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LADY MOURA *Blohm & Voss*

DESIGNER: Diana Yacht Design. With cruise-ship looks that promise a world of comfort inside but have none of the bulkiness usually associated with that form, *Lady Moura* was, when she was built in 1991, the world's 8th longest yacht. Today, she sits at 19 in that list, but she remains one of the most voluminous yachts sailing the world, which has clearly impressed our judges. Owned by Dr Nassir al Rashid, who is said to be the business advisor to

the Saudi Arabian Royal Family, this yacht made the headlines when she ran aground off Cannes during 2007. She was named after the owner's wife who, when the couple parted, became the owner of the 75-metre four-masted sailing yacht *Phoece*. **DATA:** Year: 1991. LOA: 104.9m. Builder: Blohm & Voss. Exterior: Diana Yacht Design. Interior: Di Pila. Where is she now?: private hands.



Photo: Benoit Doume / SuperYachtPhotocam

49

METEOR *Royal Huisman*

DESIGNER: G. Dijkstra & J. D. Alden.

This modern yacht built to classic lines displays all that is good about the Royal Huisman yard. Her graceful sheerline, fine clipper bow and long bowsprit catch the eye, and her beautiful counter stern completes the picture. Between the two, there is a pair of perfectly situated doghouses that hark back to a bygone age of yachting. She is, however, also a child of the modern era, boasting carbon spars and rigging, and frequently trounces the opposition on the Spirit of Tradition race circuit.

DATA: Year: 2007. LOA: 47.7m. Builder: Royal Huisman. Exterior: G. Dijkstra & J. D. Alden. Interior: J. Munford & P. Nunns. Where is she now?: for charter www.moranyachts.com



MAD SUMMER *Lürssen*

DESIGNER: Espen Oeino. Lürssen's *Mad Summer* was only launched last year, but she's already creating waves in design circles. Espen Oeino has given this yacht wonderfully harmonious proportions that conceal her true size – a beam of 13.5 metres on a 79-metre hull – and though she is very voluminous, she looks surprisingly sleek and elegant. Her somewhat unorthodox very light blue-coloured hull further enhances the look. Albert Pinto designed the interior, which includes a cinema and a children's playroom.

DATA: Year: 2008. LOA: 79.2m. Builder: Lürssen. Exterior: Espen Oeino. Interior: Albert Pinto. Where is she now?: for charter www.moranyachts.com.





47 SCHEHEREZADE *Hodgdon*

DESIGNER: Bruce King. Modern, low and sleek with a dramatic reverse transom, this huge wooden and composite sailing yacht is softened by her sweeping sheer and rounded pilothouse, creating an elegant and eye-catching design. Unusually for such a large boat, there is only room for six guests as the couple who commissioned her planned to sail alone most of the time – apart from their five crew, of course. The aft section is devoted to the owners' suite. DATA: Year: 2003. LOA: 47.1m. Builder: Hodgdon. Exterior: Bruce King. Interior: Andrew Winch. Where is she now?: for sale www.burgessyachts.com

46 ANASTASIA *Oceanco*

DESIGNER: Sam Sorgiovanni. The wing-shaped upper deck profile has been described as looking like the starship *Voyager* from *Star Trek* and it certainly makes the boldest of statements on the water. Her interior is a mix of Art Deco meets China – calm, cool and collected but never cold. Australian designer Sam Sorgiovanni has used bamboo decks, carpets woven to look like rippled sand, and textured animal-print leathers to give the interior a carefully crafted look to match its stylish exterior. DATA: Year: 2008. LOA: 75.5m. Builder: Oceanco. Exterior: Sam Sorgiovanni. Interior: Sam Sorgiovanni. Where is she now?: private hands.



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Photo: Benoit Donne / Super Yacht Photo.com

MARIDOME *Brooke Yachts*

DESIGNER: **Diana Yacht Design**. Ex-*Stefaren*, this is a yacht that can be said to have epitomised the 1980s, with her distinctive rounded windows and exuberant touches like the wings on the sundeck. Contemporary designers are struck by how much of a ground-breaking yacht she was. Key elements of the design brief were strength and seaworthiness, to ensure noise and vibration-free cruising – it's no surprise that she has had a long charter career. She was refitted in 2006 by Nobiskrug, during which she gained a Donald Starkey interior. DATA: Year: 1989. LOA: 54.0m. Builder: Brooke Yachts. Exterior: Diana Yacht Design. Interior: Bannenberg. Where is she now?: private hands.



RISING SUN *Lürssen*

DESIGNER: **Jon Bannenberg**. Legend has it that when Larry Ellison, the co-founder of software giant Oracle, was looking to build this huge new yacht, he traipsed around the world's best designers before settling on the late Jon Bannenberg after a brief meeting in Starbucks. One of the two vast glazed upper decks is given over to the owner. Other unique features include deck access for all the guest cabins and a basketball court on the aft deck.

DATA: Year: 2005. LOA: 138.0m. Builder: Lürssen Yachts. Exterior: Bannenberg. Interior: Bannenberg. Where is she now?: private hands.



44

RED DRAGON *Alloy Yachts*

DESIGNER: **Ed Dubois**. An all-aluminium auxiliary flybridge sloop designed by Ed Dubois for the Belgian industrialist and philanthropist Guy Ullens and his wife Myriam, who clearly love beautiful sailing yachts. She is a sister to *Kokomo* but with significant differences in layout, sailplan and superstructure. A near plumb bow, subtle sheer, and extended aft deck flowing back to an elegant transom, all help to create a clean, uncluttered profile. As a final flourish her name, written in huge Chinese characters, is printed on her massive mainsail.

DATA: Year: 2008. LOA: 51.7m. Builder: Alloy Yachts. Exterior: Dubois. Interior: Wilmotte Associates. Where is she now?: for charter www.dubois-yachts.com



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42

HAIDA *G Krupp*

DESIGNER: **Vergens**. This giant of a luxury cruising yacht from yachting's golden age was built in 1929 as *Haida* for Max C. Fleischmann – philanthropist, soldier and heir to the family yeast empire. A fuel capacity of 150 tonnes enabled her to travel from San Francisco to Singapore non-stop. Originally, her elegant steel hull was painted black but a recent two-year refit has restored her to her former glory using a new colour scheme of white hull with cream and burgundy detailing.

DATA: Year: 1929. LOA: 66.4m. Builder: Fr Krupp Germania Werft. Exterior: Vergens. Where is she now?: for charter www.ocean-independence.com



41

KISMET Lürssen

DESIGNER: Espen Oeino. Some yachts are designed almost from the ground up as works of art; others are built merely to house works of art. *Kismet*, launched in 2007, is both. Her owner is a keen art collector and, in conjunction with Espen Oeino and Reymond Langton, has succeeded in creating a truly terrific Art

Deco showpiece that is more than a match for the artwork on display inside her dramatic sweeping exterior curves.
 DATA: Year: 2007. LOA: 68.0m. Builder: Lürssen. Exterior: Espen Oeino. Interior: Reymond Langton. Where is she now?: for charter www.moranyachts.com

FELICITA WEST Perini Navi

DESIGNER: Nuvolari Lenard & Perini Navi. *Felicita West* is the largest and one of the fastest aluminium sailing yachts in the world, and having handled her at sea we can vouch for the excitement she provides. The ketch rig gives her a beautiful balance, while the three levels of accommodation above decks never look imposing. That sense of poise makes her among the most striking of Perini's yachts. Even without the trademark dark-blue Perini hull, she's certainly a blue-water cruiser that has won over many modern designers.
 DATA: Year: 2003. LOA: 64.0m. Builder: Perini Navi. Exterior: Nuvolari Lenard & Perini Navi. Interior: Nuvolari Lenard. Where is she now?: for sale and charter www.camperandnicholsons.com



40



MONTKAJ Amels

DESIGNER: Terence Disdale. One of the largest and one of the most secretive projects this Dutch shipyard has ever handled, *Montkaj* is owned by Prince Mohammed bin Fahd of Saudi Arabia. Two years after she was launched in 1996, she returned to the yard where her stern was extended by three metres, giving her a more elegant and better proportioned shape as a result. At night, her fibre-optic lighting makes her sparkle like a jewel.
 DATA: Year: 1996. LOA: 78.1m. Builder: Amels. Exterior: Terence Disdale. Interior: Terence Disdale. Where is she now?: private hands.



BRISTOLIAN Yachting Developments

DESIGNER: Philippe Briand. Built for experienced large yacht owner Michael Cannon, the design brief was for exhilarating performance and comfortable facilities. The startling combination of black hull and black sails makes this boat stand out under way, especially with a rampant golden lion on the headsail. The contrasting silver superstructure includes a low-profile pilothouse inspired by a vintage Maserati and pods protecting twin helm stations.
 DATA: Year: 2008. LOA: 36.7m. Builder: Yachting Developments. Exterior: Philippe Briand. Interior: Emma Tabone. Where is she now?: private hands www.bristolian.co.nz

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39

SAVARONA *Blohm & Voss*

DESIGNER: Cox & Stevens. *Savarona* is a beautiful classic twin-screw steel motor yacht built in 1931 for Emily Cadwalader, whose family was behind the Brooklyn and Golden Gate bridges. She was later brought to Turkey as the presidential yacht for Kemal Ataturk. A serious fire almost caused her to be scrapped but she was saved by the Turkish ship owner Kahraman Sadikoglu and underwent a three-year restoration. The beautiful exterior silhouette has hardly changed over the years – it's easy to see why so many contemporary designers have fallen for her. Where possible, the original fittings have been restored, and although much of the layout and interior has been changed, the Ataturk apartment has been preserved. **DATA:** Year: 1931. LOA: 136.0m. Builder: Blohm & Voss. Exterior: Cox & Stevens. Interior: Starkey. Where is she now?: for charter www.mysavarona.com/charter.com

37



36

Photo: Merijn de Waard/SuperYachtPhoto.com

THUNDER B *Oceanfast*

DESIGNER: Jon Bannenberg. The collaboration between Bannenberg and Oceanfast resulted in a string of distinctive fast motor yachts. *Thunder B* is probably the most dramatic of them – after all, if you're going to pack in gas turbines, you need substantial exhausts, so why not make a feature of them? Colossal power combined with the sleek silver hull, low profile and triple Kamewa waterjets give her an impressive top speed of 35 knots. **DATA:** Year: 1998. LOA: 49.8m. Builder: Oceanfast. Exterior: Bannenberg. Interior: Bannenberg. Where is she now?: for charter www.edmistoncompany.com

ATLANTIC *Townsend & Downey*

DESIGNER: William Gardner. This stunning schooner was commissioned by New York Yacht Club member Wilson Marshall and designed by one of the top American yacht designers of his time. During her sea trials she showed plenty of promising speed, and in 1905 she made the headlines by winning the Kaiser's Cup, a trans-Atlantic race from Sandy Hook to the Lizard, sailing 3,006 miles in just over 12 days – a record she held until 1998. **DATA:** Year: 1903. LOA: 56.0m. Builder: Townsend & Downey. Exterior: William Gardner.

35

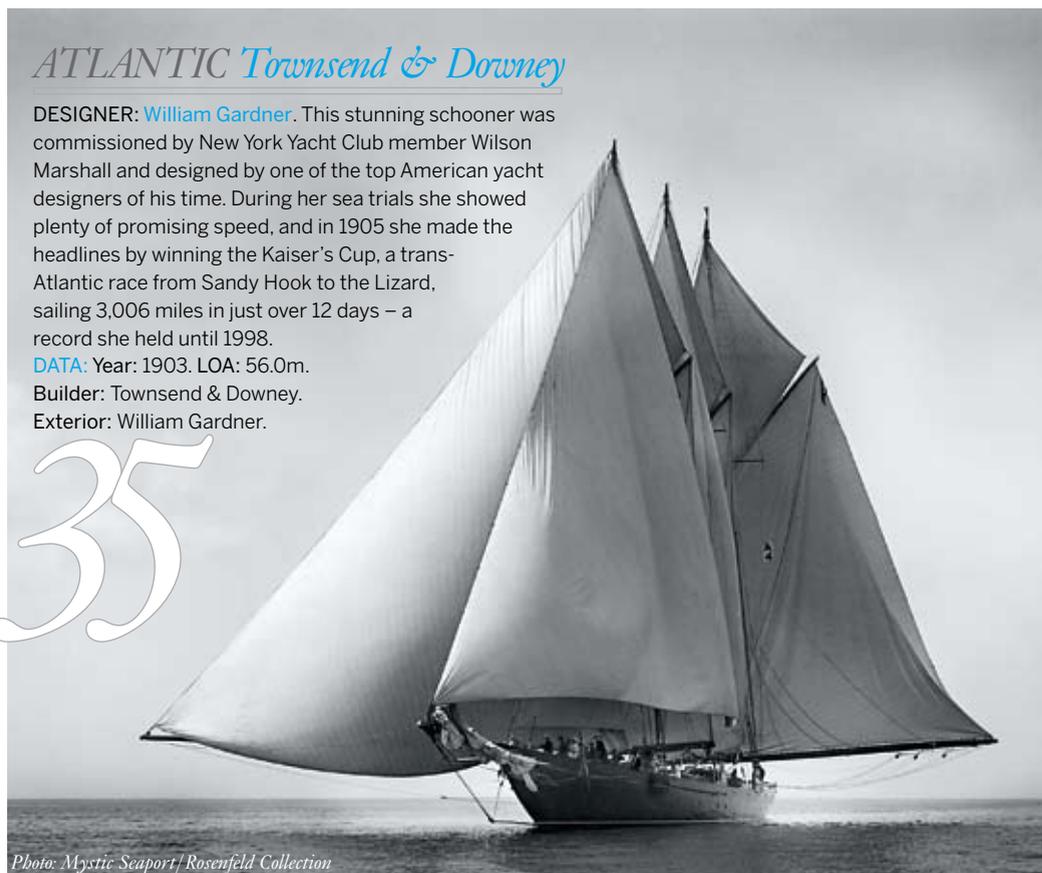


Photo: Mystic Seaport/Rosenfeld Collection

34

VAJOLIROJA *Proteksan Turquoise*

DESIGNER: Kalaycioglu. The name sounds like 'The Jolly Roger', so it's no surprise that her owner is actor Johnny Depp, who fell in love with this yacht when making *Pirates of the Caribbean* (though she is, in fact, named using letters from the names of family members). Despite the traditional look, she was built as *Anatolia* in 2001 by the Turkish Proteksan yard. Depp has changed her profile – extending the upper deck by more than ten metres. **DATA:** Year: 2001. LOA: 43.6m. Builder: Proteksan Turquoise. Exterior: Kalaycioglu. Interior: Redman Whiteley. Where is she now?: private hands.



Photo: Wbit Kiriland/Merrill Stevens



33

DANCE SMARTLY *Palmer Johnson*

DESIGNER: Ron Holland. Perfectly proportioned, this is a true sailing yacht – who’d want to motor up the coast with her single engine on? Though a highly practical sailing yacht, she doesn’t skimp on quality of finish below. Her aluminium hull and superstructure were refitted in 1997, and again in 2000 when the extended hardtop was added. A previous owner was superyacht marina developer Andrew Farkas, and former names include *Shanakee* and *Nipara*. She is currently for sale, but we suspect she won’t remain so for long.

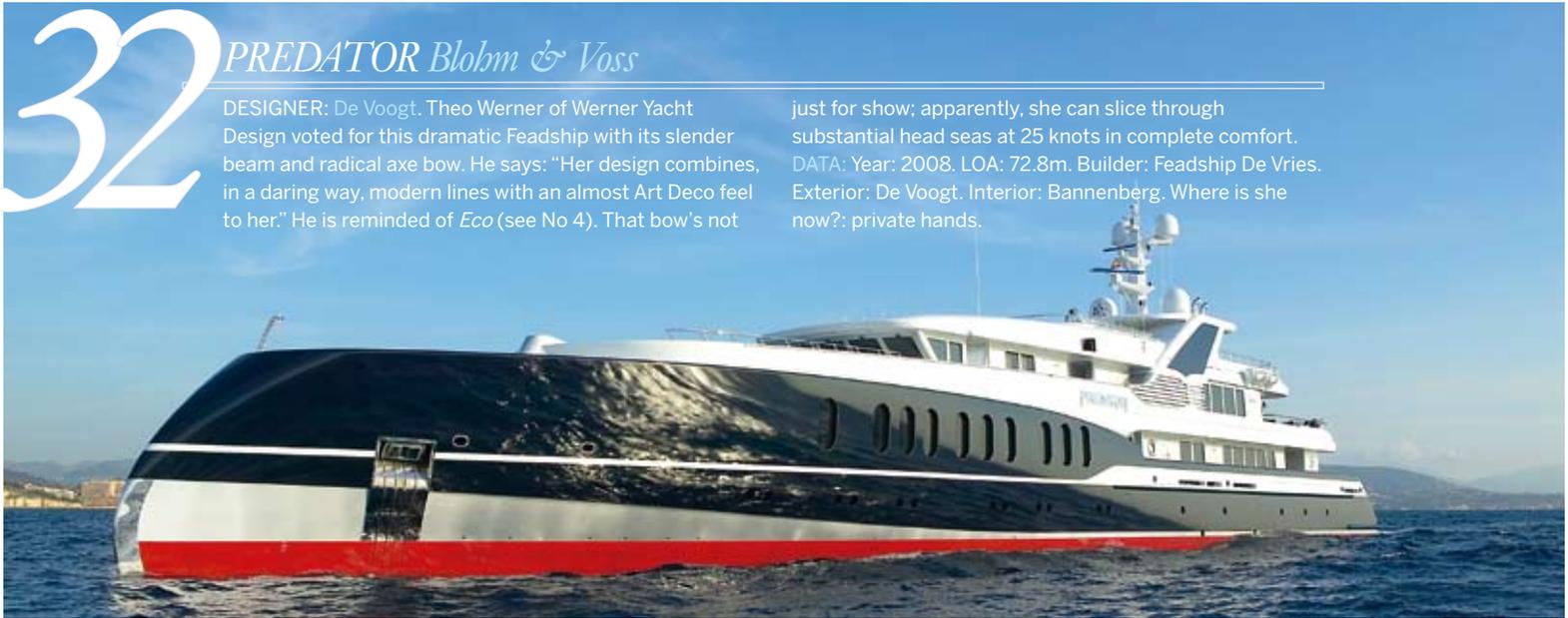
DATA: Year: 1992. LOA: 32.8m. Builder: Palmer Johnson. Exterior: Ron Holland. Interior: Pieter Beeldsnijder. Where is she now?: for sale www.camperandnicholsons.com

32 **PREDATOR** *Blohm & Voss*

DESIGNER: De Voogt. Theo Werner of Werner Yacht Design voted for this dramatic Feadship with its slender beam and radical axe bow. He says: “Her design combines, in a daring way, modern lines with an almost Art Deco feel to her.” He is reminded of *Eco* (see No 4). That bow’s not

just for show; apparently, she can slice through substantial head seas at 25 knots in complete comfort.

DATA: Year: 2008. LOA: 72.8m. Builder: Feadship De Vries. Exterior: De Voogt. Interior: Bannenberg. Where is she now?: private hands.



31

MYSTIQUE *Oceanfast*

DESIGNER: Jon Bannenberg. Yet another Bannenberg/Oceanfast collaboration to make it into our Top 50. Using an aluminium hull, lightweight panelling for the interior and furniture, and composite superstructure, this yacht was way ahead of her time in putting weight reduction to the top of the design brief. Added to this is her low profile and well-proportioned accommodation areas. Offering a 30-knot cruising speed from conventional diesels, she was the fastest yacht of her type when built.

DATA: Year: 1989. LOA: 49.5m. Builder: Oceanfast. Exterior: Bannenberg. Interior: Bannenberg. Where is she now?: for sale Fraser Yachts www.fraseryachts.com

CAMBRIA *William Fife*

DESIGNER: William Fife. “Of all the big classics she is the most appealing to my eye, with an exquisite sheerline, beautiful bow with gorgeous stern overhangs, and minimal deck house structures,” says James Roy of BMT Nigel Gee. She was originally built for Sir William Berry, a media baron of his era, but was almost derelict when rediscovered in Australia during 1995 and completely rebuilt. Now owned by John David, she is back on the classic racing circuit.

DATA: Year: 1928. LOA: 41.2m. Builder: William Fife. Exterior: William Fife. Where is she now?: private hands www.yachtcambria.com

30



Photo: Onne van der Wal





29

DEJA TOO Amels

DESIGNER: Terence Disdale. This twin-screw steel and aluminium motor yacht is part of the successful Tigre d'Or series begun in 1999. However, it is this design by Terence Disdale that our panel of designers chose to single out for special praise. Her clean profile, interrupted only by a few carefully chosen graphic window shapes, gives her a highly distinctive look.

DATA: Year: 2003. LOA: 52.0m. Builder: Amels. Exterior: Terence Disdale. Interior: Terence Disdale. Where is she now?: for charter www.burgessyachts.com

ALTAIR William Fife

DESIGNER: William Fife. When Captain Guy H. MacCaw commissioned *Altair* in 1931 he asked for a yacht that could comfortably sail round the world. The gaff-rigged schooner William Fife created is one of his last and arguably finest yachts. With a long, lean stern and solitary deckhouse, she is the epitome of a 1930s racer, though she never actually made it round the world. Restored by Albert Obrist, the Swiss industrialist behind Fairlie Restorations, she is now owned by the American Joe Pytko. He still races her regularly in most of the classic superyacht series. **DATA:** Year: 1931. LOA: 33.0m. Builder: William Fife. Exterior: William Fife. Where is she now?: private hands.

28



Photo: Thierry Sevey / DPPI



27

WEDGE TOO Feadship

DESIGNER: Philippe Starck. Built for Lebanese businessman Issam Fares, *Wedge Too* is a very easy yacht to spot. Her tiered, rounded superstructure with vertical windows framed in oiled teak make her instantly recognisable wherever she goes. Her interior follows the same simple but distinctive theme. She is one of two entries in the Top 50 from French product designer Philippe Starck, whose work covers everything from superyachts to clothes, furniture and lemon squeezers. **DATA:** Year: 2002. LOA: 65.0m. Builder: Feadship, De Vries. Exterior: Philippe Starck. Interior: Philippe Starck. Where is she now?: private hands.

26



Benoit Strubelbauf / DPPI

VELSHEDA Camper & Nicholsons

DESIGNER: Charles Nicholson. The second of the J class yachts in our Top 50 shares the same designer and yard as her sister *Endeavour* (see No 3), though with a different sheerline. She was built for retail developer W. L. Stephenson, who named her after his daughters, Velma, Sheila and Daphne. Rescued from a Hamble mud berth in 1984, she was sold to the present owner Ronald de Waal, a Dutch businessman, who completed a comprehensive rebuild and relaunched her in 1997. She is now a regular star attraction on the classic racing circuit.

DATA: Year: 1933. LOA: 39.0m. Builder: Camper & Nicholsons. Exterior: Charles Nicholson. Where is she now?: private hands.

25 TALITHA G Krupp

DESIGNER: Cox & Stevens. Her generous counter stern, twin false funnels and gloriously flared bow make her a distinctive and very easy to identify superyacht. Built as MV *Reveler* for an owner who died before her launch, she was purchased by E. F. McCann, son-in-law of F. W. Woolworth. Commandeered by the US Navy during the war, she is now owned by J. P. Getty, who had her rebuilt at Devonport in 1993 (when he added the funnels). With such a long history, it's no surprise to find that *Talitha G* has been renamed more than any other yacht in our Top 50.

DATA: Year: 1930. LOA: 75.3m.
Builder: Fr Krupp Germania Werft.
Exterior: Cox & Stevens.
Where is she now?: private hands.



PRINCESS MARIANA Royal Denship

DESIGNER: Espen Oeino. Owned by Mexican entrepreneur Carlos Peralta Quintero, this yacht was one of the first to feature a host of hidden drop-down sections, increasing her already huge volume when at anchor – such innovations clearly impressed our designers. A floodable wet dock in her stern converts into a swimming pool, while her starboard hull wall drops to form a huge teak sundeck, and on the port side another wing opens to launch the tender. Another drop down in the master suite forms a private terrace.

DATA: Year: 2004. LOA: 78.6m. Builder: Royal Denship. Exterior: Espen Oeino. Interior: Francois Zuretti. Where is she now?: for sale & charter www.fraseryachts.com



Photo: Merijn de Waard / Super Yacht Photo.com

KINGDOM 5KR Fratelli Benetti

DESIGNER: Jon Bannenberg. "In her day she was groundbreaking," says Diana Scott of Stirling Scott Yacht Design. Dan Lenard, of Nuvolari Lenard also voted for this large Bannenberg design with its distinctive winglet funnels – a spectacular feature that ensures a helicopter can land safely. Since her launch in 1980 she has been owned by Adnan Khasoggi, the Sultan of Brunei and Donald Trump, and is now owned by Prince Al-Waleed of Saudi Arabia. These days she spends most of her time in Antibes.

DATA: Year: 1980. LOA: 86.0m. Builder: Fratelli Benetti. Exterior: Bannenberg. Interior: Di Pilla. Where is she now?: private hands.

GHOST Vitters

DESIGNER: Luca Brenta. The couple who commissioned *Ghost* were experienced sailors, having owned six smaller Hinckley yachts before falling in love with the minimalist looks of the Wally 107 *Wally B*. The brief they gave their chosen designer Luca Brenta was for a yacht that delivered maximum sailing performance but still had a comfortable cruising interior. *Ghost's* blissfully clean decks, low-profile coachroof and flush-fitting rectangular ports are a vision of minimalist perfection. Designer Bill Tripp calls it the "café racer look".

DATA: Year: 2005. LOA: 37.3m.
Builder: Vitters. Exterior: Luca Brenta. Interior: Kitty Hawkes.
Where is she now?: private hands.



CORAL ISLAND *Lürssen*

DESIGNER: Jon Bannenberg. A Bannenberg design classic that still looks modern today, 15 years after her launch. As well as her distinctive upright windows, she is famous for the unsolved theft of a Picasso painting from on board. In March 1999 the 'Portrait of Dora Mar', reportedly worth \$6 million, was stolen despite a hi-tech security system and is still high on the list of the world's most-wanted art with a reward of over half a million Euros.

DATA: Year: 1994. LOA: 72.0m. Builder: Lürssen. Exterior: Bannenberg. Interior: Bannenberg. Where is she now?: private hands.



20

SILVER *Hanseatic Marine*

DESIGNER: Espen Oeino. Long, narrow, sleek and arrow-like, this is a seriously special boat from the desk of one of the world's most sought-after designers. She attracts attention no matter where she is. Her unusual semi-displacement hull was designed to meet the owner's criteria of a fast but energy-efficient luxury yacht. She can

cross the Atlantic at 22 knots without stopping and, despite her narrow hull, she has comfortable accommodation for 18 guests. **DATA:** Year: 2007. LOA: 73.2m. Builder: Hanseatic Marine. Exterior: Espen Oeino. Interior: Silverstrin Design. Where is she now?: for sale & charter www.burgessyachts.com

LEANDER *Peene Werft*

DESIGNER: Kusch Yacht Agentur. This stately, ship-like yacht – run with Royal Navy precision by her crew of 24 – is owned by Sir Donald Gosling, who founded National Car Parks with his business partner. This is a superb cruising yacht, equally at home in the Caribbean as she is in the Solent. The interior is traditional rather than modern, with patterned sofas and curtains, glass-fronted cabinets full of ornaments, and luxurious rugs that engulf the passengers' feet.

DATA: Year: 1992. LOA: 74.8m. Builder: Peene Werft. Exterior: Kusch Yacht Agentur. Interior: Nunns. Where is she now?: for charter www.insull.com



ALEJANDRA *Mefasa*

DESIGNER: Bruce King. This is a deceptive sailing ketch – a classic design that looks as if it were built in the early 1900s but is in fact a contemporary interpretation of a 1930s cruiser-racer. Despite her elegant lines and acres of traditional wood detailing, the hull itself is lightweight aluminium and hides a state-of-the-art wing keel. In-mast furling and a hidden hydraulic anchor system ensure she is a very practical cruising boat, as well as a competitive and very beautiful performance yacht.

DATA: Year: 1993. LOA: 41.2m. Builder: Mefasa. Exterior: Bruce King. Interior: Bruce King. Where is she now?: private hands.



Photo: Onne van der Wal



ILONA *Amels*

Designer: Redman Whiteley Dixon. Built for an experienced Australian yacht owner who wanted a larger yacht with a garage for his helicopter, *Ilona* set new standards for elegance, technology and innovation. James Roy of BMT Nigel Gee says: "She's a very good example of proportion, balance and clean lines. Even with her oversized communications dome the balance of hull, superstructure and profile all work together to give an immediately pleasing form." Unusually, the crew quarters are located forward on three levels, including the main deck.

DATA: Year: 1999. LOA: 73.7m. Builder: Amels. Exterior: Redman Whiteley Dixon. Interior: Redman Whiteley Dixon. Where is she now?: private hands.

17

CORSAIR IV *Bath Iron Works*

DESIGNER: H. J. Gielow. This twin-screw, steel-hulled, turbo-electric-powered motor yacht was the fourth *Corsair* owned by American tycoon J. P. Morgan and his family. The largest yacht ever built in the US, she captivated the press with her size and grace. Designed in the traditional, elegant style of Morgan's yachts, she is the inspiration behind the newly launched *Nero* (see page 32). After wartime service she was converted to a cruise ship but sank off Mexico in 1949.

DATA: Year: 1930. LOA: 104.0m. Builder: Bath Iron Works. Exterior: H. J. Gielow. Where is she now?: total loss 1949.

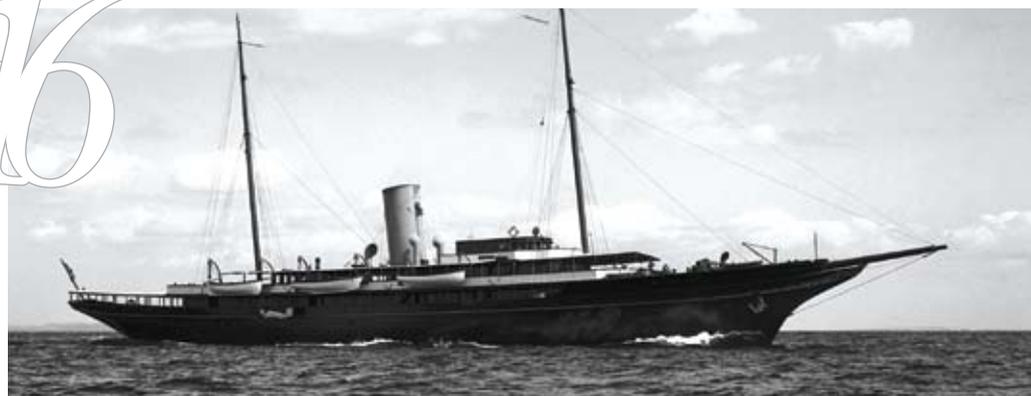


Photo: Mystic Seaport / Rosenfeld Collection

16



Photo: Franco Pace

ATHENA *Royal Huisman*

DESIGNER: G. Dijkstra & P. Beeldsnijder. A huge, luxurious three-masted fore-and-aft-rigged schooner with a clipper bow and counter stern – a classically beautiful hull shape that will please the most wizened seafarer. The acres of shiny detailed woodwork and teak decking are guaranteed to keep the crew busy, but are also testimony to the skills and quality of her Dutch builder. As might be expected given her owner – US software developer Jim Clark – this yacht is a masterpiece of computer automation and monitoring.

DATA: Year: 2004. LOA: 79.3m. Builder: Royal Huisman. Exterior: G. Dijkstra & P. Beeldsnijder. Interior: Bradley. Where is she now?: for charter www.ycocharter.com

15

RONIN *Lürssen*

DESIGNER: Norman Foster. Originally commissioned by a Japanese businessman who had never before owned a yacht, and designed by architect Norman Foster who had never before produced one, this is a startlingly different superyacht with echoes of the modern warship. Her aggressive, angular lines made up of sharp-faceted surfaces with pillar-box windows appear to be inspired by the radar-dodging stealth ships used by the US navy. She is now owned by Larry Ellison of Oracle Software.

DATA: Year: 1993. LOA: 58.5m. Builder: Lürssen. Exterior: Norman Foster. Interior: Norman Foster. Where is she now?: private hands.

14



CHRISTINA O *Vickers*

DESIGNER: Canadian Vickers. Built as an escort frigate during World War II, she was converted into a luxury yacht by Aristotle Onassis. Despite many changes since, this military heritage gives the yacht a stateley presence on the water. More than \$50 million has been spent since 1998 on renewing her structure and bringing her up to the high standards expected of a modern charter yacht.

DATA: Year: 1943. LOA: 99.1m. Builder: Canadian Vickers. Where is she now?: for charter www.camperandnicholson.com



13



12

A *Blohm & Voss*

DESIGNER: Philippe Starck. This breath-taking yacht from French design guru Philippe Starck has really struck a chord with many of today's best yacht designers. Her startling all-white hull and reverse-angle bow is designed to pierce through waves rather than ride over them, while the superstructure has the look of a U-Boat's conning tower. Yacht A is owned by entrepreneur Andrey Melnichenko and is named after his wife Aleksandra. **DATA:** Year: 2008. LOA: 119.0m. Builder: Blohm & Voss. Exterior: Philippe Starck. Interior: Philippe Starck. Where is she now?: private hands.

11 WALLYPOWER 118 *Wally*

DESIGNER: Lazzarini, Pickering & Wally. One of the iconic designs of recent years, the WallyPower 118 could never be mistaken for any other boat. And it's not just the science-fiction looks that raise eyebrows – high-speed gas turbines deliver the power and performance to match those aggressive lines. Designed by Carl Pickering and Claudio Lazzarini, her stealth-like angles divide opinion as surely as her slender bow cleaves through the water, and she certainly hit the right notes with our panel of designers. **DATA:** Year: 2003. LOA: 36.0m. Builder: Wally. Exterior: Lazzarini Pickering & Wally. Interior: Lazzarini, Pickering & Wally. Where is she now?: for charter www.edmistoncompany.com





LIMITLESS Lürssen

Designer: *Jon Bannenberg*

James Roy, managing director of BMT Nigel Gee, says that *Limitless* is one of the most beautiful yachts in the world: "She's one of the earlier breed of superyachts. *Limitless* is in my opinion from a period when the volume of superstructure was not over-imposing, producing a well-balanced yacht. These proportions, coupled with the sheerline, the well-matched angles of the bow profile and the rake of superstructure, all work together to create something beautiful."

Certainly, with her dark blue hull and glistening white superstructure, she cuts quite a dash, and at night her comprehensive array of on-deck illumination and underwater lighting make her look nothing short of spectacular, proving that yachts can be beautiful 24 hours a day. She is owned by Victoria Secret's boss Leslie Wexner, and sports a pair of 7,265hp diesel-electric drives.

DATA: Year: 1997. LOA: 96.3m. Builder: Lürssen. Exterior: Jon Bannenberg. Interior: Catroux. Where is she now?: private hands.



SKAT Lürssen

Designer: *Espen Oeino*

"It's a great pleasure to pay tribute to an iconic thoroughbred such as *Skat*, still standing tall on the horizon," says Tim Saunders of Rainsford Saunders Design. "Despite her military looks, this is a true superyacht, engineered as a ship at heart and built from the keel up, with every square metre fulfilling the owner's brief. *Skat* is a unique design but has not broken traditional yachting rules for the sake of it. She is a superyacht that has been devised to offer the owner a well-considered relationship between external and internal living spaces, and unlike many of her sisters, she doesn't opt for maximum density. *Skat's* combination of poise, elegance and balance comes from a clever use of straight, angular lines, faceted surfaces and enhanced ship details. Each component comes together in a harmonious relationship to offer a daring and bold statement that from a distance has the grace and elegance of something far more organic. She is a yacht that catches your eye from all angles."

DATA: Year: 2002. LOA: 70.7m. Builder: Lürssen. Exterior: Espen Oeino. Interior: Marco Zanini. Where is she now?: private hands.

ALFA NERO Oceanco

Designer: *Nuvolari-Lenard*

"When we first saw *Alfa Nero* we were impressed by her smooth exterior lines," say Mareid Moosbrugger and Georg Decker of Egg and Dart Design. "The superstructure is sleek and elegant without any angular or hard corners. We consider her to be one of the most beautiful yachts afloat today, and we can easily understand why our colleagues agree. Walking around her at the 2007 Monaco Yacht Show, we felt the three-dimensional use of space was harmonious with the elements, and there was a true balance between the inside and outside areas of the yacht, with the exterior spaces maintaining a close connection with the natural environment of the sea and sky. The decks are open and airy, yet there is a feeling of being safely cocooned, and the superb aft deck in particular maintains a feeling of being at one with the ocean, which is emphasised by the huge pool. The yacht impressed us as a gentle giant: on the one hand huge, voluminous and technically advanced; on the other, stylish, glossy and surprisingly cosy. The beautiful interior features a timeless but modern design with elements of Art Deco, and everywhere you can see that the smallest details have been attended to. This yacht is a perfect combination of design, functionality and vision, and offers a unique ambience."

DATA: Year: 2007. LOA: 81.3m. Builder: Oceanco. Exterior: Nuvolari-Lenard. Interior: Alberto Pinto. Where is she now?: private hands.



AVIVA Abeking & Rasmussen

Designer: *Reymond Langton Design*

"At the time of her creation, she was the largest yacht that we had signed and would be the largest the yard had built. The client is a very experienced yacht owner and for him to have put his trust in us when we had nothing of our own in the water at the time was a massive vote of confidence. He allowed us to be a little experimental with the design – this was the first large yacht with a plumb bow. It was fantastic to have landed another contract where we were able to design the exterior and interior as it gave us much more control over the whole project, and gave us the scope to really harmonise the spaces. It also allowed us to work hand in hand together, which we thoroughly enjoy and believe delivers the best results for the client. We think she stands out because she has a very striking profile that is easily recognisable from a distance. She has a lot of presence on the water due to her powerful lines. Anyone who has been on board will tell you that the high-volume interior feels incredibly luxurious." *Reymond Langton Design*

DATA: Year: 2007. LOA: 68.0m. Builder: Abeking & Rasmussen.
Exterior: Reymond Langton Design. Interior: Reymond Langton Design.
Where is she now?: private hands.

"She has a very STRIKING profile. She has a lot of PRESENCE on the water due to her POWERFUL lines"



CARINTHIA VII Lürssen

Designer: *Tim Heywood*

The Austrian supermarket heiress Heidi Horten replaced *Carinthia VI* with this very secret yacht, rumoured to run at 26 knots. Voting her as his most beautiful yacht, Rupert Rainsford Mann of Rainsford Saunders Design says: "97m is a good length for a designer to work with as it gives you an opportunity to design longitudinally not vertically, and create a yacht that appears low and sleek. What makes the design of *Carinthia VII* so successful is the enhancement of this due to the pure and elegant sheerline, which draws your eye from bow to stern so effortlessly. The clever trick of dropping the sheerline one deck down aft gives her a dynamic and purposeful bow shape, as if carving her path with consummate ease. The horizontal lines of the superstructure are equally uncomplicated, in this instance resisting the addition of unnecessary detail such as fashion plates, which often complicate a design. Ultimately, I think the strength of the design manifests itself through its simplicity. It's a timeless classic. It's a design that, seven years on, is still relevant and pleasing to the eye. It's this timeless styling and sheer simplicity, coupled with the poise and balance of the whole composition, that is so appealing to so many of us." DATA: Year: 2002. LOA: 97.0m. Builder: Lürssen. Exterior: Tim Heywood. Interior: Tim Heywood. Where is she now?: private hands.

"The trick of dropping the sheerline a deck down gives her a DYNAMIC and PURPOSEFUL bow shape forward"

6

“It’s ‘form follows function’, albeit with very careful ATTENTION to ESSENTIAL design principles”

5

MALTESE FALCON Perini Navi

Designer: Ken Freivokh & Gerard Dijkstra

“We are delighted that our fellow designers have voted in such numbers for *Maltese Falcon*. She was designed without any attempt to be ostentatious or to conform to a set style – it was very much a case of ‘form follows function’, albeit with very careful attention to essential design principles, balanced proportions, and uncluttered and purposeful shapes totally derived from the function they are designed to perform. The yacht is significant in her innovative sailing system, and our studio took this as a cue to develop the design around such technology, with every effort to come up with beautiful and unique solutions aimed at highlighting her unique rig. I can only surmise that a reason why she has been selected by designers is that she is not a ‘trendy’ design, but the result of going back to first principles, coming out with original solutions, and achieving continuity of concept through from the external styling to the interior design.

“A case in point is the design of the ‘spider’ feature at the aft deck. It was the result of a last-minute request from the naval architects to achieve optimum separation between the bearings at the mizzen mast. Gerry Dijkstra said something like: ‘Hey, Ken. If we had to place the top bearing for the aft mast a metre above the deck, in the middle of the aft deck, would that be a problem? Can you come up with a way to do this that the owner will not object to?’ We came up with an elegant and purposeful set of arches or buttresses to shore up the bearing in question, and to underline what a unique ‘machine’ the *Falcon* is. It’s expressing function very much along the lines of a watchmaker showing the inner workings of a beautifully crafted watch.

“*Maltese Falcon* was a great challenge – exactly the type of challenge that our design team relishes. For us, the thrill, the excitement and the ultimate satisfaction is to come up with totally unique solutions, and achieve a design which the owner can feel was truly conceived and executed in response to his brief, to his preferences and to the very specific requirements set out for the project.” Ken Freivokh

DATA: Year: 2006. LOA: 88.0m. Builder: Perini Navi. Exterior: Gerard Dijkstra. Interior: Ken Freivokh. Where is she now?: for sale at www.perininavi.com & www.camperandnicholsons.com; for charter www.perininavi.com





4

ENIGMA (ex ECO) Blohm & Voss

Designer: Martin Francis

Espen Oenio was at the time working with Martin Francis and describes the commissioning owner – Mexican media magnate Emilio Azcarraga – as a wonderfully charismatic man. He remembers one meeting in particular early on in the project. They were at the time sitting on board the owner's then yacht *Lady Azteca* (now *Achilles*), when he laid out what was to become the mission statement for the whole design process. He told the design team: "I am a very private man. I never spend time in port, I am always cruising. But when I do go into port, I want my presence to be felt through my boat."

James Roy of BMT Nigel Gee is one designer who voted for *Enigma*. "It was not until I set eyes on her in the flesh at Cowes Week in 1999 that I really came to appreciate her beauty," he says. "The reverse sheer, the sweeping aft deck and those iconic windows – they all meld together to produce a yacht that visually works to perfection and is

thoroughly striking even today, 18 years after her launch. It's very different from anything else that is around."

Theo Werner of Werner Yacht Design is equally enthusiastic. "When the design of this yacht was first published, I was stunned," he says. "And when the first photographs appeared in the magazines, I was even more stunned. She introduced a new way of thinking that even surpassed the designs of Bannenberg, who I admire very much. *Eco* included many aspects that are foreign to other ships and yachts, yet Martin Francis managed to combine these with everything that make a ship pretty, such as sleekness, the suggestion of a low freeboard a small superstructure."

She was subsequently sold to Larry Ellison and is now owned by the British businessman Aidan Barclay and his brother. DATA: Year: 1991. LOA: 74.5m. Builder: Blohm & Voss. Exterior: Martin Francis. Interior: Francois Zuretti. Where is she now?: private hands.

"The reverse sheer, the SWEEPING aft deck and those ICONIC windows... it visually works to PERFECTION"



ENDEAVOUR Camper & Nicholsons

Designer: Charles Nicholson

"*Endeavour* is one of my favourite yachts for a number of reasons," Ed Dubois told *SuperYacht World*. "Firstly, she is a J Class yacht – one of only a few ever built. This class epitomised the very peak of yacht design before World War II and remains still, in technical terms, a class apart. These yachts were extreme in every way and demanded technology that was then in its infancy. They were superb yachts to sail upwind, but they were also fast reaching and downwind. They demanded a very high level of sailing skill, and indeed a high level of boatbuilding skill. *Endeavour*, I believe, is the most beautiful of all the Js built. Her purity of line is exquisite and I think the shape of the sheer is slightly better than any of the others including *Velsheda* (by the same designer)."

"Charles Nicholson designed *Endeavour* in 1933 and she was used to challenge for the America's Cup in 1934. It was universally acknowledged that she was faster than the defender *Rainbow*, and she won the first two races, but better sailing by the Americans allowed them to win overall. She has captured the imagination of so many people including, happily, Elizabeth Meyer, who acquired the yacht in the seventies and rebuilt her almost from scratch. I believe there is some original plate still present but the hull was rebuilt in the UK and then taken to Royal Huisman Shipyard to be fitted out. The interior, by John Munford, is beautiful – obviously not what was fitted originally when she was a pure racing yacht, but Munford created something that is entirely fitting."

"*Endeavour* is not a practical yacht to own. She can only be sailed in reasonable conditions, she requires a large crew to race her, most of whom by necessity must sleep ashore, and maintaining a yacht of this type, particularly with regard to sails, rigging, etc is not inexpensive. However, for sheer sailing performance, romantic appeal and beauty I believe she is second to none." Ed Dubois
 DATA: Year: 1934. LOA: 39.6m.
 Builder: Camper & Nicholsons.
 Exterior: Charles Nicholson. Interior: C&N. Where is she now?: for charter
www.camperandnicholsons.com

"For sheer sailing performance, ROMANTIC appeal and BEAUTY, she is second to none"

2

PELORUS Lürssen

Designer: Tim Heywood

"When a client gives you *carte blanche* to create a design, it is a blessing and a curse. If you do not rise to the challenge, you won't gain the approval of your client or the respect of your peers. But *Pelorus* was a great project for us and we are extremely pleased with the end result, as was the client. I was able to develop the internal general arrangement plan, the external global styling themes, and the practical engineering details to a level I had not achieved before.

"The organic curves and forms of the superstructure are echoed in the lines of the hull, tying the two forms together, to produce a harmony that is easy on the eye. It was quite unique at the time and, hopefully, will not date.

"The belt line that runs forward from the stern and sweeps down towards the anchor pocket is inspired by the armour

plating of the light cruiser HMS *Belfast*, which lives upstream from our old London studio. My partner Vanessa came up with the project name *Pelorus* (we always give a name to our yachts, rather than a sterile number), and the client liked it so much it stuck. *Pelorus* has changed hands, but we are very pleased to see that she has retained her original name.

"If I succeeded in creating a yacht that is thought of as attractive by my brothers-in-arms of the design world, I am very pleased. Informed comment from professional, talented designers and clients means more than from any other source – especially when they are positive!" Tim Heywood
 DATA: Year: 2003. LOA: 115.0m. Builder: Lürssen. Exterior: Tim Heywood. Interior: Terrence Disdale. Where is she now?: private hands.

"The CURVES of the superstructure are echoed in the lines of the hull, tying the two forms together to produce a HARMONY that is easy on the eye"



“At the time she scared the pants off people. Now her pared-down lines scream GOOD TASTE, restraint and a sense of SUAVE STYLE”



1 THE ONE (ex CARINTHIA VI) Lürssen

Designer: Jon Bannenberg

“Famously, and perhaps notoriously, *Carinthia VI* owes her existence to the fact that her elder sibling *Carinthia V* survived for only a few months before ending her days several fathoms down in Greek waters,” says Dickie Bannenberg of Bannenberg Designs. “The unfortunate captain struggled ashore to find a phone, then had an awkward phone conversation with Helmut Horten, his owner. Mr Horten rang my father up almost the following day and told him to start work on her replacement, which has now become, in an often-over-used phrase, a yachting icon. She certainly wasn’t an icon when she appeared out of the Lürssen shed for the first time. With a dramatic superstructure on a slim frigate-based hull, grilles, and that distinctive blue windshield forward of the wheelhouse, my father’s design scared the pants off people, and the perception of him hardened amongst conventional designers and naval architects as a dangerous radical. But now her pared-down lines and slender masculinity scream good taste, restraint and a sense of suave style. Certainly, her interior was purposeful (code for ‘slightly austere’), and by today’s standards there was not much interior volume for lavish living.

“There are no swoops, no complicated fashion plates and no steps at the transom to a bathing platform. But she’s all the better for it. Life on board was, I understand, conducted with a certain Austrian precision, and her elegant exterior, with its blue paintwork and a gold coachwork stripe, cut an unmistakable dash in the harbours of the Côte d’Azur – and she still does today as *The One*. My father was very proud of her. Of course, I’m even more proud that his design from almost 40 years ago has had such an enduring impact.”
 DATA: Year: 1973. LOA: 115.0m Builder Lürssen. Exterior: Bannenberg. Interior: Bannenberg. Where is she now?: private hands.