy holders have never had to fight with lawyers during what could be a testing emotional or financial time.

There’s just one caveat. “It’s important to stress the fact that Camper & Nicholsons Insurance Solutions provide services only to our clients,” explains Espinoza. “When an owner joins our charter or yacht management fleet, they can benefit from an exclusive insurance solution they cannot find on the open market.”

Camper & Nicholsons policies can be broad. They may cover helicopters, fine art and private jets — all markets Espinoza worked in before specialising in superyacht insurance.

FROM TOP In a complex insurance market, the horizon looks clear. Promising peace of mind to owners is part of the Camper & Nicholsons plan.

That’s important. Because before Camper & Nicholsons in-house risk management service began in 2016, many owners tendered their insurance to a variety of providers. This meant that some policies overlapped and risk was mitigated — and paid for twice. Worse still, some assets and outdoor activities slipped through the cracks.

“Superyacht insurance is too important to be left to a subcontractor,” claims Espinoza. Moreover, it’s often more economical for one provider to oversee the entire insurance package.

Here’s why. Each year Espinoza negotiates fresh terms to obtain the maximum level of security at the market’s most competitive rates. “Then I tabulate the premiums and apply the book rates to our fleet.” Everything is brokered inside Camper & Nicholsons Monaco office with total transparency. “There is no middleman,” confirms Espinoza. “Everything is handled by people who work for Camper & Nicholsons and have our clients’ interests at heart.”

Pricing marine insurance policy is nothing new. Over three centuries ago, as Britain’s commercial ambitions expanded, London coffee houses became talking shops for maritime trade. One establishment, run by Edward Lloyd, became particularly popular with merchants and shipowners. Discussions concerning trading risks led Lloyd’s descendants to publish a Register of Ships in 1764. It classified a vessel for both underwriters and merchants, with A denoting a solid hull and 1 denoting prime mast, rigging and fittings — A1 being the best classification. Lloyd’s Register still publishes its annual record of all seagoing ships.





One establishment, run by Edward Lloyd, became particularly popular with merchants and shipowners.

Lloyd's coffee house led to another insurance invention. Edward Lloyd began renting out 'boxes' (essentially coffee tables in a 17th century version of a co-working space) where entrepreneurs sold insurance to ship owners in the event their vessel was damaged or lost. The most trusted underwriters made a name for themselves. Their dealings formed the foundation for the Lloyd's of London insurance market, where 'Names' were backed by reputation and unlimited liability. Matteo Espinoza once worked as a broker in the Lloyd's of London insurance market.

Under Espinoza's tenure, most risks have remained constant. "The most common claims still often involve tenders. Engine failure, collision, grounding." Sizes are similar. "They have not increased massively as we reached the top with 180m Azzam. And hybrid engines were already common a decade ago." Nor have destinations required much risk adjustment. "Around 70% of yacht traffic remains between Portofino and St Tropez," explains Espinoza. "Antarctica

voyages have always taken place so we have an insurance formula for that location."

What of the hot topics of piracy and exploding batteries that would light up a modern day Lloyd's coffee house? "We have not experienced a pirate attack in the Gulf of Aden for 15 years," explains Espinoza. "Of course it can happen, but it's a remote risk we guard against." There are new toys, admits the chief executive officer. "Seabobs, drones and items containing lithium-ion batteries exist but nothing that truly changes our perception of the risk." In recent months flag states have issued best management practises for batteries but, as Espinoza notes, "as for any new tech, you should understand how to keep them safe".

In conclusion, there are few ripples on the horizon at Camper & Nicholsons Insurance Solutions. "The market is very stable". Just how Espinoza likes it.

IMAGE Discussions at Lloyd's coffee house spawned into a global insurance market as well as the Lloyd's Register, both still going strong three centuries later.



FORWARD THINKING

Asian yachting capital

Sir Stamford Raffles founded Singapore by promoting racial unity alongside economic prosperity. Rivals mocked the city-state as a “little red dot” on the map. Yet Singapore thrived as Southeast Asia’s financial nexus. Superyachts now join that map, as Camper & Nicholson inaugurates its newest office on Raffles Place.

In 1781 Stamford Raffles, the son of a sea captain, was born on a boat. Raffles was raised in what would become Malaysia and Indonesia. Decades later, as a Lieutenant-Governor, he founded Singapore as an economic entrepot unlike any other.



Raffles promised religious freedom and rule of law. Fortunes could be made, and crucially kept, by whoever chose to make them. By 1823, Raffles Place had become a commercial centre with English as its lingua franca. Surrounding Raffles Place were boat yards and banks that serviced a new gateway from Europe and India to China and Japan.

The same story continued until independence in 1965. Back then Singapore measured a mere 581 square kilometres — smaller than New York City. The city-state wasn’t big, so it had to be clever. It staked its future on financial services and political stability. Neighbouring countries referred to it disparagingly as a “little red dot” on the map. Singapore chose to own the term and became Southeast Asia’s transport hub and safe haven, as well as the world’s second-richest nation per capita.

RIGHT Singapore set in time: The small citystate in the 1960s compared to the Asian financial nexus in 2023.







In 2023 Raffles Place welcomed Camper & Nicholsons latest bureau.

Part of those riches were spent on land reclamation. Today Singapore is 25% larger than it was upon independence. Changi Airport was constructed on former swampland. It is now rated the world's best airport and features earth's tallest indoor waterfall. Marina Bay was also constructed on reclaimed land. It now hosts the Marina Bay Street Circuit, where Formula One cars snake through Asia's financial capital at 320kph. The little red dot has come of age.

In 2023 Raffles Place welcomed Camper & Nicholsons latest bureau. Yet Julien Solari, the company's new Asia chief commercial officer, is not the only new resident. "In the last 18 months Singapore has welcomed dozens of major families from across Asia, around half of them from China," Solari explains. During the Covid pandemic, "Singaporeans followed the quarantine and vaccination rules in a very disciplined manner." This meant the country was among the first to reopen for business, one year ahead of most Asian hubs.

The relocation of wealth began pre-Covid. "Ultra-wealthy Chinese entrepreneurs started moving to Singapore en masse in 2019," recalled *The Straits Times*. *Reuters* reported that Singapore's number of family offices, which handle investment, taxation, wealth transfer and other financial matters for UHNWIs, almost doubled during 2021.

LEFT Marina Bay: home to the Formula One circuit and Singapore's growing skyline.



Julien Solari

Asia chief commercial officer, Julien Solari is recognised as a leading authority on Southeast Asian yachting. He aims to promote all seven divisions of Camper & Nicholsons from the company's latest base in Singapore.

Solari can understand the trend. "When those families arrived from Taiwan, Hong Kong, China and Malaysia," he explains, "they realise that Singaporeans enjoy one of the longest life expectancies, best education systems, fastest Internet connections and lowest levels of corruption in the world. All combined with an unrivalled political stability." All of which creates a growing market for yachts.

Solari has worked in Singapore yachting since 2017. "Far more superyachts are navigating from Europe and the Middle East to Australia and the Pacific," says Solari. "Around 80% of them will stop in Singapore".

The reasons for mooring are manifold. First, several shipyards can perform technical works. Second, captains can accept delivery of parts as Singapore is a global cargo nexus. Third, if an owner needs to change crew, pick up guests or conduct business, Singapore is the only destination in Southeast Asia with top tier berthing services for up to 32 superyachts. They are hosted in marinas like Keppel Bay or ONE°15, which has its own hassle-free immigration service.

RIGHT Singapore's iconic Supertrees are vertical gardens connected by an aerial walkway.

There's one final reason to sail in. The Singapore scene is electrifying. By day, guests may hike through the Singing Forest, where oriental white-eye songbirds nesting in wild nutmeg trees lend the park its name: the Singing Forest. By night, Singapore is garlanded by a shocking 65 Michelin stars. Even the humble Tai Hwa pork noodle stall carries a one star rating. It's a hedonistic "little red dot" on the map.

Yet Singapore's yachting boom has been powered by a far more local dimension. "The number of locally moored yachts over 24m has grown significantly since 2020," explains Solari. "These have mostly been purchased by first time Asian buyers."

Again the rationale is complex and compelling. The city-state has the second-highest population density on earth after Monaco, so escaping by sea makes sense. A quick cruise carries guests to spell-binding locations. Lazarus Island is a Robinson Crusoe speck ringed by wild beaches. The Sisters' Islands reside within a marine park and are home to seahorses, rare sponges and 250 species of coral. From dock to dive it's a 20-minute trip.







Vela is the ultimate exploration *phinisi*, built on barefoot beach shipyards near the Spice Islands, then fitted out with Hermès fabrics and a private dive centre.

Better still, another 17,000 paradisiacal islands sit on the doorstep. That's because Singapore's mammoth neighbour, Indonesia, possesses more islands than Monaco has citizens. Some of the finest Indonesian islands sit across the 10km-wide Singapore Strait. Like Karimun, a sandy gem sited where raised boardwalks zigzag through the mangrove coast. Nirup island is a great weekend stopover with a new marina that opened in 2023. Nirup has its own hassle-free customs facility for travellers arriving from Singapore.

This summer, Solari chartered in the Komodo Islands and noticed a sea change in yachting possibilities. "Indonesia's Authorities are realising that yachting is not only a service for the ultra rich" he found. Rather it's a growth industry with an entire economic ecosystem covering supply, maintenance, airports and entertainment.

"Hopefully Indonesia will open to superyacht charter like Thailand has recently in Phuket," continues Solari, "Thai authorities recently opened up to the charter of foreign flag superyachts". Camper & Nicholsons Southeast Asia charter fleet includes 50m *Vela*. She is the ultimate exploration *phinisi*, built on barefoot beach shipyards near the Spice Islands, then fitted out with Hermès fabrics and a private dive centre.

A more important factor for regional yachting is the intangible infrastructure, says Solari. "At Camper & Nicholsons we aim to be the one-stop-shop for superyacht owners," he continues. "We accompany them on their voyage from the purchase of a pre-owned yacht or new build, to yacht management, charter marketing and insurance, to the resale and purchase of their next yacht. We aim to do in Singapore what we do ably in 11 other global destinations."

FROM LEFT The Southern Asian fleet includes *Vela*, one of the highest grade traditional wooden sailing vessels in existence.



Yacht sales will be a key tenet of the new Singapore office. Here the geography of Southeast Asia has boosted interest in a particular breed of yacht. “The pool of top tier pre-owned brokerage yachts in Asia is smaller as the market is obviously newer,” explains Solari. “The last five years saw the arrival of many 80ft to 110ft (25m to 35m) yachts, mostly with planing hulls and top speeds around 30 knots.”

From discussions with these owners, Solari “would say that the most common new build yacht requests for potential future purchase, for regional exploration, are pocket explorers, which our experienced team supplies from shipyards in Italy, The Netherlands, Turkey and elsewhere.”

Why these particular builds? “It’s all about range,” attests Solari. “With the possibility to cruise three, four and five thousand nautical miles, pocket explorers can cruise Indonesia, travel up through the Philippines, then loop back to Phuket via Vietnam and Malaysia.”

As fuel quality and medical facilities vary en route, a well-stocked explorer vessel can carry the load. “These yachts also have the range to travel to Australia for major refit works,” continues Solari. “And from a local usage standpoint in destinations like Hong Kong and Singapore, these yachts offer a great outdoor platform for larger gatherings, which many Asian owners love to host on their yacht.”

A prime example is 38m *Emocean*. Launched in 2021, this eco-conscious explorer yacht can cruise 5,000nm while consuming the same fuel load as a large tender. A potable water system can mineralise or spritz drinking water without the need for plastic bottles. A draft barely deeper than 2m enables her to glide into any anchorage from Palawan to Raja Ampat. She is currently for sale and charter with Camper & Nicholsons.

Solari expects more clients in his new office on Raffles Place. Over the last decade, Asia has become the continent of superlatives. The richest, largest, most populous, best resourced and most diverse in terms of language, economy and culture. A continent where Vietnam is building superyachts, where Malaysian GDP is rising 9% per annum, and where China mints two new billionaires each week.

“Fortunately Camper & Nicholsons is the sole global yachting agency owned by an Asian company, the Lai Sun Group,” says Solari. “This gives us a unique insight into the world’s fastest growing economies.” He notes that the company’s first Asian office in Hong Kong, which opened in 2017, has a fleet of yachts under management and a burgeoning order book.

Two centuries after Raffles Place opened for business, Solari hopes his new office can conjure a similar success. “With seven company divisions we always have something to offer a superyacht owner,” concludes Solari, “wherever they are in the world”.

FROM LEFT Keppel Bay Marine is in prime position to welcome yachts cruising between Europe and the Middle East with Asia and Australasia. Few explorer yachts promise a better Asian cruising experience than 38m eco yacht *Emocean*, currently for sale and charter with Camper & Nicholsons.





The American account

Camper & Nicholsons new US managing director embodies the American Dream. Pascal Savoy aims to introduce the United States to a united nations of shipyards, charter destinations and yachting opportunities. His secret? The Swiss has reached the top of the superyacht world using precision, diplomacy and discretion.

Switzerland is an international anomaly. The landlocked nation has won the America's Cup — twice. "People see Switzerland as conservative or isolationist," says Pascal Savoy, who grew up sailing on Lake Geneva. "The irony is that Swiss cannot survive unless we trade with all the countries of the world."

Savoy's career was planned like a Swiss timepiece. "As a Swiss boy you go into chocolate or watchmaking," he jokes. Aged 30, Savoy became president of Swiss watch brand Hublot in the United States. "I was pretty young but, in my opinion, starting a company in America is the best business school there is." His two decade métier — translating business opportunities in Europe, Asia and the Middle East for the American market — led to his current role: managing director of Camper & Nicholsons in the United States.

Savoy understands business Stateside. "Trade is mostly a transaction," he explains. "People lose the fluff." Savoy claims that a businessperson can request a meeting with anybody, regardless of background. "You can reach out and say: 'I have a great idea'. They will reply: 'Can we make money together?' And if you can't, there's no hard feelings."

It seems there are no barriers to making money. As Savoy found when he started his own fully incorporated American company 20 years ago. "It cost me a \$200 online payment and 30 minutes of time." Failure was not his fear. "This lesson is how fast you learn from your business mistakes," continues Savoy. "And how much you can afford to risk next time round."

IMAGE The world's largest economy has fully awoken to the possibilities of luxury yachting.



One might imagine there is little difference in doing business between Europe and America. “In fact, the difference is huge,” asserts Savoy. In Europe trade is based on history and heritage. “They want to see what you’ve already accomplished before taking the next step,” explains Savoy. “That’s how I’ve brought European companies to the US market.”

In the Middle East business links are based upon hospitality. The generosity of a welcome denotes the wealth and trust afforded to a future relationship. “In Asia my experience shows that hospitality and family can be even more important,” says Savoy. “The care you take when inviting people into your own home or yacht is a symbol of your prestige and faith in the bond.” Similarly, the etiquette of the guest conveys their comprehension of the relationship’s rules.

Savoy’s international experience appears ideal for his new managing director role. “Swiss have a history of neutrality and diplomacy,” he explains. “Because of differences in the 26 Swiss cantons, we are used to getting a consensus from the get-go.” The same rules apply to yachting. For example, his colleagues might have an American client purchasing a German yacht from an Asian owner, destined for refit in an Italian yard. “Our job is clear: to provide the absolute best boutique service to our customers, no matter the task or location.”

IMAGES Camper & Nicholsons maintain offices in Palm Beach, Miami and Fort Lauderdale. American clients can arrive at seven yachting divisions including charter and brokerage. The Benetti-built *HōM* is an enviable charter possibility.

Those deals are important because the American brokerage market is booming. “We see a younger crowd coming to the table with aggressive funding,” says Savoy. Large contemporary yachts are the order of the day. “Volume is so very important for Americans. They request a large galley and plenty of space for staff.” Tonnage mirrors commerce. “Like when it comes to business, we go big or we go home.” Luckily his industry needs no celebrity endorsement. Every prominent American, from Cornelius Vanderbilt to John F Kennedy, from Paul Allen to Jeff Bezos, owned a luxury yacht.

Charter trends for American guests centre around the Western Mediterranean. “The French Riviera and the Italian coast have the glamour, the heritage, the action,” says Savoy. Onboard activities are key. “We are big kids,” says Savoy. “We will do anything to be entertained.” Greece and Croatia are popular requests from regular charterers, their crystalline seas and countless islands offering privacy and peace.

The financial ability to buy or charter boils down the American spirit, claims Savoy. “I believe no economy will ever catch up with the United States because doing business is who we are as Americans.” To be blunt, “we love to make money and spend it.” The greenback appears omnipresent in society. “Perhaps because we don’t have pensions in the same way Europeans have, everyone invests.” Stock indices are followed like Premier League teams. “If the Dow Jones has a bad day it affects everybody’s mood.”

Statistics back up the claim. According to the World Bank, the European Union, with its population of 447m, has a GDP of \$17tr. The economy has barely grown since 2007. The United States has a population of 333m and a GDP of \$23tr. It has grown by \$10tr since 2007. While GDP is not a measure of health or happiness, that overtake beats any at the Miami Grand Prix.

Demographics explain part of the story. According to the US Census Bureau, across the 50 American states the median age is 38. According to Eurostat, in Europe's 44 countries the median age is 44.5. (Monaco has the highest median age of any country, at 55.5.) "The US's young population allows businesses to fulfil jobs and plan expansion," says Savoy. For Camper & Nicholson's to maintain three offices in Fort Lauderdale, Palm Beach and Miami is to bet on the future of the American dream.

Savoy's current task is to grow Camper & Nicholson's seven divisions across the United States. "In a nutshell, our target is to get to a leadership position." This will take "time, frustration, sweat and money". As per the American dictum, it's no pain, no gain.

The biggest step for now is to adapt the company's global strategy to the United States. "We want to reassure Americans that Camper & Nicholson's, as the founding father of the yachting industry, is here to stay and grow," says Savoy. "And that when you belong to our club we can offer you the entire ecosystem, from charter to insurance. We are a one-stop-shop dedicated to a premium service." His message is being carried through sponsorship and social media from Florida across the United States.

From his Fort Lauderdale base, Savoy parleys with yacht owners each weekend. Yet pleasure is always business. "You don't just have a cocktail with someone for the sake of it," he says. "America is not Switzerland. You have to bring something to the table."



Pascal Savoy

US managing director, Pascal Savoy specialises in bringing European brands to the United States. Today his mission is to deliver business to Camper & Nicholson's three American bureaux.

IMAGE Building a US business is all about the brand. As seen in Miami's Design District.





SECTION 6

CHARTER SELECTION

Yachts
to inspire

157







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 The 59.3m *Meamina* is one of the best appointed Benettis on the global charter market.

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:	Jonathan Quinn Barnett/ Monk Design
Beam:	21.00m
Draft:	5.85m
Engines:	8 X MTU 4000 HP
Speed:	12kn 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 resides at the zenith of the charter market. *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.



Saluzi



[View online](#)

KEY INFORMATION

Length:	69.00m (226' 4")
Shipyard:	Austal
Year:	2003/2014
Guests:	32
Cabins:	16 (12 double, 4 convertible)
Crew:	32

TECHNICAL SPECIFICATIONS

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 equiped 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.



Spirit of the C's



[View online](#)

KEY INFORMATION

Length:	64.00m (209' 11")
Shipyard:	Perini Navi
Year:	2003/2023
Guests:	10
Cabins:	5
Crew:	12

TECHNICAL SPECIFICATIONS

Exterior Designer:	Nuvolari & Lenard
Interior Designer:	Michela Reverberi
Beam:	12.70m
Draft:	4.60m
Engines:	2 X Deutz 1260 HP
Speed:	12kn cruising / 15kn max

MAIN FEATURES

- 2004 Show Boats Awards finalist
- Fantastic sailing ability, low vibration and no noise
- Variable draft keel permits her access to shallower bays and anchorages
- Full-beam master suite with brand new teak floor
- Extensive range of water toys and rendez vous diving
- SACS chase boat available, included in the charter fee
- Two guest elevators reaching 40m along forward mast
- Jacuzzi and tender bay that are able to turn into a pool

CRUISING GROUNDS

Mediterranean and Adriatic

PRICES FROM

€245,000 per week



Perini Navi crafted this head-turning ketch to combine exhilarating sailing with maximum comfort. Pace and grace are delivered in equal measure. Five large and finely-appointed cabins are spaced through this 64m yacht. Vast social areas include a splendid main deck and flybridge. A 12m SACS chase boat mirrors her scale and speed, and is used to tow an armada of toys.



Aqua Blu



[View online](#)

KEY INFORMATION

Length:	60.35m (197')
Shipyard:	Brooke Marine
Year:	1968/2019
Guests:	30
Cabins:	15 (12 double, 3 twin, 2 convertible)
Crew:	25

TECHNICAL SPECIFICATIONS

Exterior Designer:	Peter Sampson
Interior Designer:	Cor D Rover
Beam:	11.40m
Draft:	4.20m
Engines:	4 X Lister 660 HP
Speed:	10kn cruising / 12kn max

MAIN FEATURES

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

CRUISING GROUNDS

Indonesia

PRICES FROM

\$314,000 per week



Aqua Blu is the first western-style superyacht available for charter in Indonesian waters all year round. Her cruising grounds include diving in biodiverse Raja Ampat, chasing dragons in Komodo and exploring the ancient trade routes of the Spice Islands. Natural light streams into well appointed and flexible accommodation for up to 30 guests.



Meamina



View online



Available for sale

KEY INFORMATION

Length:	59.30m (194' 6")
Shipyard:	Benetti
Year:	2009/2016
Guests:	12
Cabins:	6
Crew:	15

TECHNICAL SPECIFICATIONS

Exterior Designer:	Stefano Natucci
Interior Designer:	Studio Massari Interior Architecture and Design
Beam:	10.40m
Draft:	3.30m
Engines:	2 X MTU 1770 HP
Speed:	12kn cruising / 16kn max

MAIN FEATURES

- Dedicated gym and Jacuzzi on the sundeck
- Waterslide and huge selection of water toys
- Full-beam master cabin
- Elevator from lower deck to sundeck
- Spacious deck areas
- Zero-speed stabilisers

CRUISING GROUNDS

Mediterranean

PRICES FROM

€340,000 per week





She ranks among the grandest and best appointed Benettis ever launched on the charter market. Stupendous volumes include a split level master cabin, a VIP suite sited on its own deck, and gargantuan outdoor spaces: all linked by a glass elevator. *Meamina* is all about the sea. A retractable swim platform becomes a base for an Olympian array of watersports.



Parsifal III



[View online](#)

KEY INFORMATION

Length:	53.8m (176' 6")
Shipyard:	Perini Navi
Year:	2005/2023
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 / 16kn 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

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 and windsurfs 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:	51.75 (169'9")
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
- Outstanding sailing performance
- Spacious open-plan main saloon
- Vast climate-controlled cockpit
- Large flybridge with a full-length dining table
- Large foredeck Jacuzzi with sunpads
- Cinema projector set up on the mizzen sail
- Armada of water toys
- Fantastic international charter crew
- Excellent charter references

CRUISING GROUNDS

Caribbean Sea, The Bahamas, East and West Mediterranean

PRICES FROM

Summer: From €245,000 per week
Winter: From €235,000 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

TECHNICAL SPECIFICATIONS

Exterior Designer:	Donald Starkey Designs
Interior Designer:	Donald Starkey Designs
Beam:	9.40m
Draft:	2.38m
Engines:	2 X MTU 3650 HP
Speed:	20kn cruising /24kn max

MAIN FEATURES

- \$4,000,000 worth of interior and exterior refit, developed with the charter guest in mind
- Sophisticated interior complemented by exceptionally large windows
- Remarkable crew of 11 including Michelin-star trained chef
- State-of-the-art media and entertainment systems
- Three tenders constantly on standby
- Impressive collection of water toys
- Ample outdoor deck space with two custom extensions

CRUISING GROUNDS

Caribbean Sea, The Bahamas

PRICES FROM

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.



Vela



View online

KEY INFORMATION

Length:	50.00m (164')
Shipyard:	Pak Haji Adbullah
Year:	2022
Guests:	14+2 kids
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:	49.82m (163'3")
Shipyard:	Campanella
Year:	1981
Guests:	12
Cabins:	7
Crew:	12

CRUISING GROUNDS

The Bahamas

PRICES FROM

Winter: \$165,000 per week
Summer: €165,000 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, a waterslide and RV diving gear. Plus enough toys to form one's own bluewater regatta.



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

Winter: \$245,000 per week
Summer: €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.



Blue Vision



View online

KEY INFORMATION

Length:	44m (145' 1")
Shipyard:	Benetti
Year:	2007/2017
Guests:	12
Cabins:	5
Crew:	9

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€130,000 per week

A first-class Benetti with an unrivalled charter record. *Blue Vision* boasts an extendable swim platform and a flotilla of WaveRunners, Seabobs and a Zodiac. Yet she is nimble enough to escort 12 guests into any Mediterranean port. Interiors are effortlessly chic. Find marble mixed with light sycamore, and panoramic views from the master cabin, which features a private deck.



HōM



View online

KEY INFORMATION

Length:	43.60m (143')
Shipyard:	Benetti
Year:	2011/2021
Guests:	12
Cabins:	5 (3 double, 2 twin)
Crew:	10

CRUISING GROUNDS

The Bahamas,
West Mediterranean

PRICES FROM

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

HōM is a 43m Benetti with a huge sundeck and oversized Jacuzzi. Stabiliser, jet skis and a 1:1 service ratio promise fun in the sun. Alongside her five spacious cabins, a capacious master cabin boasts a 180° view and personal terrace with a completely private Jacuzzi. Paradise made you hungry? Jump in her 8.8m Everglades tender and cast a line for dinner.



Behike



View online

KEY INFORMATION

Length:	43.00m (141')
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.



Hana



View online

KEY INFORMATION

Length:	42.60m (139' 9")
Shipyard:	CRN
Year:	2008/2023
Guests:	11
Cabins:	5
Crew:	10

CRUISING GROUNDS

East & West Mediterranean

PRICES FROM

€150,000 per week

Hana distils 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.



Black Swan



View online

KEY INFORMATION

Length:	40.20m (131' 10")
Shipyard:	Camper & Nicholsons
Year:	1899/2019
Guests:	6
Cabins:	3
Crew:	6

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€42,000 per week

An iconic piece of maritime history. *Black Swan* was built by Camper & Nicholsons a century and a quarter ago. At the turn-of-the-century, she trounced European royalty in competitive racing. Below her uncluttered deck lay three cabins bathed in natural light. Her speed and style still make her a vessel admired by yacht aficionados the world over.



Sea BlueZ



View online

KEY INFORMATION

Length:	36.58m (120')
Shipyard:	Benetti
Year:	2006
Guests:	10
Cabins:	5
Crew:	8

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€105,000 per week

Sea BlueZ is a thoroughbred Benetti. Graceful yet punchy, elegant yet tough, she boasts the space of a 50m in one perfect package. Wakeboards to waterskis are towed by a massive Scorpion tender. Her top deck Jacuzzi and lounging areas offer fabulous views and peerless spaces for entertaining. Stabilisers allow her to sprint around the Western Mediterranean without spilling the spumante.



Sands



View online

KEY INFORMATION

Length:	35.70m (117' 1")
Shipyard:	Maiora
Year:	2018
Guests:	12
Cabins:	6
Crew:	6

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€121,000 per week

Welcome to the ultimate Mediterranean charter. A yacht that can sprint between destinations at 27 knots, then host an outdoor bar on arrival. Guests will be forgiven for spending more time in her large outdoor lounging areas than inside her two sets of VIP cabins, doubles and twins. Find Seabobs, SUPs and a Williams jet tender that can outrun *Sands* at 40 knots.



Eratosthenes



View online

KEY INFORMATION

Length:	34.34m (120')
Shipyard:	Nautor's Swan
Year:	2002/2021
Guests:	6
Cabins:	3 (2 twin, 1 owner)
Crew:	6

CRUISING GROUNDS

Greece

PRICES FROM

€60,000 per week

Nautor Swan in Finland produce pedigree sailing yachts with global potential. In 2021 *Eratosthenes* was upgraded with chic wooden interiors to become one of the most family-friendly charter yachts on the market. Her range of toys includes waterskis, a wakeboard, paddleboards and a hold-your-hats fast Castoldi tender. Yet the real thrill is navigating between Mediterranean islands in a peerless sailing yacht.



Monara



View online

KEY INFORMATION

Length:	25.80m (84' 7")
Shipyard:	Feadship
Year:	1969/2018
Guests:	8
Cabins:	4
Crew:	4

CRUISING GROUNDS

West Mediterranean

PRICES FROM

€35,000 per week

This classic Feadship graces the Western Mediterranean like an art deco gem. *Monara* turns heads from Capri to Corsica while she cruises. A favourite guest space is her lofty top deck with sun pads and barbeque, which appears suspended above the ocean. Launched in 1969, a refit added sound insulation, air conditioning and superior levels of comfort to this touchstone of Feadship royalty.



SEA+I



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

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A man and a woman are relaxing on a yacht deck. The man is wearing a white shirt and sunglasses, and the woman is wearing a red dress and sunglasses. They are lying on a white cushioned sofa. There are several rolled-up towels and a stack of pillows nearby. The yacht has a blue railing and a wooden deck.

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