

INVICTVS

ADVENTURE

Exploring New Frontiers

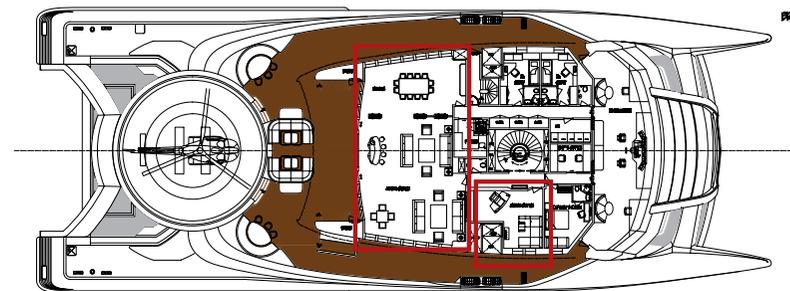
134' ABEKING & RASMUSSEN SWATH



Visionary owners build unique yachts. In commissioning the 41m SWATH named Silver Cloud from Abeking & Rasmussen, Alex Dreyfoos explored not only new limits of cruising in comfort, but also exotic locations that few yachts venture to. This is the story of a remarkable concept in hull technology perfectly realized, and her intrepid adventures since, told through an in-depth interview and pictures from the owner himself.

BY: FRANCIS AND MICHAEL HOWORTH PHOTOGRAPHY: ALEX DREYFOOS

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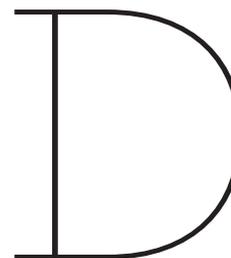


ABEKING & RASMUSSEN 134' SWATH

→ SPECIFICATIONS

LOA: 41 M / 134,5 FT
LWL: 37 M / 121 FT
BEAM (MAX): 17,8 M / 58,4 FT
DRAFT (LOADED): 4,10 M / 13,5 FT
CONSTRUCTION: GRADE A STEEL GL CERTIFIED
CLASS: GL 100 A5 " MOTOR YACHT"
COMPLIANCE: MCA, LY2
DISPLACEMENT: 601 TONNES
GROSS TONNAGE: 926 GT
NAVAL ARCHITECT: ABEKING & RASMUSSEN
EXTERIOR STYLIST: ABEKING & RASMUSSEN
INTERIOR DESIGNER: SPECTRUM DESIGNS/ ABEKING & RASMUSSEN
BUILDER'S PROJECT MANAGER: ABEKING & RASMUSSEN
OWNER'S PROJECT MANAGER: STEPHEN L. MARTIN/CAPTAIN SILVER CLOUD

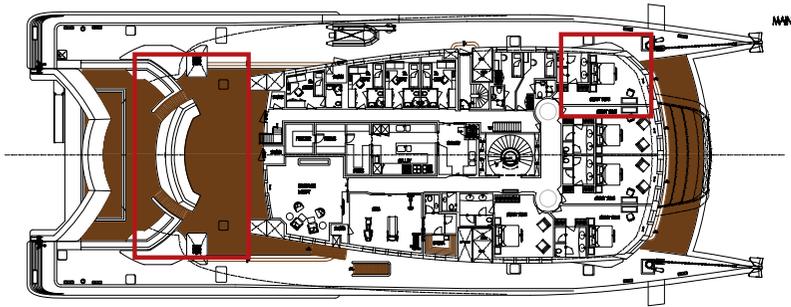
MAIN ENGINES: 2 X CAT C32 820 KW
GEARBOX: ZF TYPE 3310
PROPELLERS: 2 X 6 BLADED FIXED PITCH SCHAFFRAN
SHAFTS: SCHAFFRAN
STEERING GEAR: HYDRO CONTROL
EXHAUST SYSTEMS: ETB
SPEED (MAXIMUM): 14 KNOTS
SPEED (CRUISE): 10 KNOTS
FUEL CAPACITY: 85000 L / 19300 GAL
RANGE AT CRUISING SPEED: 3500 NM
STABILISERS: 4X HYDRO CONTROL /MD1
WINDLASS: STEEN
BOW THRUSTER(S): SCHOTTEL STTO 60LK 120KW
PASSERELLE & BATHING LADDER: ALJO / YACHT TECH. LTD.
CRANES: GILBERT & SCHMALRIEDE
EXTERIOR PAINT: INTERNATIONAL



Despite being completed in 2006, and demonstrating extraordinary characteristics for an explorer yacht, it is almost unfathomable as to why Silver Cloud remains one of kind. Until such times as the new 64m version proposed by Raymond Langton Design is built by Abeking Rasmussen, it is likely that she will remain the world's only SWATH super yacht. In the following paragraphs we cover a basic description of the yacht, but in the coming pages you'll discover the reasoning behind the naval architecture and design, and how they've been enjoyed to glorious effect. To commence our introduction to Silver Cloud, please join us on a brief tour.

On board one discovers the main deck offers an outdoor dining table set in the shade of the helideck, just outside the glass doors into the main salon. A surprisingly large open space can be found inside. The salon is far more spacious than on longer yachts and includes two seating areas, as well as two spacious dining tables, completed with simple and comfortable furniture. Despite her length of only 41m, the interior space available for owner's guests and crew equal those of a conventional 50m super yacht. Her main deck accommodates the guest cabins, two double and two twins. A pleasing particularity of these cabins is that

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As a catamaran this 134' offers the kind of space usually associated with a 164', plus was the first yacht with a fully certified helipad for a 2.8-tonne aircraft...



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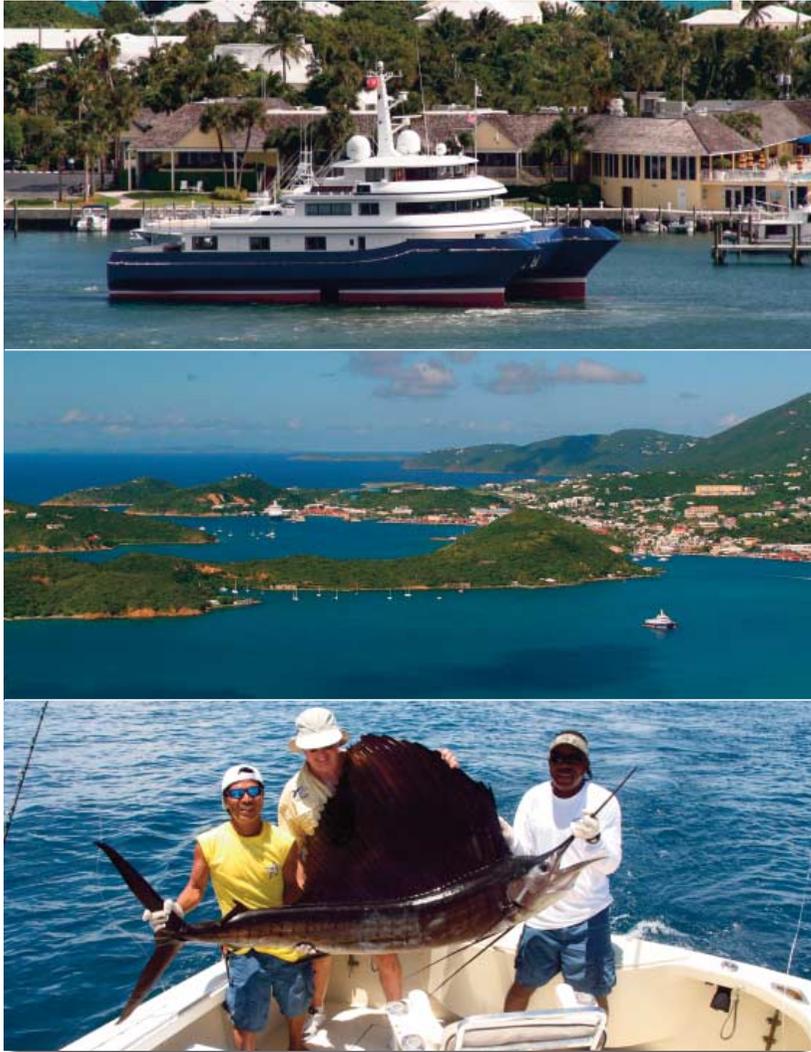
Alex Dreyfoos and wife Renate at the launch of Silver Cloud from the Abecking & Rasmussen yard in Germany, before setting out on the most remarkable of 'shake down' cruises.

they look similar to bedrooms in a hotel rather than yacht cabins. As a consequence guests have substantial space in which to walk around and enjoy the vistas from the large windows, a wonderful asset on a discovery yacht. On the forward main deck are the galley and the pantry. The accommodation for crew occupies the very forward section. On the upper deck is the spacious owner's area with a Master stateroom and through its copious number of huge windows, a 180 ° view forward is possible. Separately, an ensuite and an office complete the owner's space. Silver Cloud was the first super yacht to operate a fully certified helicopter landing area capable of supporting a 2.8-ton aircraft. On yachts like these space does not represent a problem, even with the aircraft in place. The deck surface is large enough to store boats or other entertainment equipment.

THE VOYAGE

Having finished our tour of Silver Cloud and admired the beautiful photography that adorns her walls and recounts her adventures, Owner Alex Dreyfoos settled down to

share the story and images of her maiden voyage. This 19-month escapade covered no less than 48,000nm and took him (almost) Around the World in 230 days. The narrative started in autumn in 2008, when Alex Dreyfoos finally took delivery of his one-of-a-kind yacht. His first task was to fully understand her uniqueness. The departure from the shipyard in Germany essentially became the super yacht's shakedown cruise. He told us, "We needed to learn how to trim her and how best to utilize her very sophisticated stabilization system. We used that trip to find out what speeds gave us the best efficiency, what each of various alarms meant, and so on." Hugely experienced in terms of super yacht ownership having owned a significant Burger built yacht and another from Feadship, Alex Dreyfoos had chosen to build a yacht whose design was the very first of its kind. His main motivation behind such an unusual move lay in defeating the boating evil of seasickness, which so badly blighted the enjoyment of life on board a yacht for his wife Renate. He was researching alternative hull forms



From Germany to Palm Beach, via the Canaries and Caribbean, the Dreyfoos family really got to know their new yacht during her maiden voyage.

when someone suggested that he consider the Small Waterplane Area, Twin Hull (SWATH) concept. At the time the leading purveyors of this technology were the German builders, Abeking & Rasmussen, who used the hulls entirely in the commercial market. He told us, "Here, I thought, was the basis of a yacht that could take me around the world in as comfortable a fashion as possible. After nailing down a design and specification, I went to contract in 2006 for a yacht that would have a LOA of 134' (41m) with a near 59' (18m) beam. Silver Cloud was born and two years later she went to sea." Silver Cloud left the yard on the Weser River and headed west through the Baltic Sea, on through the English Channel, south along the West Coast of Europe and onto Gibraltar. Very quickly, everybody learned that no matter where in the world she was to cruise, porpoises loved to play in the bow waves created by the twin hulls and when they did so, they are always entertaining and wonderfully photo-

genic. The first port of call, Gibraltar, despite its tiny size, is a fascinating fortified rock with wild monkeys, extensive caves and defense buttresses that all make up its rich history. Dreyfoos called there first for two reasons. Firstly to take onboard inexpensive fuel and secondly to drop off two engineer/technicians the shipyard had sent with the yacht, just in case she encountered problems on the way. Fortunately there were none. The next call was the Canary Islands, the Atlantic isles famed for their mild weather and a rich history. Alex had invited close friends with spare time to join him as guests for the long passage sailing across the Atlantic. Once they boarded, Silver Cloud began her trans-Atlantic voyage which, after an uneventful passage, ended in St Thomas in the USVI. He said, "My idea behind making a landfall in St Thomas, as opposed to heading straight to my home in Palm Beach, was to invite close but different friends to fly in and occupy all four guest staterooms during the

four day passage home. A great time was had by all and during that shake down cruise everyone made sure everything worked by testing it fully." As winter 2008 approached, Dreyfoos planned a winter of family cruising and had organized a diving trip to the Bahamas with his kids and his newly PADI Certified grandkids. The whole family, it seemed, was keen to go sailing aboard Silver Cloud. "There had been so much talk about our unconventional looking boat among our Palm Beach community, so before we left I threw three large, heavy hors d'oeuvre, cocktail parties for friends and organizations we've been involved with over the years. We erected a large tent on the helideck and found that we can comfortably accommodate 125 guests aboard at a time. My crew and previous guests gave tours throughout those times, but the boat never seemed crowded and reportedly everyone enjoyed themselves." It was here that Dreyfoos truly believes that his

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round the world odyssey began. "We left Florida and headed straight for the Panama Canal. Although opened 95 years ago the Canal remains an engineering marvel that is fascinating to pass through, even for me who has made the passage twice before. The transit commenced in the evening and we were ordered to anchor in Lake Gatun halfway through for the night and continue the next day. We found both times of day to be fascinating!" On exiting the canal Alex continues, "We had hoped to make several stops at resort communities on Mexico's west coast, but with a swine flu epidemic sweeping through the area we were advised not to stop. Cabo San Lucas is however on the southern tip of an isolated peninsula, where the risk of infection was considered small, so I decided to stop anyway. Whale watching and pelican spotting were exciting and white marlin fishing trips I took were excellent and very rewarding."

Heading north, the home to the US Navy's Pacific fleet, San Diego, with its large, wonderfully protected harbor holds a special place in the heart of Alex Dreyfoos. He told us, "I never tire of looking at navy ships of war. I am on the board of The Scripps Research Institute in this city and that, I discovered, was another great excuse for another good party! Continuing north, Silver Cloud enjoyed an interesting and memorable day anchored off the picturesque Catalina Island, home to the famous, century old, Tuna Club. "I made sure we spent quality time at the luxury resort Pebble Beach with visits to the Monterey Bay Aquarium, before heading up to San Francisco. I find sailing under the Golden Gate Bridge, no matter how many times I have done it, truly exciting to say nothing about it being incredibly scenic. Also, my sister and many of our friends live in the Bay area, so what do you know, we found yet another excuse for two more parties!"

PACIFIC PASSAGES..

As the year turned and 2009 dawned, Silver Cloud continued her voyage and Alex his story. "In spring 2009 our stop in Seattle, where my son is an engineering manager at Microsoft, was a time for a family reunion. From there we went to Canada and anchored off Vancouver Island, where I wanted to visit Bouchart Gardens in Victoria. It is one of the world's most beautiful gardens, developed in an old quarry by the Bouchart family and it is a photographer's paradise. Of course we also visited the beautiful city of Vancouver with its interesting architecture and extensive water tributaries."

At this point the Dreyfoos family's appreciation for nature and the suitability of Silver Cloud as a platform for exploring it becomes obvious. "I was really looking forward to our cruise onto Sitka in Alaska," Alex enthuses. "We sailed along Canada's Inland waterway

Winter 2008 saw Silver Cloud head through the Panama Canal, stop in San Francisco for partying and entertainment, before heading up to Alaska where this pack of orca were encountered.



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From Alaska to Japan, Papua New Guinea and Indonesia, Dreyfoos indulged in his love of photography to create a breathtaking record of their experiences.



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with its plentiful and fascinating marine and bird life. I love photographing cetaceans and we had plenty of opportunity to do so on this sector of our trip. The male orca, identified by a large dorsal fin, is always accompanied by his harem, which have noticeably smaller dorsal fins."

The marvels of the ocean provided a contrast of the situation on land in this remote area however. "We called in at native Tlingit, Aleut and Inuit Indian villages in both Canada and Southern Alaska. It was a shame to see these areas blighted by alcoholism and the we don't care attitude. Both plights have been brought on by Government largess. Sailing aboard one of my earlier Silver Cloud yachts we had previously visited Glacier Bay so on this occasion I chose to pass it by, heading instead for the scenic Sawyer Glacier in Tracy Arm. Later in the month we made stops in the historic ports of Sitka and Juneau."

With the great expanse of the Pacific ahead, Alex's decision on how to proceed were made in consultation. "Talking with my Captain I had decided to cross the Pacific Ocean using the great circle route from Juneau to landfall in Yokohama, Japan from where we could visit Tokyo. The route crosses the Aleutian Islands initially in a north westerly direction near, the fishing village of Dutch Harbor, and then again later, in a south westerly direction, near Adak. We stopped for fuel at Dutch Harbor (home of the Discovery Channel's Deadliest Catch crabbing fleet) where marina attendants took great pleasure in throwing little pieces of raw salmon onto our helideck. This elicited a raucous display from American Bald Eagles as they fought for food and they provided me with most incredible photographic opportunity I ever remember experiencing. I am particularly proud of the photographs I took that day from the helideck especially the apparently overhead shot of the eagle with the green hillside background. It was in fact a shot of a steeply banking eagle, photographed from the same spot." Unfortunately, not everyone witnessed the spectacle and like ourselves Alex's wife had to satisfy herself with admiring the wonderful images Alex captured. "Renate, having enjoyed being on board almost continually since we had departed Germany, thought the Juneau-Tokyo passage may be boring, so she opted to spend that time our summer home in the Adirondack Mountains of New York State, an equally appealing spot. When she saw the photographs I had taken of the eagles she realized her mistake and in hindsight regretted her decision." Renate's rejoicing of the

cruise however was well timed, as by chance Silver Cloud arrived in Yokohama in time to enjoy an outstanding fireworks display celebrating the harbor's 400th anniversary. Dreyfoos had chosen to spend six weeks circling southern Japan visiting as many well-known historic sites as he could.

Describing his time in Japan he said, "While it would have been possible to see most of what we did, as shore based tourists, it was so much nicer not having to do so. Sailing aboard Silver Cloud, we had the pleasure of not having to pack and unpack suitcases each day, of sleeping in our own beds every night and of eating Japanese food, enjoyable as it is, only when we wanted to. Heading south everyone on board enjoyed scuba diving at Zamami Shima and Okinawa, taking photographs above and below the water. "Underwater photography in Palau's extremely clear water with its abundance of fish life kept us excitedly diving every day for a whole week." Alex grins, warming to the telling of the tale of the voyage.

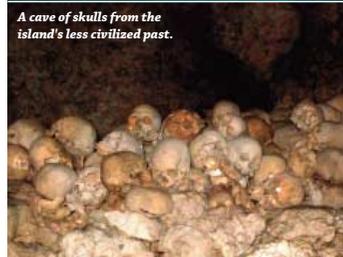
"When it was time to move on we did so stopping at Yap not far away. Here, while spending time anchored off a native village, we had the wonderful opportunity of having a really close up diving experience with a magnificent Manta Ray. If I had to name my favorite location during our entire odyssey, it would probably be those three weeks we spent along the northeast coast of Papa New Guinea. The friendliness and unique life style of the natives ashore and the aircraft and shipwreck diving below the surface were truly both memorable. Among my favorite experiences were the photographing of purple sea squirts, amplexidiscus fenestrafer and a variety of different colored and shaped nudibranch. Later I had an experience with an octopus that, every time it saw me, he moved to a new location. Each time he stopped he tried to hide from my lens by presenting a different color scheme. We played that game for 12 pictures before it crawled into a hole where I could no longer see it." Not all of PNG's underwater treasures were biological however. "Our Australian guide was married to a well connected native of Papa New Guinea. Through her, we learned, the location of a great many WWII aircraft that had made crash landings near the shore having run out of fuel. Locals had then rescued and hidden the aircrews until after the war had ended. The locations of these crashed planes have never been published, so the condition of them, despite having spent 60+ years underwater, is remarkable and made photography such a joy."



Volcanic activity in PNG



WWII aircraft litter PNG's seabed.



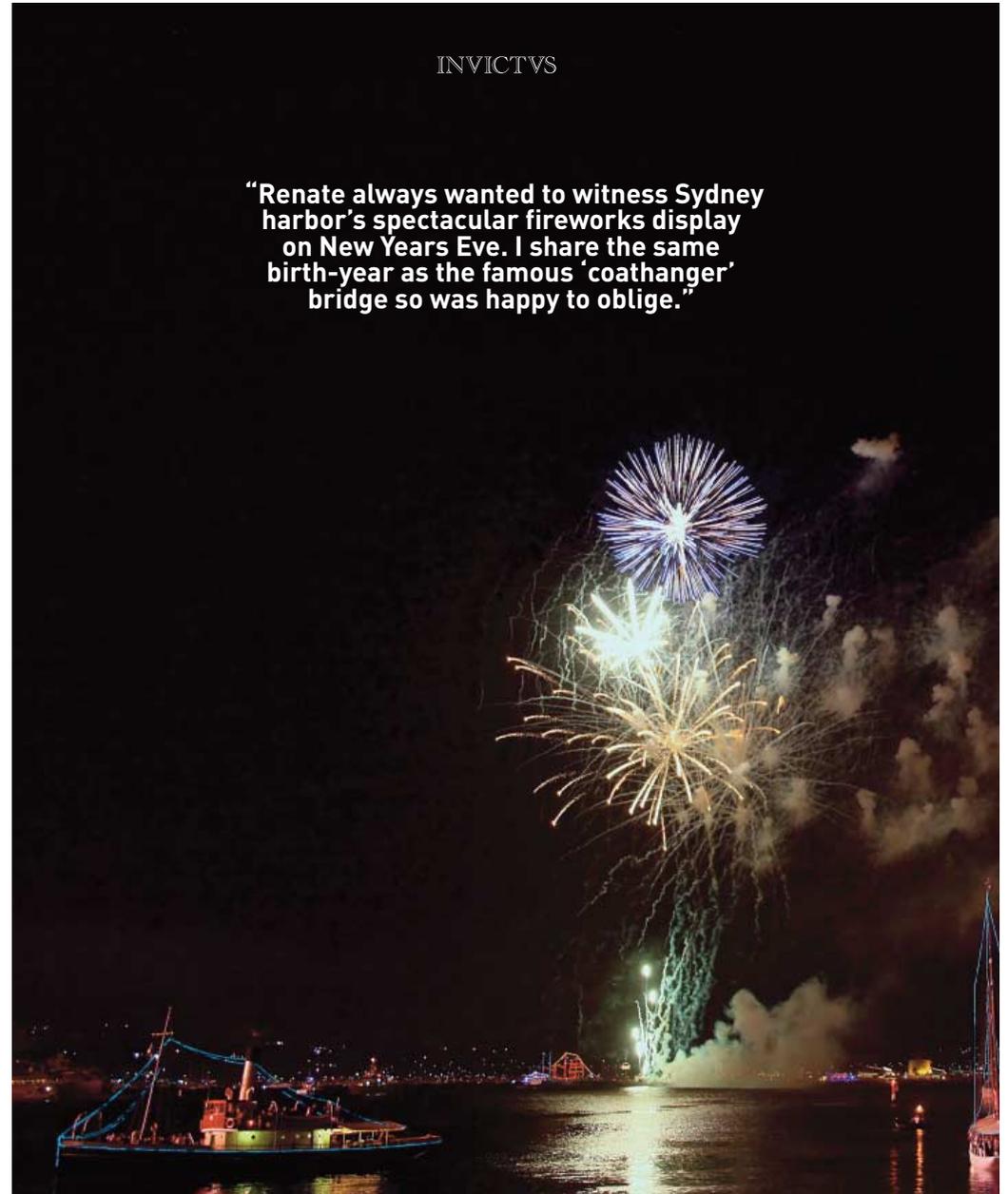
A cave of skulls from the island's less civilized past.



Bald eagles scrap for fish on the decks.

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"Renate always wanted to witness Sydney harbor's spectacular fireworks display on New Years Eve. I share the same birth-year as the famous 'coathanger' bridge so was happy to oblige."



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After diving on the Great Barrier Reef, cruising the Whitsunday Islands and celebrating in Sydney, Silver Cloud headed for New Zealand.

EXPLORING OCEANA...

In the fall of 2009 while cruising the vastness of Australasia, Silver Cloud spent a good part of November around Cairns in Queensland and then sailed down the Great Barrier Reef. Highlights there included diving on the famous wreck of SS Yongala, a ship that sank in 1911 with the loss of all on board. The underwater photography possibilities were almost endless and Silver Cloud's stop in the Whitsunday Islands proved to be truly memorable. It was here that Renate said, "I particularly loved the Koala Bears."

Alex wanted Renate to have an unforgettable birthday in December of that year, it being one of her rollover decades. He had discussed with her where she might like to be for the celebrations. He takes up the story, "She thought that Sydney sounded good and had always wanted to witness the harbor's spectacular fireworks display on New Years Eve. The famous 'coathanger' bridge has always had a special place in my heart given that it and I share the same birth year, so I was happy to oblige."

Alex continued, "We took a berth at the Marina by Dawes Point. It cost a small fortune to rent and was only available in month-long periods. I chose to take it from December 10th and used it as our base of operations while we toured the area. We got to see a great deal of the Sydney area taking in, of course, performances at the Opera House, extensive tours of the City's attractions, and tours of the nearby Outback. It was while on one of these hiking adventures that our guide found a poisonous Red-Bellied Black Snake for me to photograph."

The next six weeks were spent circling New Zealand. Starting in the south, Silver Cloud anchored for the day off Ulva Island. This national park in Southland is where animals have no natural predators, so you are able to experience birds walking on the ground right beside your feet, which is both so very unusual and fascinating. On the mainland, the yacht's complement enjoyed watching penguins, and acre upon acre of rolling green fields stocked with sheep, sheep, and yet more sheep."



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"For me," says Dreyfoos, "The most beautiful part of New Zealand was Milford Sound. We chartered a helicopter and had it land on our helideck, to pick us up and take us on a scenic tour of the area. The pictures I took on that trip are among my favorite images shot in New Zealand. On the west coast, is Marlborough Sound, another beautiful area. We made several daylong trips inland visiting and enjoying the produce of the wine country before heading to Wellington, the country's seat of government. The city plays host to many interesting sights and museums, and, in 2010, was the venue for the Rugby World Cup games. Touring New Zealand I could not help noticing that Maori natives benefit from many government initiatives. To my mind they seem to enjoy greater prestige than do American Indians in my own country." Sailing down to Kaikoura everyone enjoyed good whale watching opportunities. The

yacht's final major stop in New Zealand was Auckland. "It was interesting and reminded me of an old English style community. The World War II Memorial Museum there was, I thought, quite exceptional. Later when cruising inside the Bay of Plenty, we visited hot springs and met native tribes on their reservations all of which were hugely rewarding experiences."

CHANGE OF PLANS...

The plan was that after the yacht's stay in Sydney she would circle New Zealand in the opposite direction to the one she eventually took. Then Dreyfoos planned to head back to Australia's Tasmania, and Melbourne, continue west to Perth and then on to the Seychelles, Madagascar and Cape Town. From there, the planned passage to the Canary Islands would complete his circumnavigation of the world, earning him coveted cocktail party bragging rights. However with head-

line news reporting that pirates were routinely raiding ships in the Indian Ocean, Dreyfoos took advice from experts. After listening to their counsel, he reluctantly changed his plans. He had made it two-thirds of the way around the world, had been safe throughout that period, and was quite determined to keep it that way.

Instead, he set our course towards Fiji, Bora Bora and Tahiti, spending several days at each and enjoying the diving and resort atmospheres that the islands are so adept at creating. From there he set sail for the Galapagos Islands. That 3500+ nautical mile, 14-day passage from Tahiti to the Galapagos certainly stretched Silver Cloud's legs, and she handled her part of the passage with no problems. "Not so the passengers," confides Alex. "This length of this long ocean passage did create some restlessness among our guests; particularly because what satellite In-



The SWATH 'submarine' hulls that provide Silver Cloud with her remarkable sea-keeping ability are clearly visible in this photograph.



ternet coverage we found, was poor and frequently nonexistent." "I had been to the Galapagos Islands before but this was the first time we arrived with our own boat. The island wildlife entertains me every time I see it. Colorful Sally Lightfoot Crabs, ugly Marine Iguanas, Giant Tortoise and unique birds, such as the Blue Footed Boobies and red throated Frigate birds. All presented me with endless photo opportunities. When snorkeling with the Galapagos penguins, I was amazed by their bullet-like speed and agility underwater. It is in very sharp contrast to their awkward motion seen on land."

For their last destination before heading home, the Dreyfoos couple chose to call upon the Tropic Star Lodge, at Pinas Bay, in southwest Panama. It is known for its great marlin and sailfish fishing. From their accounts and the beautiful photographs Alex took, it clearly did not disappoint. "Before transiting the Panama Canal eastbound, we spent an interesting day in Panama City. It surprised me to see how much high-rise condominium and apartment building construction had occurred in the decade and a half since I was last there. "Our trip through the canal was uneventful, as was the trip back to Palm Beach. So ended my wonderful 19-month (almost) around-the-world voyage." A circumnavigation of the world at the equator is 21,600 nautical miles, Silver Cloud with her north and south excursions had travelled 48,000 nautical miles during these 19-months... "and you know what?" asks her proud owner. "I enjoyed every inch of it!"

SWATH: HOW IT WORKS

We asked the builders of Silver Cloud, Abeking & Rasmussen, to explain exactly how the SWATH concept works. In single, or perhaps more correctly put, conventionally built super yachts, the hull floats above the surface of the water. It is this, which makes the sailing across open water somewhat difficult especially during unpredictable and rough seas. SWATH yachts differ in that they are designed to have two hulls instead of the con-

ventional one. Technically, therefore SWATH craft are a type of catamaran and in this case the two hulls are built so as to rest under the surface, making it easier and perhaps even safer to sail across hostile waters.

The positioning of the two hulls under the surface is also sometimes referred to being 'submarine submerged' or 'semi submersible' as hulls behave in a similar fashion to that of a submarine moving under water. Each hull offers the maximum amount of balance or buoyancy and it is because of this that the SWATH is capable of greater speed in rougher waters. Another wonderful feature and perhaps the second most important advantage of a SWATH over the traditional super yacht is that it offers a bigger and wider deck area onto which a more voluminous accommodation block can be built this fact allows designers to create a completely new concept of space. The main deck is well above the waterline and the associated «float» over the waves, leaves the decks a free of green water and avoids the need for storm shutters on the huge windows over looking the foredeck.

The Canadian naval architect Fredrick G. Creed created the SWATH concept in 1938 and he obtained a patent on the idea in Great Britain during 1946. The idea never really caught on until the late 1960s and 70s. The so-called soft ride, offered by the SWATH is achieved using two especially designed semi-submersible hulls. These torpedo shaped hulls lie between 3' and 11' underwater. Those two hulls carry the lion's share of the displacement, about 80 percent of the ship's weight. Four struts, which set about five percent of displacement, pierce the water line. The sea therefore has only a very limited contact surface with the structure.

A&R proved that for ship whose lengths were between 82' and 165' (25 and 50m), the SWATH ship was able to achieve speeds of between 14 and 18-knots at sea when wave heights were between seven and eleven feet significant wave height. During her maiden voyage across the Atlantic, mid November 2008, Silver Cloud encountered wave heights up to 22'. She crossed the Atlantic at an average speed of 13.8-knots, which is almost the contractually agreed design and trial speed of 14-knots required in calm seas! A 164' (50m) mono hull yacht with comparable space could have made an average speed of nine to 10-knots across the Atlantic, but without the comfort of the reduced ship's movements.

The draft of a SWATH is about 3' (1m) deeper than the draft of a mono hull. The submerged lower hulls are a condition for the outstanding sea behavior at high seas, in coastal waters and during anchoring. In the harbor, the draft of the ship can be limited by discharging ballast water of the size of hull diameter; the struts are completely emerged then.

One of the main disadvantages of the concept is that two hulls make the yacht far more power and energy consuming than the single hull yachts. In order to reduce the amount of fuel used, the SWATH principle incorporates a Costa propulsion bulb, an innovation that guarantees that achievement. The bulb is a hydrodynamic body shape that is applied to rudders of ships as an extension of the axis of the propeller shaft. Its properties are to save power and propulsion, therefore fuel. The Costa propulsion bulb on Silver Cloud gives an advantage to the sailing speed, to the extent of navigating with an increase of 0.5 knots or an extra 400nm range over vessels without such a bulb.

THE OWNER ALEXANDER W DREYFOOS, JR. SAILOR, AVIATOR, PHOTOGRAPHER SCUBA DIVER AND PHILANTHROPIST

ABEKING & RASMUSSEN 134' SWATH



Alexander W Dreyfoos, Jr. (born 1932) is an American entrepreneur and philanthropist living in West Palm Beach, Florida. He graduated from the MIT Sloan School of Management in Cambridge, Massachusetts, in 1954 where he still remains a lifetime corporation trustee. After graduating Harvard Business School in 1958 he founded Photo Electronics Corporation, a company specializing in photography and video production photography, in 1963. He holds 10 U.S. patents in that field and invented the Professional Video Analyzing Computer

(PVAC), a machine used by color labs to make high-quality color photographic prints, which is marketed worldwide by others. In 1973, he bought the CBS-TV station in West Palm Beach and later used it to advocate for the arts. "It was the first time I turned away from an oscilloscope and soldering iron," he said with a chuckle. "Soon, I got curious: could you use a TV station to move a community to do something specific?" That 'something specific' started out simply enough, with Mr. Dreyfoos advocating and then founding not a bureaucracy, and give them the

freedom and encouragement to pursue their work without interference." When not sailing aboard Silver Cloud, Alex and Renate enjoy a summer home in New York State's Adirondack Mountains. He still holds an Air Transport Pilot rating and has accumulated over 5,000 hours, always flying as a single pilot, in several previously owned airplanes, the last of which were a Citation V Ultra and AStar 350 B3 helicopter. When he turned 74 in 2006, he decided to maintain his perfect safety record and gave up flying himself. In addition to his interest in yachting he is an avid photographer, fisherman and scuba diver.

SWATH: The Next Generation

Abeking & Rasmussen (A&R), together with British designers Raymond Langton Design, have come up with the next generation of SWATH. She is a 208' (63.4m) super yacht version that is still at the concept stage and looking for an owner. With a beam of 80' (24.5m), her designers describe her interior spaces as palatial. Despite the fact that there is no interior guest space inside the yacht's twin hulls, there remains plenty of space in the decks above. On the main deck, four large double cabins are lined up in the forward end of the yacht, each with a private forward facing balcony. There is a fifth double guest cabin just behind those forward cabins, which despite not having the luxury of a private balcony, still enjoy fantastic views through large windows. The main deck also offers a large gym, as well as an entrance lobby, large enough to be used as a second saloon. The remainder of the main deck consists of a central galley, and crew accommodation, which is fully separated from the guest areas. The bridge deck will feature the main saloon and dining area, which both open up to a large aft guest deck, which is connected to the helicopter landing area. The owner will have his own private deck, above the bridge. A forward facing cabin is complimented by his and hers bathrooms, and a private saloon aft. The sundeck on top features a Jacuzzi, as well as sunpads and a lounge area.

