



(Peter Symonds 2014)



## Illustrious conversion into a Superyacht

**T**he Royal Navy's Invincible Class aircraft carrier, HMS **Illustrious** is to be withdrawn from naval service this year. The UK Ministry of Defence have stated that the ship is to be preserved after leaving service. They have asked to see innovative proposals from a range of organisations, including private sector companies, charities and trusts.

Rather than rehash the idea of building a Royal yacht to replace **Britannia**, James Roy, Yacht Design Director at Southampton based BMT Nigel Gee (BMT), thinks she could become a Commonwealth yacht. He said, "In recognising the importance of preserving such an iconic vessel, we came up with the idea where **Illustrious** could serve all nations of the Commonwealth as a vehicle for promoting trade, attending international events and undertaking humanitarian and disaster relief work around the globe."

Commissioned in 1982, **Illustrious** has been at the core of the Royal Navy's fleet and has seen action both in time of conflict and disaster relief. Most recently, she has served in delivering humanitarian relief to the Philippines following the devastating Typhoon Haiyan. Her decommissioning follows that of **Ark Royal** in 2011, which was subsequently sent for scrap. **Illustrious** is the sole remaining

carrier of the Invincible class characterised by the ski-jump flight deck ramp.

The most identifiable aspects of HMS **Illustrious** that made the original vessel so recognisable and innovative have now become key points in the new design. Inspiration for the triple forms placed on the deck has come from the sails of clipper ships and present the concept with a powerful outline for all to see, as well as being elegant and very purposeful. Sculpted forms with an advanced and striking aesthetic ensure that **Illustrious** will present an iconic design and an instantly recognisable presence wherever she travelled. Peter Symonds, Owner of Austrian based Sigmund Yacht Design comments, "Our design is a brave interpretation of such a distinguished vessel, stating boldly its new purpose, whilst paying respect to its impressive heritage. The design concept provides an opportunity to extend the life of the vessel well into the foreseeable future with innovation, creativity and an eye for detail."



### NO NAME JUST A NUMBER

THE LOOK and performance of the new Sea Axe yacht support vessel launched by superyacht builder Amels betray her commercial north sea supply ship ancestry. The 67 metre Sea Axe is the second of the range of large support vessels to be built by the family-owned Dutch Damen Shipyards the family-owned commercial ship building group that was established in 1927. Amels is the groups superyacht construction division and acts as sales and marketing agents for the Sea Axe vessels.

Despite her heritage the advanced support vessel's grey hull and white superstructure really shine and are faired and painted to superyacht standard. In recent sea trials, she flawlessly ploughed her way through the North Sea reaching speeds over 22 knots. Delivered ahead of schedule in January 2014, and bearing the name 6,11 she has been configured with an extensive dive centre, including its own decompression chamber.

Damen has already delivered three yacht support vessels and has another four under construction. There is an increasing number of superyacht owners who appreciate the benefits of a well-equipped support vessel customised to their particular requirements. This explains why the shipyard is developing even larger options up to 90 metres in length. With 275 square metres in addition to her fully certified helipad there is

plenty of room for 6711 to act as a toy carrying shadow support vessel to her superyacht mother ship. She also acts as a heliport for that mother ship. Her LY2 certified helipad, has a 5,000 kg take-off weight, a D-value of 13.75 m, for day and night operations and has a fuelling capability of 9.6 m3.

The 6711 build project was managed by in co-operation with Imperial, the Russian owned yacht management company which acted as the broker, Owner's representative and construction project manager. Imperial's technical team also made a substantial contribution to developing a state-of-the-art specification and additional outfitting.

Damen is now the largest shipyard in the Netherlands. With 40 shipyards throughout the world employing over 8,000 people in 35 countries. In 2012 the Group delivered over 150 vessels, and generated a turnover of €1.5 billion.

#### Specifications

<b>Builder &amp; designer:</b>	<b>Damen</b>
<b>Length overall:</b>	<b>67.15m</b>
<b>Beam overall:</b>	<b>11.5m</b>
<b>Gross Tonnage:</b>	<b>1,143</b>
<b>Accommodation:</b>	<b>21 crew and staff</b>
<b>Range:</b>	<b>4,500 nautical miles at 16 knots</b>
<b>Deck space:</b>	<b>275 m<sup>2</sup></b>
<b>Dive area:</b>	<b>70 m<sup>2</sup></b>
<b>Garage / workshop:</b>	<b>74 m<sup>2</sup></b>
<b>Engines:</b>	<b>4x MTU 16V4000 (8960 kW total)</b>
<b>Speed:</b>	<b>22 knots</b>





## GALLEON CROSSES THE ATLANTIC

THE EXPLORER Ferdinand Magellan would have been impressed had he been watching the historic replica of his galleon, **NAO Victoria**, join a fleet of super yachts for a voyage across the Atlantic on board a semi submersible yacht carrier. The carrier, **Super Servant 4**, is one of a fleet of two specialist ships operated by DYT Yacht Transport now owned by Sevenstar Yacht Transport

Although she can sail perfectly on her own keel, the sailing ship would take nearly two months to get from Spain to Florida, the 25.9-metre (85-foot) carrack will sail on to St Augustine for a cultural exhibition tour that will take her along the coast of Florida and up the US East Coast to educate the public about the first complete circumnavigation of the world by Magellan's expedition in the 16th Century.

"We decided to ship her to reduce the voyage time," said Eduardo Almagro Blanco, the general manager for Fundacion NAO Victoria, the Spanish not-for-profit foundation that manages **NAO Victoria** along with **El Galeon**, another historic Spanish replica. The original **NAO Victoria**, launched in 1519, was one of five ships in the Portuguese explorer's Spanish expedition to discover the passage between the Atlantic and Pacific Oceans known as the Strait of Magellan. After Magellan's death and under the command of Juan Sebastian Elcano, she became the first ship in history to complete the 32,000-mile voyage in 1522 and the first ever to successfully circumnavigate the globe. In 1570, the original ship disappeared without a trace during a treacherous storm while underway from the Antilles to Seville. The replica was built for the Universal Exposition of Seville in 1992, using 164 written and iconographic documents from different Spanish historical archives, 126 drawings and engravings, 22 affidavits, 18 treaties on naval construction, and three wrecks.



**NAO Victoria onboard Super Servant in Palma.** (Andriy Antonenko)

## FORMER MALCOLM FORBES YACHT BACK IN SERVICE

**HIGHLANDER** now relaunched back in the water for sea trials after an extensive refit will be delivered to her new owners in mid-February. The enormous refit project included upgrading and modernising all the mechanics while extending the stern by 12 feet to create a contemporary transom and accommodate a lifting transformer platform. The top deck has also been extended forward for alfresco relaxation.

Launched as **The Highlander** in 1986 for Malcolm Forbes, the green-hulled motoryacht, one of the world's most instantly recognisable superyachts has been comprehensively refitted by Derektor and her name has been altered to **Highlander**. The work has been completed fully respecting the groundbreaking exterior lines of her legendary designer Jon Bannenberg.

Fans of the late Jon Bannenberg and Feadship will be impressed with the way the owners used Bannenberg's angular lines to modernise her profile, then adjusted her space for use by their family and charter guests.

Legend has it that Malcolm Forbes, already a three-time Feadship owner, was visiting the yard in Holland to sign the contract for a new yacht when he saw **Azteca**, one of several revolutionary Bannenberg designed projects then being built at Feadship. Forbes took one look and exclaimed



"Oh my God, we'll have to paint mine green." He promptly engaged Bannenberg to create the next **The Highlander** and the result was spectacular. Although sharing a very similar external appearance to the all-aluminium **Azteca**, **The Highlander** was built with a steel hull to suit the need for long range cruising to then-communist China, Alaska and Bora Bora. Her interior layout incorporated large reception and conference areas, enabling Forbes to entertain countless dignitaries, heads of state and business leaders in unrivalled style.

The **Highlander** remained in the Forbes family for over a quarter of a century. When she was finally offered for sale, it was clear that Bannenberg's designs had lost none of their attraction. "We are very big fans of Feadship," explain the owners. **The Highlander** had Feadship's outstanding quality and Jon Bannenberg's iconic profile. The Feadship and Bannenberg mix was irresistible."

## SUNSEEKER'S FLAGSHIP 155 YACHT LAUNCHED

With the majority of the build now complete at their facility in Poole Dorset Sunseeker's largest ever yacht is nearing completion. The eagerly anticipated superyacht has already undergone rigorous testing ashore and the company launched her into the water in January. She will begin Sea Trials in March and is expected to be handed over in time for the summer season. Commissioned by Formula 1's Eddie Jordan, the company's new innovative design and build process has allowed Jordan a virtually free-hand when designing the yacht to his own specification. The biggest project ever undertaken by Sunseeker International so far she is also the first ever semi-displacement, round bilge hull from the company.

Hull number one will have a completely painted exterior, featuring an ice blue hull. While the unique interior will feature an exclusive design palette which highlights grey, blue, green and an overall chic aqua feel. She can accommodate up to 12 guests. Two VIP cabins on the main deck feature ceiling to floor glass windows creating a dramatic feeling of light and space,



as well as spectacular views. Also on the main deck is a formal dining area with side patio doors, balconies for uninterrupted sea views whilst dining and a fully equipped commercial galley.

While the spacious and stylish private accommodation is clearly one of the most appealing features of company's new flagship yacht, it is the expanse of entertainment space which makes it truly stand out. The upper deck alone features a huge sky lounge which can be dedicated to private entertainment. Up to 10 crew, are carried with The Captain having his own a separate cabin. 

**Captain Michael Howorth is a freelance journalist who writes stories about superyachts and publishes them on his Web site [www.thehoworths.com](http://www.thehoworths.com)**