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STRONG AND STEADY
The Vicem 107 owes much of its unique appeal to its cold-moulded mahogany wood structure, assembled using traditional Turkish gulet techniques.

LUCKY CHARM

TRAWLER YACHTS HAVE COME A LONG WAY IN THE LAST TWO DECADES, WITH TURKISH YARD VICEM AT THE FOREFRONT OF TRANSFORMING THESE UNIQUE VESSELS INTO DESIRABLE AND RELIABLE MOTOR YACHTS. **FRANCES** AND **MICHAEL HOWORTH** LOOK AT ONE OF THEIR LATEST, THE VICEM 107.





The trawler yacht has, over the years since it was first introduced by Grand Banks, won a place in the hearts of many yachtsmen. It's not fast and many would say, given its chunky look, it's not pretty either. Its heritage as a fishing boat however speaks volumes for its seakeeping qualities. That is why so many builders now produce a range of sturdy little ships that are considered by many to be the safest design of motor yacht there is. Twenty years ago, Vicem, a builder in Turkey, began to build their own take on this age-old hull shape.

Sebahattin Hafizoglu, the CEO of Vicem, is a boatbuilder whose yard on the Bosphorus was among the first to embrace the blending of the traditional skills found in the construction of the Turkish gulet with the emerging cold-moulded wood and epoxy techniques. Pestered by local resorts and businessmen clamouring for anything he could build, he started Vicem. Years later the wider world and in particular the North American market has come to recognise Vicem's craftsmanship and uncompromising allegiance to quality. The company's latest and to date largest trawler yacht has just completed her maiden voyage. Her name, democratically voted upon by the workers of Vicem, is *Moni* which, in the Laz dialect of Turkey, refers to the evil eye seen on the bow of most local craft as a symbol of good luck.

Built from cold-moulded mahogany inside one of the company's three manufacturing plants in the free trade zone of Antalya in the south-west of Turkey, *Moni* is modern day testament to the age-old traditions of wooden boatbuilding where craftsmanship is king. While many may argue that using vacuum-bagged cold-moulded wood is nothing more than a composite boat construction technique, others will swear that it is at the pinnacle of wooden boat building methods. Mahogany, they argue, is a natural product and it is that which gives the boat her soul. Many swear that you can smell the wood, others will tell stories of low impact bumps and scrapes causing far less damage to a wooden composite yacht when compared to one built of GRP.

It is only when talk turns to hull weight, do the wooden traditionalists begin to lose ground. Carbon fibre and GRP, while constructed in a similar fashion are, it must be conceded, slightly lighter.

The yacht's main saloon is traditional in its style, yet the light-handed touch of the designers has given it a contemporary twist. Wide open on two levels its deck is of sapele planks running fore and aft with the wide boards pleasingly offset. Bulkheads are of mahogany, darker than the deck with strong and dominant accents. The glass cupboard to starboard houses a large lifting flat screen TV for family entertainment. Large side windows and a deck head covering in a light leatherette material ensures the space is not dark or cave-like. The L-shaped sofa to port is finished in a light mouse-coloured suede and is in separate pieces, allowing for flexible seating arrangements for four or five in comfort. Two low coffee tables on red patterned rugs and two small yet higher matching side tables complete the picture. One step running across one third the width of the main saloon to starboard takes you up to the dining area where a walnut dining table seats eight comfortably and can be expanded when 10 want to dine together. The bulkhead twist dining area and galley cunningly conceals a wine chiller and racked bottle storage while a multimedia entertainment locker houses Apple TV and Sonos sound systems.



COMFORT ZONE

Left: Sapele planks give the aft deck a pleasing light, contemporary touch. Above: The saloon's large side windows and light-coloured furnishings give the space a refreshing, bright atmosphere. Above right: The aft-stowed tender and Jet Skis can be removed for increased room on deck.

MARC PARIS



To port, the all-Gaggenau galley is well laid out with lots of good natural light streaming in on to central working counter top made of stainless steel. Opposite the galley is a day head set beside a glass-walled staircase leading, like an atrium, down on to the lower deck which houses the master suite aft, the VIP right forward and a pleasing double to port. To starboard two double-bunked twin cabins make the perfect place to stash the offspring. Cabins lead off a light and airy high ceilinged alleyway leading forward.

The master suite is effectively set amidships and runs the full beam. Massive side windows make this an attractive well-lit space. To starboard, a leather-topped vanity unit, to port a small sofa covered in orange material with drawers underneath. Soft, padded, brown leather panels surround the king-size bed to make it seem bigger still. Leather is used to great effect in this space and covers the bed head and faces the fronts of drawers yet never seems to be overstated. A massive bathroom features a large shower with huge rain head, underfloor heating and double wash-basin unit. It is, as you may imagine, beautifully finished with a light coloured marble from where else, but Turkey.

The port-sided double cabin has large cupboards and a magnificently large window behind the bed. The well-fitted bathroom forward features a large shower and glass cupboards over the sink giving it masses of storage. The twin cabins opposite share a bathroom. One cabin has twin bunks lying fore and aft, the second with bunks across the beam has a top bunk that folds away to make this cabin a single if desired. All in all a very sensible arrangement given that this boat, while remaining the property of a family man, will be expected to earn her keep as a charter yacht.

Walk right forward and up two steps and you find the VIP suite. A king-size bed faces forward with a pleasant bathroom to port. Carpets here, as in all staterooms, are of an off white wool and give a pleasant feel when walking barefoot. As in all cabins there is an iPod dock and an interior phone, which can be connected to shore-based systems when alongside.



Externally, the yacht is well designed for cruising in warm climates where the sun can beat down relentlessly. A substantial bimini-style hard top provides plenty of shade and covers half of the large expanse of sundeck. While undoubtedly hugely practical, it does little to add to the otherwise pretty line of the exterior styling. Had the stanchions that hold it up been made of ellipsoid shaped, brushed stainless steel instead of polished box style uprights we think the overall style of the yachts exterior would have been enhanced. That said the sundeck is beautifully laid out in a practical fashion to maximise the family fun and enjoyment, and the aesthetics of stanchion design are easily dismissed when enjoying the amenities the deck offers.

LIGHT AND SHADE
Below: A wet bar and BBQ grill enhance the well-shaded sundeck. Above left: Large side windows are a key feature of the gorgeous full-beam master suite. Above: The Vicem 107's deck offers plenty of shade when in sunny climes.



POWERING THROUGH A MAIDEN VOYAGE

To get to be the first to sail on a brand new boat is a privilege. To get to enjoy her maiden voyage, an even greater joy, and when the boat in question is the property of the shipyard's chairman, you know you have joined a very select elite. If ever there was to be an adventure on a superyacht this was going to be it. We all stood clustered around the captain on the bridge once we knew he was going to hit the throttles hard. All that was left was for Frances, with her trusty Nikon, to position herself aft to photograph the wake.

Power comes from twin Caterpillar C32 engines each pumping out 1550hp at around 2300 rpm through ZE 2050A transmission gears. As the throttles moved forward so the growl of the engines became pronounced. She was, when moving at cruising speed, a very quiet ride and economical too. With engines turning at 1000rpm a piece she cruised at eight knots using less than eight gallons an hour on each. Cranked up to our top speed of around 18 knots she vibrated somewhat and guzzled gas like there was no tomorrow, but then again trawler yachts are not meant to outrun high-speed semi-displacement yachts. The sound-insulated engine exhaust system utilised twin risers, dual chambers, stainless steel tubing and high-temperature silicon rubber connectors to discharge underwater, and this was done to great effect. Highly efficient engine room exhaust and intake blowers from Gianneschi made sure the engines got all the air they need and swiftly dispersed the heat they generate.

These engines are very much a powerhouse of today encased in the traditions of yesteryear and in almost every respect a successful and well thought out installation.

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Two Jet Skis and a substantial tender stowed aft can be removed together with all fixtures that hold them down and this can further enlarge the sun bathing area or turn into a dance floor for those who love to party. The deck sports a walk up and sit down wet bar, a BBQ grill and an enormous teak dining table that cleverly converts into two small coffee tables when not used for alfresco dining. Right forward and to port there is a covered lounging area while to starboard the flybridge helm position with its large leather covered bench seat duplicates much of the control and command equipment found in the yacht's wheelhouse one deck below.

The cockpit on the main deck is a delightfully sociable area with a large unvarnished teak table surrounded on three sides by wide brown fabric covered bench seating with four orange mesh and stainless steel chairs servicing the forward side. The wide open decks give a spacious and gracious feel, wide steps lead up to the sundeck and down to the swim platform. Here a clever Opacmare Transformer lifting device allows for easy access ashore onto a variety of differing dock levels and can, when at anchor, convert into the most luxurious of swim ladders or diving platform.

Walk forward using wide walkways either side lead of the main deck and you are on the foredeck, featuring soft and inviting sun-bathing pads with enough space for four in front of the bridge. A small semi-circular seating area features a small teak table, ideal for an intimate dinner or perhaps early morning breakfast. Removable stainless steel stanchions support hammocks for those who like to sway while sunbathing.

The pilothouse is well equipped and ergonomically laid out. Dark brown leather raised seating surrounds a small table with an inset leather centre to port. The



centre console area is finished with a pleasing mix of dark brown and cream leather either side. Two adjustable Opacmare pilot chairs finished in light brown leather are fully adjustable electrically using controls set into the arm rests. To starboard there is a dark brown, leather topped chart table, and on the aft bulkhead the yacht's radio equipment desk and pod stool with storage room inside.

The small well-equipped crew quarters are sited aft behind the engine room and are accessed from a door to port. They are well suited to the yacht's locally based crew, however Western crews would, we feel, find them somewhat cramped. They feature a small galley-come-mess room off of which leads doors to the engine room, captain's double-bedded cabin, a crew cabin with bunks for three and a stewardesses' cabin which houses a washing and tumble drying machine under the single raised bunk. ○

www.vicemyacht.com

MODEL	Vicem 107
BUILDER	Vicem Yachts
YEAR OF BUILD	2012
COUNTRY OF BUILD	Turkey, Antalya
DESIGNER	Vicem Yachts Design Team
NAVAL ARCHITECT	Vicem Yachts Design Team
INTERIOR DESIGN	Vicem Yachts Design Team
LENGTH OVERALL	32.50 metres
LWL	28.40 metres
BEAM	7.30 metres
DRAFT	1.90 metres
HULL	V-Type Hard Chine – Semi Displacement Hull
SUPERSTRUCTURE	Cold Molded Mahogany – West System Epoxy
ENGINE	2 x Caterpillar C32 Marine Diesel
OUTPUT	2 x 1550 BHP 1140 kW @ 2300 RPM
PROPELLERS	ZF-FPS 5 blade NiBrAl
BOW THRUSTERS	ZF 2050 A
MAXIMUM SPEED	18 Knots Half Load Condition
CRUISING SPEED	15 Knots Half Load Condition
RANGE	1,050 nm
FUEL CAPACITY	14,500 litres
FRESHWATER CAPACITY	1,940 litres
BLACKWATER CAPACITY	3,800 litres
GREYWATER CAPACITY	3,800 litres
GENERATORS	Kolher 28kW @50Hz – 220/380V – AC 3phase
NAVIGATION ELECTRONICS	Raymarine
OWNER & GUEST BERTHS	9
CREW QUARTERS	4
CERTIFICATION	RINA, Y Pleasure Class
COMPLIANCY	Malta Commercial Yacht Code
PAINT	Awlgrip
TENDERS	1 x Nourania 4.5 metres
PRICE	AU\$8,000,000