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MONACO YACHT SHOW PREVIEW



At the end of September Monaco plays host to the biggest show for superyachts. Frances and Michael Howorth highlight supersailing yachts for sale or charter and pick out big boat gear to be seen on the stands

More than 100 superyachts, many of them making their worldwide debut, will line the docks in Monaco again this year. They will set the tone for what is almost undoubtedly the most prestigious yacht show in the world. Their very presence inside Port Hercules draws in Royalty, jet set celebrities, millionaire yacht owners, superyacht industry leaders and mere mortals alike.

From the spectacular *Seven Seas*, the 282ft/86m motoryacht built by Oceano, to the award-winning 164ft/50m Fitzroy-built sailing yacht *Zefira* right down to the Mugler Spire, a miniature 31ft/9.5m superboat capable of over 90 knots, the yachts are the stars of this show.

Among the supersailing yachts we look forward to visiting, are two from British yards, *Hemisphere* and *Safarin*. As usual Perini Navi are well represented, with at least four yachts at the show, although *Galilei* is not a sailing boat, but is the latest and most exciting design from Vitruvius Yachts. Designed for remote Arctic and Antarctic exploration, she is truly a bluewater, global explorer yacht even without boomfuls of canvas.

Monaco is not just about the yachts in the water; there are plenty of shoreside stands to visit, offering everything a superyacht owner, captain or manager might need to see in order to build a new yacht or refit an old one. It is more than just what you can see, it is a show offering the very best networking opportunities.

Dates	Wednesday 21 to Saturday 24 September 2011
Opening Times	1000 to 1830 daily, closes 1800 on Saturday
Location	Port Hercules, Principality of Monaco
Organiser	Informa Group
Ticket price	€65
	www.monacoyachtshow.com



SUPERSAILING YACHTS



Che

Sunreef Yachts, 2010, 111ft/34m

Launched in Gdansk, Poland, last year Che, a Sunreef 114, is currently the largest sloop-rigged catamaran in the world and the second largest cat. A high performance yacht, she features twin streamlined sleek hulls, an aerodynamic superstructure, a long and deep keel and low freeboard. Sails are constructed in D4 material which helps her reach speeds of 20 knots.

The main helm station is on the flybridge and is fitted with Navcom equipment and all sail controls. An alternative internal helm station is forward of the main saloon. The flybridge is also a guest area fitted with sunpads and a secondary dining area, the primary dining area being in the main cockpit one deck below.

The yacht's interior design is the result of

collaboration between Sunreef Yachts and the owner's wife and follows the yin and yang philosophy of harmony and balance. Caramel bamboo cabin soles are set off by decorative furniture in grey upholstery and high-gloss turquoise table tops and surfaces. The main deck is one large area: saloon, helm and galley with a glass wall separating the galley from the saloon to maintain an open feel, which is enhanced by windows with panoramic views.

Guest accommodation is located in the hulls with twin and single cabins aft on the port side and a further twin in the starboard hull aft.

The owner's suite is in the bow and midships section of the starboard hull and has its own private access.



R TOMLINSON



Firefly

Bloemsma Aluminiumbouw/Claasen Shipyards, 2011, 115ft/35m, Hoek Brokerage

The first in a new series of F-Class one-designs, *Firefly* combines the spirit of the J Class with the performance of a maxi-racer. The design brief was to create the smallest yacht that could beat a J boat on the water in both light and heavy winds.

Firefly has opted for a fixed keel and her hull was built by Bloemsma Aluminiumbouw, a yard that has already built four J Class hulls, and it was completed by Claasen Shipyards, the yard most recently responsible for the J Class *Lionheart*.

Her long overhangs and sleek lines are magnificent, reminiscent of the fabled J Class yachts such as *Svea*. Her sweeping sheer with flush deck and

moderate deck camber also resembles yachts of the early 1930s. Yet below the waterline, she is very much the modern yacht, more comparable to a maxi-racer with a high aspect ratio, T-style fin keel with a lead bulb. She draws 17ft/5.2m with a 3D-tonne lead bulb and carbon high aspect ratio spade rudder for exceptional power.

All sailing systems are hydraulic with Harken winches and Lewmar deck gear. A water ballast system is built for long-distance races, with five tonnes of water transferred from one side to the other within two minutes. Her interior is definitely racing not superyacht, with one head and a single shower for all to share. For more see page 16.

PHOTOS: C BARONCINI



Kiboko Southern Wind 2010, 94ft/29m

Kiboko is the first Southern Wind 94 in the series and the owner's second yacht from the same shipyard. Launched in Cape Town at the end of October last year, she sailed to the Mediterranean.

Like the SW 78 before her, the design was in the hands of Reichel Pugh for the hull and sail plan while Nauta Design were responsible for exterior styling and interior design. The yacht is conceived as a café racer, mixing comfort and high performance for bluewater sailing and exciting racing. Her hull is of composite carbon fibre with areas of carbon and Kevlar fabric infusion laminated into a female mould.

The powerful sail plan features a Southern Spars

high modulus carbon mast with Park Avenue boom and carbon continuous rigging. The genoa furler profile is made of carbon and the boat has a removable inner forestay. The bowsprit, used for flying large gennakers while racing, is removable for more comfortable cruising and can be easily stowed in the sail locker.

To optimise the lightness and stiffness of the hull the rudder stock is made in pre-preg and is controlled by the carbon rudder quadrant.

The interior design is simple and clean with wood, natural fabrics, leather and stainless steel. Guest accommodation for six is forward and midships with crew quarters for four aft.



Hemisphere Pendennis, 2011, 154ft/44m Pendennis & Burgess

Currently the world's largest sailing catamaran, *Hemisphere* started life with her hull and superstructure built by Derecktor in the US. In 2009 she was shipped across the Atlantic in an unfinished state to Pendennis for completion. Van Peteghem Lauriot Prevost (VPLP) joined with Michael Leach Design for the extraordinary interior of the yacht.

With her draught of just 9ft 10in/3m she is highly manoeuvrable and can enter ports and lagoons normally inaccessible to monohulls of comparable length. Decks and rig appear uncluttered with visible deck hardware minimised and her super-high mast soaring free of spreaders with all sail handling lines running internally.

Destined for the superyacht charter market in tropical climates, *Hemisphere* has a spacious flybridge with spa pool, sunpads and shaded dining. Her relaxed, elegant interior is chic contemporary with dark wood cabin soles balanced by a neutral colour palette and customised details. Twelve guests are accommodated in five cabins with eight crew.





Zefira

Fitzroy Yachts 2010, 163ft/50m, Fitzroy & Dubois

Commissioned by highly experienced Italian owners and designed by Dubois Naval Architects and Remi Tessier, the aluminium and carbon *Zefira* was built in New Zealand by Fitzroy Yachts. The brief was to create a regatta-winning yacht with striking, minimalist design and every conceivable comfort.

The result was a low-profile yacht with plumb bow, flush deck, generous 3,000m² sail plan and Panamax 204ft/62.3m rig.

She is the largest Dubois sloop without a flying bridge, drawn that way so as to maintain her clean and sleek lines. The dark grey-caulked decks are uncluttered, with tenders hidden inside the transom. The clean foredeck allows unencumbered views from the helm stations.

The light grey hull has a fine entry and square transom for stability and performance when reaching in heavy air. The bulb keel has a shaped T foil with vertical leading and trailing edges. Add to this a lightweight, low-windage carbon fibre rig, tapered boom, Southern Spars carbon E6 hybrid rigging, North Sails and it is no wonder the yacht performs extremely well in light airs.

Interior designer Remi Tessier was chosen because the owners loved his work on *Squall*. The results of his design is a light, bright, minimalist interior with matt bleached wenge cabin soles, bleached sycamore with white water matt varnish bulkheads and deckheads, white leather, glass table tops and matt and polished stainless steel.



Klostres

Perini Navi 1990, 151ft/46m
Perini Navi/Burgess

The sailing ketch *Klostres*, previously *Xasteria*, may be more than 20 years old, but she completed her ABS survey in 2010 and has been the subject of plenty of upgrades during her life.

In 2010 *Klostres* had new aluminium masts, together with carbon booms supplied by Formula Marine France and an ABS rod survey. Banmar supplied a new in-boom furling system as well as new captive halyard winches and a new set of sails from North.

An expansive hydraulic folding swim platform and passerelle were fitted in 2005 and the generators were replaced. The hull and superstructure were repainted in 2008 and there have been substantial AV, navigation and communication upgrades. Her asking price is €9.5m.



G SARGENTINI



Fidelis

Perini 2011, 184ft/56m

The tenth in the highly successful 56 series, *Fidelis* was delivered to her new owner in June this year. She joins her Perini Navi sisters *Panthalassa* (at last year's show), *Melek*, *Riela*, *Silvana*, *Salute*, *Selene*, *Rosehearty* and *Zenji*. The first in the series, *Burrasca*, is also at this year's show and is for sale.

Designed by the builders' own in-house architects together with designer Ron Holland, *Fidelis* boasts an ultra-light streamlined aluminium hull optimised to produce excellent sailing performance with extreme comfort.

Her ketch-rigged sail plan, designed and engineered by Perini Navi's Mast Division, measures 16,146ft²/1,500m². Both the 190ft/58m main and 157ft/48m mizzen are aluminium with carbon fibre booms and in-boom furling systems.

On deck the two cockpits are both for guests, the forward one arranged around the main mast is used as a dining area for up to 12 guests. Forward of this tender well are flush with the deck and wide, well-protected walkways lead directly to the aft cockpit. The flybridge features differences her sisters do not have including a dining area and plenty of lounging space.

Her contemporary interior is from Perini Navi's in house team and Pro Design, and includes maple, wenge and walnut woods, leather, marble and stainless steel.

KARRIGO/ROLEX



Solleone

Nautor's Swan 2009, 91ft/28m

Solleone is the tenth Swan 90 to be built, a versatile, high-performance sailing yacht with a racing pedigree from a well-established and reputable yard. At 91ft/28m she is just a baby compared with most of the superyachts at Monaco, but the name German Frers as designer is enough to tell everyone that this is a pedigree yacht that will sail like a witch.

Two versions of the design are available, flush deck and semi-raised saloon. *Solleone* is the latter with a light wood interior. The white-faired carbon mast, with luff track and carbon spreaders including lights, is paired with a white carbon Park Avenue boom, vang and lazyjacks to provide efficient sail management. High-load sheaves are used throughout the rig.



Marflow

Shore Boat Builders, Canada, 1982 (refit 2006), 122ft/37m

Designed by William Garden, *Marflow* was originally launched as *Ora* and later renamed *Act IV*. Acquired by her current owner in 2000, she was taken to Holland for a refit that became a rebuild involving changes to the hull, superstructure, rig and more.

It took over five years to transform the yacht at Dutch Yacht Builders from a cruising ketch into a modern sloop with 8,070ft²/750m² of sail area and a retractable daggerboard keel which ensures she can anchor comfortably in shallow water.

From generators, navigation and control systems to mast and rigging, the vessel has been renewed from truck to keel down to every last nut, bolt and piece of furniture. Her new Hoek/AES/Romar aluminium spar with rod rigging has a 148ft/45m air draught and Southern Spars Leisure-furl hydraulic boom. She is now for sale with CNI, POA.



Meteor Royal Huisman 2007, 169ft/52m

An award-winning clipper-bowed schooner, *Meteor* won the St Barths Bucket in 2009 in a fleet of 35 sailing entries. Superficially she looks as if she is from the golden era of yachting, but in fact she was launched in 2007.

The brief from her experienced owners to Gerard Dykstra, working with John G. Alden, was to create a graceful, but seaworthy vessel, making use of the best of modern technology including carbon fibre spars and rigging.

The exterior styling is based on the American John Alden schooners of the 1930s with traditional raised bulwark and massive teak caprail.

John Munford created a classical interior with beautiful Honduran swietenia mahogany joiner work and an impressive skylight in the main saloon that extends above deck to let in plenty of sunlight. She is for sale with YPI, price on application.

C BORLENGHI



Burrasca Perini Navi 2003, 184ft/56m, Edmiston

Burrasca, the first of the highly successful 56 series, will be at Monaco with her youngest sister *Fidelis* (see page 48), a great opportunity to see the evolution of the series from 2003 to 2011.

Designed by Ron Holland with Perini Navi, she is an aluminium superyacht with accommodation for up to 12 guests in a master suite, two double and two twin staterooms plus two Pullman berths.

The yacht has been lightly used by her owner and never chartered and she is now for sale with Edmiston.

Elegant cherry panelling has been used throughout the interior of the yacht, which includes a substantial gym. A nice feature of the design of *Burrasca* is the central section of the aft deck, which pivots over the transom to create a large swimming platform.

The M52.

Incredible As It May Sound, Pretty Was Not The Priority.





Mondango Alloy Yachts, 2008, 171ft/52m, Dubois

This award-winning ketch was built for bluewater cruising and is the fifth yacht over 164ft/50m built by Alloy. Her dark blue hull was designed by Dubois and features a near-plumb bow and subtle sheer. Her low-profile coachroof has aggressively raked windows that wrap around in a sweep of curved glass. The coachroof extends aft past the mizzen mast to cover the aft cockpit. The sides and rear of this cockpit can be closed to create an air conditioned extension to the main saloon.

Her carbon fibre masts with furling boom systems are by Southern Spars, with carbon and Spectra sails by North. Concealed captive winches and deck-mounted vertical winches are custom-built by the shipyard.

The Reymond Langton bold interior has oriental overtones and lashings of curves for fluidity and practicality on a sailing yacht.



Canova Baltic Yachts 2011, 112ft/34.5m

A Baltic 112, Canova has been designed specifically for circumnavigating. Her hull, with its plumb stem and tapered deckhouse, is constructed in E-Glass and aramid, with carbon fibre reinforcements in heavily loaded areas, such as the beams and stringers. The rig is carbon fibre.

Judel/Vrolijk were the naval architects, while Italian designer Alex Vismara worked closely with the owner and brought his design input to the boat. Her interior is classic and traditional using advanced lightweight construction covered with light mahogany veneer.

With the owner intent on sailing with the minimum number of stopovers, the challenge for the shipyard was to incorporate sufficient stowage capacity without compromising performance. During the voyage the owner wants to remain as independent as possible.

Meet Us at the
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Quickly you'll find yourself looking beyond her stunning beauty. To her seaworthiness, the speedo, and the water rushing by. Because her modern underbody, smart short-handed sail-handling systems and carbon rig make the M52 a sailboat with exceptional performance and coastal cruising characteristics. A kind of sailing perfection that's been our first priority for almost 40 years.

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BIG BOAT GEAR



Private pool

Henshaw Inflatables are perhaps best known in the superyacht industry as manufacturers of inflatable fenders. But it is their 4m x 3m Sea Pool anchored off the main pontoon at Monaco this year that will undoubtedly attract most attention. What could be nicer than swimming off the stern of the yacht at anchor in a secure private pool untroubled by jellyfish?

Using the pool ensures children and weak swimmers are kept safely beside the yacht and everyone is protected from any motorised craft zipping through an anchorage. The pool can be made to any size and includes anchoring points, lifelines and an optional stainless steel boarding ladder for easier access.

Very fine 1.5mm built-in mesh stops unwanted marine life getting inside the swimming area and the quick to inflate and deflate bathing platform surrounding the Sea Pool is ideal for lounging.



Jetski dock

Some jetskis have bilge pumps that only work when the engine is running. Hoisting the ski in and out of the water to drain it down is time-consuming for both guests and crew.

Now a new inflatable Jet Ski Dock can make it safe, quick and simple to keep these toys in the water, but ready and available almost instantly.

Developed specially for superyachts by Henshaw Inflatables, it is made from Hypalon-coated fabric with a non-slip deck surface and will support up to three jetskis. Stowage is not a problem, at least for the platform, as it deflates into a compact package.

Going down

U-Boat Worx are planning to have their latest and ultimate superyacht submarine at the show. The C-Explorer 5 is a five-person submarine, which is agile, reliable, spacious, air-conditioned and luxurious, but compact. This really is the way to explore the depths of the ocean in luxury.

There is room aboard for a pilot and four guests and the 360° acrylic pressure hull windows ensure guests get the best unobstructed view possible.

Other features include independent operation for up to eight hours and the ability to dive to 300m.



Winning the race

Superyacht regattas are increasingly popular with owners and to win means getting the best crew and equipment on board. By redesigning and upgrading their larger reel winches, Rondal have reduced their weight by up to 25 per cent, created a lower profile for easier installation and increased the 8,000kg pull to 32,000kg allowing quicker sail changes and manoeuvring.

A faster gearbox and a special feeder that improves safety have been added to the system, without sacrificing robustness and reliability.



Silent running

The joy of a sailing yacht is partly the ability to run silently, so when a bow thruster is needed it can be quite a shock to hear all that noise. OYS, who specialise in rigging, hydraulics and thrusters, will be showing their new Rim Driven Thruster that is whisper-quiet, yet boasts impressive thrust without the inconvenience to sleeping guests or owners.

Ultra quiet, yet highly efficient it is claimed to be the most advanced and reliable rim thruster available today and up to 25 per cent lighter than similar products. As well as providing super-efficient manoeuvring, with an additional 90° rotation option it can provide emergency propulsion and be used as an in-water generator underway.

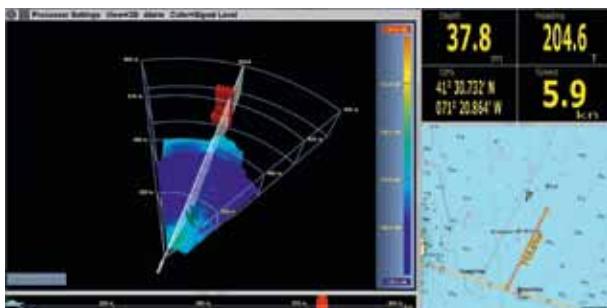


iPad alarms

SiMON2 make use of the revolutionary Apple iPad for their first self-contained monitoring system for smaller yachts, which provides much of the functionality of the larger iSiMON, but with a brand new user interface.

SiMON2 takes Palladium's development experience with iSiMON, their first iPhone/iPod Touch product, to a much higher level. Navigation between screens is based upon the new icon-driven dashboard, which uses the multi-touch technology of the Apple iPad.

This version includes the integration of cameras and lighting control within the SiMON2 alarm monitoring system.



Spying with sonar

Owners and charterers of superyachts are often high net worth individuals, making security an important issue. The new SPS Ship Protection system from FarSounder protects against an underwater threat with a fixed sub-surface sensor detection system giving 360° coverage.

Based on the company's patented sonar technology, it produces a complete 3D image with a single ping. Optimised for challenging and shallow water, it is ready to operate instantly and can distinguish between divers who might offer a threat and benign marine mammals. As a bonus, it gives 3D forward-looking navigation sonar when the yacht is underway.



Block booking

Lewmar will be offering a preview of their new Custom Hardware range at Monaco. The emphasis is on light weight without compromising strength and performance.

Structural load has moved from the head of the block to the cheeks, where non-load-bearing material has been sculpted out.

An evolution of the Lewmar Racing Block range, it is available in a variety of sizes, in aluminium, stainless steel, or titanium finish. There are also many configurations including padeye blocks, web blocks and pivoting halyard blocks, which offer flexibility where people are installing fewer winches.

Compact Harkens

Two new products will be on Harken's stand at Monaco: captive reel winches and hydraulic furling. The captive winch is up to 20 per cent smaller than similarly configured winches. The feeder transmission was redesigned with twin feeder screws to balance the load.

By using double instead of single screw design the screws can be positioned closer to the drum, reducing the weight of the captives. Under-deck, on-deck or through-deck mounting is possible and multiple line sizes can be handled.

The new HKV hydraulic furler is also smaller and more compact and up to 45 per cent lighter than some equivalent winches. Designed for small cruising and racing superyachts up to 110ft/34m. Available with Hardkote-anodised aluminium housing and carbon or aluminium foils, it has fewer parts, making it easier to assemble and service.





Glass and light

Glass Deco always seem to come up with something different to show at Monaco and this year is no exception. Last year it was a stunning concept design and this year it is unbreakable and lightweight glass, a new product that has a huge potential for the superyacht industry.

Reportedly 50 per cent lighter than normal glass and developed for the aircraft industry, it will undoubtedly be welcome aboard sailing yachts where weight reduction is important.

As well as transparent glass, it can be mirrored glass, laminated with wallpaper, for example, in between or finished in numerous other ways.



Leather with sparkle

Every year Foglizzo create some amazing new finish on leather and this time they have produced Crystal Leather, which is made with Swarovski elements. An extraordinary arrangement of glittering glass combined with their unique nubuck and suede collection for upholstery, furniture and decorative details. Sitting on it might not be ideal, but imagine it made up as a panel in a cabinet.

Water on tap

A watermaker is one of those essential pieces of equipment aboard a superyacht that is mostly forgotten by guests and crew until it goes wrong. The latest Aquabase range of Eco Watermakers, showing by SLCE at Monaco, will delight engineers who serve aboard these yachts. These watermakers, developed originally for use on nuclear submarines, can produce from 30 to 90lt per hour, are extremely quiet and take very little energy. They are fully automatic and require few adjustments.



Missed the goal

Nobody likes it when the satellite signal is lost and the TV show you are watching is interrupted. Of course, it always happens at a critical moment. The large TV-at-Sea systems from Sea Tel have an Unlimited Azimuth feature that ensures the antenna remains locked on and prevents this problem. The company have just released their first medium TV-at-Sea system that includes this feature in a 60in radome, which is ideal for smaller superyachts and sailing boats.



Easy rolling

F2 Advanced Sailing Technologies is a new highly efficient in-boom and in-mast furling system, controlled with just one joystick that can be located anywhere on the yacht. Created by Formula Marine and electronic specialists Floatech BV, it has been tried and tested on a Perini 150ft/46m yacht using a carbon boom.

Fitting it adds no additional weight compared with a standard aluminium boom, yet there's a huge improvement in sail management. Robust, low-maintenance, simple to use, it sounds like an interesting design and definitely one worth seeking out at Monaco.



Hidden depths

Maxwell offer custom and semi-custom anchoring solutions for sailing superyachts. A recent example is the innovation of a removable band brake control system for below-deck, flush-mounted windlasses. It offers easier control of the windlass while setting an anchor and complete stowage for flush decks. These were supplied to Dutch and New Zealand custom-built sailing superyachts in 2011.



Crystal clear water

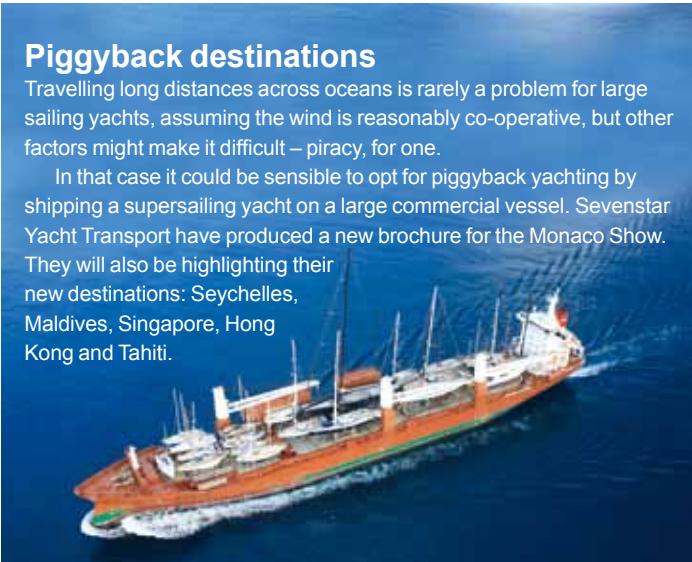
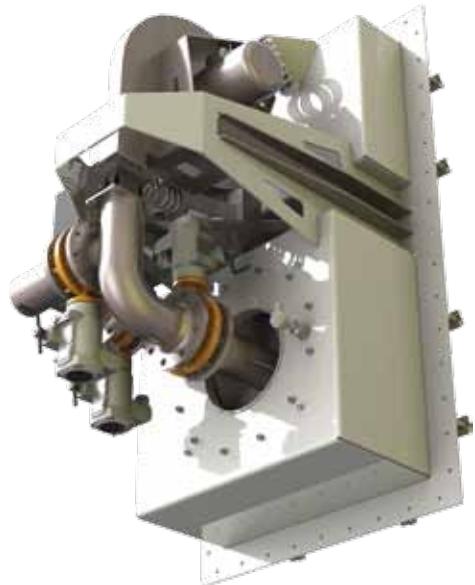
Marine exhaust systems may not sound an exciting topic, but Halyard Marine's new product is definitely interesting as it ensures that running the generator never pollutes the water around the yacht.

PureGen is the smallest and lightest compact Soot Cleaner for marine generators. It removes 99 per cent of soot from the exhaust outlet and cooling water flowing from the exhaust gas water separator. The result is that water around the yacht is as clean as it was before the boat arrived.

Pure air

Air filter units (AFUs) that combat pollution by nuclear, biological, chemical or toxic particles are found aboard naval vessels, but now Heinen & Hopman Engineering have produced a new range of simplified, stronger and lighter units that do the job perfectly aboard superyachts.

These units are compact and accessible with clamping mechanisms that ensure gas-tightness in the event that the vessel experiences shock or vibration. The new generation of units will soon be available with a filter capacity of 300, 600, 900 and 1800m³/h.



Piggyback destinations

Travelling long distances across oceans is rarely a problem for large sailing yachts, assuming the wind is reasonably co-operative, but other factors might make it difficult – piracy, for one.

In that case it could be sensible to opt for piggyback yachting by shipping a supersailing yacht on a large commercial vessel. Sevenstar Yacht Transport have produced a new brochure for the Monaco Show. They will also be highlighting their new destinations: Seychelles, Maldives, Singapore, Hong Kong and Tahiti.

Cyber security

Just because the yacht is sailing far from land does not mean it is safe from attack or theft. Sadly, computers on board may be wide open to cyber security threats and criminal hacking, and even the navigation system is not totally safe from the dedicated criminal.

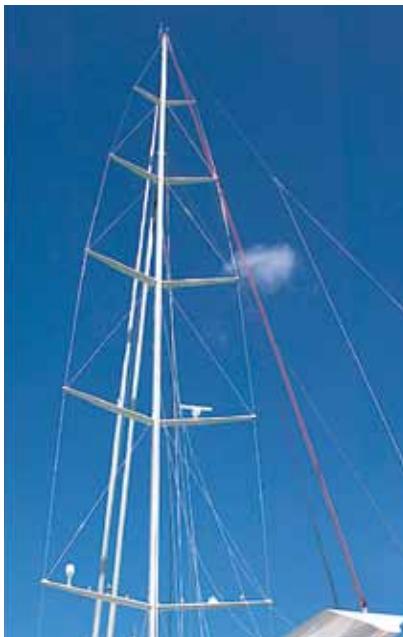
Yacht Technologies, the superyacht business arm of Selex Elsag, will be unveiling their Cyber Security Operations Centre (SOC) at the Monaco show. It will provide owners and guests on board the same level of security and resilience required by government departments, commercial enterprises and critical national infrastructure providers ashore and in the world's navies.



Future masts

Future Fibres now build masts to complement their extensive range of rigging and have focused solely on the top end of the market. Late last summer the company created a spar division using expertise from Persico, Italian mould makers from the automotive and aerospace industry.

After just one year of building masts, they are making significant progress into grand-prix sailing, with at least two rig packages for Volvo entries. They are looking forward to showing what they have achieved already and hope to announce their first superyacht mast orders at Monaco.



Spars from France

Lorima, the French company that construct carbon fibre masts and spars for high-performance racing yachts and superyachts, will be able to show potential and existing customers one of their latest masts at Monaco aboard *Hemisphere*, just launched by Pendennis in the UK and currently the largest sailing catamaran in the world.

The lightweight masts are carbon fibre tubes built in female moulds and cured in 'one shot' in their 38m long autoclave.