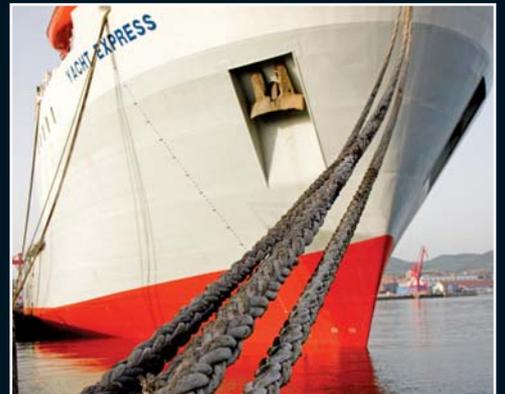


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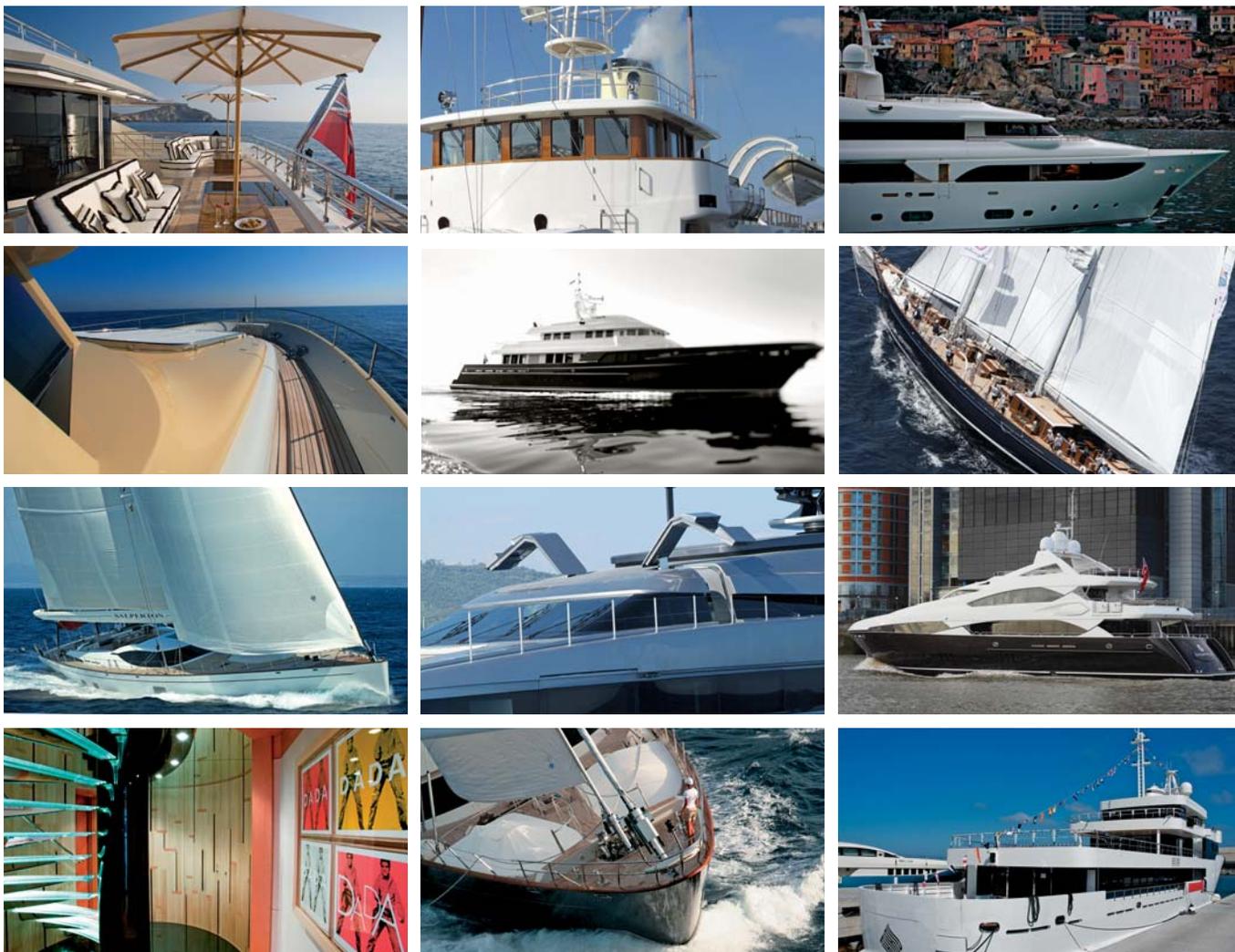
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Yacht

DELIVERIES



And the Winner is ...

Actually there are no winners and this is no award ceremony; rather it's a personal choice of 12 yachts over 30 metres we have visited of the 250 delivered in the last year. These yachts are in one or more ways significant and may be for many reasons; no two share a similar justification for inclusion: *Fanseas* for her modern retro styling; Snapper Sunseeker's first foray into superyacht territory; *Tribù*, first of a new generation of green yachts as well as an iconic style object; *Tamsen* for an Owner's unique cruising style that drove design; for each a reason. We really like this two-page format of presenting yachts and will increase such 'specials' in Fleet News through the year. To do this requires enhanced communication with and from yards, visiting the yacht and that the project's publicity is maximised by not being exclusive to any one publication. It was far from easy to restrict our choice to 12 but in the end space requirements dictated we must, next year that may change watch this space! Harder yet was not including the superbly refitted – nay rebuilt – *Ocean Glory*, Amico's restoration of a 1935 classic motor yacht built by Yarrow yards during the halcyon days of Clydeside shipbuilding and in the city of my birth Glasgow. Unfortunately, she was just a wee bit too short at under 30 metres; rules is rules, though; thus she and many other worthy yachts missed the boat.

Tork Buckley

LEARN MORE

for further details go to page 238

Alfa Nero

A Vision becomes Reality

OCEANCO'S *ALFA NERO* WAS STILL IN BUILD when I visited her 80-metre predecessor *Amevi* in Alblasterdam. At the time I recommended that *Amevi* should win a *ShowBoats Award* as Best Full Displacement Yacht Over 56 metres. Judging from the media interest in *Alfa Nero* at the last Monaco Yacht Show, it looks like OceAnco will reap another award or two in 2008. There is a distinct family resemblance between the two yachts as they both share exterior styling by Nuvolari & Lenard and interior design by Alberto Pinto, but *Alfa Nero* is two metres longer and has a number of innovative design features that even by OceAnco's high standards make her a very impressive yacht indeed.

The first of these is the huge aft deck with its 7- x 5-metre swimming pool, one of the largest to appear on a superyacht, which also sports a cascade effect over the transom – quite a crowd puller when moored aft-to Mediterranean style. But this is not just a glorified hot tub: with typical Dutch engineering flair, hydraulic rams elevate the pool floor to main deck level to provide a dance floor and helipad. The yacht is owned

by a Greek yachtman and shipping tycoon. "Each vessel begins as a vision in her owner's mind of what the ultimate yacht should be", says her owner. "OceAnco then turns these visions into a beautiful reality." In the case of *Alfa Nero*, it was quite a vision.

For the interior, designer Alberto Pinto has combined various hardwoods and metals, fine leather and fabrics to create a décor that defies any labels – classic contemporary with a touch of Art Deco would be the closest description. She accommodates up to 12 guests in five cabins and the master suite, which are served by 28 crew members.

With a range of 5,500 nautical miles, the yacht is equipped with a NACOS Integrated Navigation & Command System that combines radar-based steering and track control, as well as ECDIS functions and particularly high levels of fail-safe redundancy. All in all, *Alfa Nero* is a magnificent example of Dutch ship-building capability in general and OceAnco's in particular.

JR

Photos by OceAnco



Bystander



Waiting in the Wings

DURING FLIBS, THE 43-METRE RETRO CLASSIC YACHT *Bystander* – built by the French yard JFA in Concarneau (their largest yacht to date), was awarded Super Yacht of the Year during the International Superyacht Society Design Awards. She was built – as her namesake suggests – to stand by for the 1997 rebuilt J Class *Velsheda*. Today's *Bystander*'s style echoes a much earlier support vessel of the same name who stood by *Velsheda* in the 1930s when the J Class yacht was owned by WL Stephenson, the founder of Woolworths.

Today's *Bystander* was designed by Rhoades Young Design based on the look of a rugged 1930s' workboat – though you could be forgiven in mistaking her for a conversion of that era rather than a new build. Skim the surface and below her classic looks is a thoroughly modern engineering and naval architecture package by Vripack. All her styling blends into the '30s style; one defining feature to create this effect was that *Bystander*'s interior was distressed. This is more than likely the first yacht where the interior is built new then intentionally damaged to make it old – though no crude procedure as it was carried out by Oldenburger, the very craftsmen who built it. The detail of this extends to acid washed switch plates

and custom cast then distressed metal items. There are even carefully crafted 'worm holes' in panels and certain furnitures. Furthermore a funnel can be found on board; however, on *Bystander* the funnel is a storage area as well as a powerful design feature reinforcing her style. The funnel contains a smoke machine to produce the occasional puff of 'steam'.

In terms of modern-day technologies her electrical installation is particularly impressive and the detailing behind the switch panels is of a level normally associated with Dutch yards. Her lazarette also opens up to a swim platform formed by the main deck and bulwark via a complicated hydraulic sequence. Around half of the aft deck beam is an articulated hatch to the port side of which a stern anchor is deployed from the yacht. This first folds up like a ship's hydraulic hatch cover, then along at the aft bulwark and folds right down to form the swim platform.

As a work of passion (as well as 30 months) JFA, owner and designer have certainly succeeded in creating an authentic companion for an iconic classic.

RR

Photos by Tork Buckley, Bill Muncke and B. Stichelbaut/JFA