# Garçon heading to Monaco Yacht Show

by CAPTAIN MICHAEL HOWORTH (www.thehoworths.com)

THE SLEEK LOOK of **Garçon** hides her somewhat conventionally commercial background. Based on designs of vessels built for the oil industry by parent group Damen, this Sea Axe 6711 from the groups superyacht builder Amels is to appear at the Monaco Yacht Show this September where the builder hopes to demonstrate that superyacht support vessels don't have to look ugly to get the job done

The 67-metre Fast Yacht Support vessel with its sleek, axe-bowed vessel was constructed at Damen Shipyards in Holland, and the project was coordinated and supervised by Moran Yachts & Ship in the USA.

**Garçon** has 235m² deck space for toys such as tenders, jet skis and sailing dinghies. In addition, the vast deck space makes room for a fully SOLAS certified helipad with 5,000kg take-off weight for commercial use. The design is modular, with an optional hangar to cover the toys from the worst of the elements.

Her uniquely shaped bow and underwater profile enable her to reach speeds between 18-25 knots in most sea states, making this a fast and dependable support ship - whatever the weather.

She is not just a work horse, however. Great care has also been taken with the aesthetic design and high quality finish of the ship. The bridge interior is finished to superyacht standards and the exterior is painted to the same quality as a superyacht.

As visitors to the Monaco Yacht Show will see, the **Garçon** looks like it really belongs in the superyacht environment without causing embarrassment or ruining the view!

The range has already proven successful with the 37m and 50m models already in active service for their superyacht owners, and a second 6711 is currently under construction.

### Specifications

**Garçon SEA AXE 6711 FYS:**

**LOA:** 67.15m
**Beam:** 11.2m
**Gross Tonnage:** 1,128 tonnes
**Crew:** 21
**Range:** 4,500 nautical miles at 18 knots
**Deck space:** 235 m² (excluding heli platform)
**Interior deck storage:** 140 m²
Full SOLAS heli pad, 5,000 kg take-off weight
**Engines:** 4x Caterpillar 1425 kW

## First Ever superyacht Awarded Green Passport From Lloyds Register

**SEA RHAPSODY**, the second of the Amels 212 Limited Editions range is the first superyacht in the world to be awarded a 'Green Passport' from Lloyds Register

The 'Green Passport' - or 'Inventory of Hazardous Materials' - was devised as a result of the Hong Kong International Convention of Safe and Environmentally Sound Recycling of Ships 2009. Qualification for the 'Green Passport' requires the builder to put together a highly detailed list, which identifies and locates all the materials that have been used in the yacht's construction.

The initiative for putting the yacht forward for the Green Passport came from Ocean Management, a division of Ocean Independence. The company's project and management director, Daniel Küpfer, said: "It is time to monitor the lifecycle of a ship from 'birth to grave'. We also feel that this may enhance the resale value as this passport is set to become compulsory for superyachts in the future."

Amels Project manager, Sjoerd van den Broek, commented: "Fulfilling all the requirements for the Green Passport has entailed a very large effort from Amels over the past three years and also for all the suppliers and contractors involved in building the yacht. Hopefully she will sail for more than a hundred years but at the end of her life on the sea, her materials can be recycled in a controlled and environmentally responsible manner."

## Sellers are becoming more realistic in their original asking prices

HEIN VELEMA (pictured), the CEO of Fraser Yachts, believes that the brokerage market for large yachts is still very weak. He points out that only 4% of the yachts sold were over 50 metres. He confirmed that the number of superyachts (over 24 metres) sold by brokerage houses during the first four months of 2012 is the same number sold over the same period last year. Yet despite this dismal sounding remark he highlights the fact that the total value of those sales is in fact 12% higher this year when compared to figures for the same period last year.

Research carried out by Fraser Yachts suggests that many yachts are still being sold with a high discount. This can be looked at in two different ways. Compare the "selling price" with the original "asking price" and the average discount so far in 2012 has been 36%, while it was an average of 46% in 2011.

However since many yachts gradually lower their "asking price" over the period they are for sale these figures can become skewed. So if the "selling price" is compared with the latest "asking price" the discounts year to date have been closer to 25% compared to 28% in 2011.

This complicated calculation shows that there is a third alternative that I should have mentioned above and it is a very simple fact: Sellers are now becoming more realistic in their original asking prices.

## Vicky is the largest motor yacht to be launched in Turkey

JUST OVER A YEAR has passed since Proteksan Turquoise made superyacht news with three launches in as many months. Now the largest motor yacht to be launched in Turkey is on final sea trials before making her debut on the world's oceans.

The 72.6 metre **Vicky** is the latest and to date the largest new build from the Turkish builder in Tuzla and will be ready for delivery at the end of June 2012.

The yacht is another stylish collaboration between the talented in-house naval architecture team and H2 Yacht Design in London, and follows directly on from the last launch by this collaboration, the 70.54m **Talisman C**.

A defining feature of this new yacht is the forward deck, circular helipad. Considering the hull platform and overall size is very similar to **Talisman C**, the exterior styling could not be more different with the sweeping curves of the glazed upper windows and side balconies echoing the refined upper superstructure design.

Like her predecessor, **Vicky** has a top speed of 17 knots delivered by twin 2447 BHP Caterpillar's and a substantial 7,000nm range at 12 knots.

**Specifications**

**Length overall:** 72.6m
**Length waterline:** 64.40m
**Draught:** 4.100m
**Displacement:** 1,391 tons
**Gross tonnage:** 1,760 GT
**Range at 15 knots:** 4,750 nm
**Range at 12 knots:** 7,000 nm
**Speed, max:** 17 knots
**Speed, cruise:** 15 knots
**Speed, economic:** 12 knots
**Fuel tanks:** 205,000 litres
**Freshwater tanks:** 36,176 litres
**Black water tanks:** 38,744 litres
**Guest Accommodation:** 1x Master, 2x VIP, 3x Guest stateroom, 1x childrens room
**Crew Accommodation:** 1x Captain, 10 Crew Cabins (18)
**Lloyd's Register of Shipping;** 100 A1 SSC Yacht Mono G6, LMC, UMS
**Flag:** Cayman Islands MCA
**Compliancy:** The Large Commercial Yacht Code (LY2)
**Operation Area:** Unrestricted
**Exterior Styling:** H2 Yacht Design
**Interior Design:** H2 Yacht Design
Naval Architecture: Proteksan-Turquoise
**Main engines:** Caterpillar, 2 X 3516B HD A-Rating
**Power Output:** 2,447 bhp
**Diesel generators:** Caterpillar, 4 x 200kW C9 DITA
**Emergency generator:** GM, 136 kWe
**Stabilisers:** Quantum QC2200, Zero-speed 7sqm fins
**Bow Thruster:** HRP, Electrical 190 kW
**Windlass and Capstans:** DATA, Stainless Steel

## Mini cruise liner ripe for conversion is for sale

THE 70 METRE **TU MOANA** is for sale at an asking price of Euros 8.5 million through YPI and Burgess both acting as co central agents. Her disposal represents a rare opportunity to purchase a stripped down commercial vessel in need of a complete refit for conversion into either a luxury mini-cruise ship or a very special luxury superyacht.

**Tia Moana**, the yachts sister ship with who she worked in tandem cruising the French Islands of the South Pacific, was sold last year by Richard Shepherd of Edmiston USA.

With five decks she offers superb cruising possibilities with a draught that allows her to enter the extremely shallow coastal waters, such are found in the islands of French Polynesia.

Both **Tia Moana** and **Tu Moana** were built to ABS class in 2003 and were run as mini cruise ships, sleeping 50 guests served by 42 crew. The accommodation in that configuration consisted of 2 large VIP suites on the bridge deck, with 14 double suites on the upper deck and 9 further double suites on the main deck. The turn key **Tia Moana**, was when sold, asking €20 million.

Originally classed with Bureau Veritas, she is presently out of class and can be seen in Tahiti where she is laid up unused. The yacht offers great potential to an owner who seeking a large, well-built 69.5 metre, 1,697 ton vessel offered at a very low price but with unlimited potential when it comes to refitting her out.

## Robert Braithwaite Steps Back from Day-to-Day Management at Sunseeker

ROBERT BRAITHWAITE CBE, the founder of Sunseeker, is to step back from his day-to-day management role now that he has been appointed Group President.

Stepping down from Executive and Board responsibility after four decades, during which he transformed the company from a locally based motor boat vendor into a global £300 million yacht design-and-build business, marks the end of an era in the company's history.

Robert will retain a substantial shareholding in Sunseeker and will be available as a consultant to the management team.

Peter Crowley of FL Partners and co-chairman of Sunseeker International said: "Robert is a legend in the industry and built a remarkable brand from nothing. We are delighted that Robert, who is in his 70th year, will continue his association with Sunseeker. He created the company and it is great that we will have access to his amazing knowledge, contacts and vision. We will have his e will."

Robert Braithwaite said: "Having spent my life developing Sunseeker into the world's most exciting global luxury yacht manufacturer, I have decided it is time to step back from my full time role whilst still continuing to help the company in key areas. I am in a position to take this step as the Company has never been in such rude health in terms of brand, market position and financial strength. I would like to pay tribute to the loyal and long serving workforce and the broader Sunseeker family of distributors and suppliers who have been central to the Company's success over the last 50 years. I am confident that the company is in very capable and safe hands and will continue to prosper."

Stewart McIntyre, managing director of Sunseeker said: "Robert has been and continues to be one of the true visionaries of the luxury marine sector. He has made an invaluable contribution to all aspects of the business since its inception in building up to be the global brand it is today. We are delighted to be able to retain Robert's input and advice. There will be another time to discuss his phenomenal legacy to the British Marine sector as there are still chapters to be written. We hope that, as well as continuing in his new capacity, he can enjoy some quality time without the day-to-day pressures of life in Sunseeker."

Captain Michael Howorth is a freelance journalist who writes stories about superyachts and publishes them on his website **www.thehoworths.com**