

THE WORLD'S FASTEST SUPERYACHTS



The 100-knot yacht may soon become reality, but the need for speed is nothing new. We profile the fastest movers in the superyacht performance league
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The World is Not Enough

Packing twin 5,436hp MAN Paxman diesel engines (chosen for their weight-to-horsepower ratio), the real beef in this extraordinary boat comes from the 9,200hp Lycoming gas turbine, driving its own separate Lips waterjet – that's 20,000 horses in total. The gearbox, from Worcestershire firm Allen Gears, is 3m high. All that hot metal is enough to propel this 165-tonner to beyond 70 knots. But the fuel bill is meaty: the burn at top speed is 1,200gph. Owner, Florida businessman John Staluppi, is working his way through the Bond movies as names for his boats. His goal? To be the fastest owner out there. Dutch designer Frank Mulder is his regular collaborator.

Moonraker

Another Staluppi/Mulder creation, *Moonraker* dates from 1992. She clocked 66.7 knots on her sea trial but her 4,056hp gas turbine was removed in 1994. Nowadays owners have to content themselves with power from the twin 3,481hp diesels and a positively estuary cruising 35 knots max. Still, that speed makes using the six-person flybridge Jacuzzi a lot easier.



Fortuna III

King Juan Carlos of Spain is the world's fastest motorboating monarch by some margin. His previous *Fortuna* was a 24m stunner from 1977 that drew on the then emerging technology of waterjets and set a leisure boat record of 52 knots that remained unbroken for a decade. His second example was purpose-built in 2000 to the designs of Donald Blount by the fast ferry builder Factoria Naval Bazan. With tanks empty, the 42m



Fortuna III weighs in at 125.8 tonnes, of which 16 tonnes is interior furnishings. Three gas turbines and two diesels coupled to three gearboxes driving three waterjets give her a speed of 65 knots. Prince Charles is an occasional guest.

Gentry Eagle

In 1989 this yacht crossed the Atlantic in record time, powered by twin 3,500hp MTU diesels and a Lycoming gas turbine that added a further 4,500hp driving an Arneson surface propeller. This long-distance raceboat qualifies because in 1991 she took on a more comfortable role as a cruising yacht, though can still reach 60. Up for sale, if you fancy a slice of maritime history.



Destriero

Destriero at 67m has a top speed of 63 knots, powered by three GE LM1600 gas turbine units that develop 54,000hp and drive triple waterjets. She was designed by Donald L. Blount & Assoc and built at the Fincantieri yard in Italy in 1991 with a view to crossing the pond in record time. She triumphed with ease,



breaking the trans-Atlantic crossing mark in August 1992 at an average speed of 53.09 knots over 58 hours, 34 minutes and five seconds.

Octopussy

As if to prove – reassuringly so – that mine's-bigger-than-yours oneupmanship extends to the good and the great, the driving force behind the 54-knot *Octopussy* was John Staluppi's desire to top the King of Spain's *Fortuna I*, which at the time was the fastest private yacht. Originally built by Heesen in Holland for John Staluppi, she was the first leisure yacht to adopt triple-engine waterjets. John 1, Juan 0. Her 132ft LOA was increased in 1996 by 10ft and an aft deck added. She was repainted blue and repowered down to give 42 knots for her second owner Abe Gossman.



Shergar

Named after the famous racehorse kidnapped by the IRA, this 46m yacht was built at the Lurssen yard in Germany in 1983, with exterior styling by Pininfarina. To meet the contract specification the yard had to use light aluminium and foam-cored furnishings in the build. Three Kamewa waterjets were powered by two wing MTU 1,480hp diesels and a pair of centreline Rolls Royce Alison engines, each offering 6,100hp.



WallyPower 118

Monaco-based Wally Yachts have been producing no-compromise sailing craft for some years and their first punt at a motor boat was the staggering WallyPower 118, a curious mixture of avant-garde design, Stealth bomber and air-con duct. Hitting speeds of 60 knots, the knife-like bows and giant air intakes of the 118 make it the most distinctive craft on the water.



Sussurro

The first super-fast yacht to be built by Feadship in 1998. A former captain describes her as "driving like a train and sounding like a plane", which isn't the heartiest of recommends. The four engines (two diesels, two gas turbines) guzzle fuel alarmingly – at top speed, about 660 gallons each hour. But given that the owner is Roman Abramovich that's unlikely to be a problem.



True Blue

True Blue has seen a few owners in her lifetime, including the Sultan of Brunei, who owned her when she sailed as *Bolkiah I*. But this is another fast boat that has been given the snip for the charter market: Marine Technology & Customising in Australia refitted her in 1999 for a reported \$7 million after which her speeds dropped down to 22 knots maximum, with a declared cruising speed of just 18.

