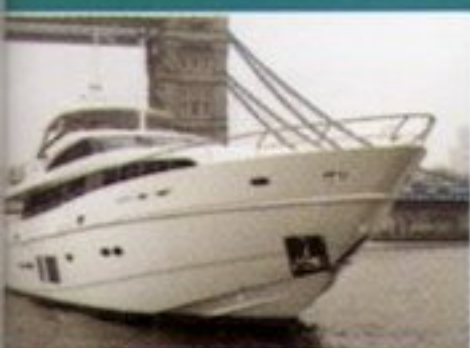


**PRINCESS 32M**

Does the yard's first
superyacht stack up?
Find out on page 76

**HACKER-CRAFT**

America's answer
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of craftsmanship

**MADE IN TAIWAN**

From rags to riches
– the family behind
Jade Yachts

BOAT

Voyages of discovery

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six unique adventures
- Extreme cruising:
are you covered?
- Advice from owners
and captains



CHARTER YACHTS THAT HAVE EVERYTHING
From driving ranges to amphibious cars





From left to right: inspecting the wildlife is always a highlight of a cruise; endless skies afire in the Seychelles; more wildlife on the appropriately named Bird Island; boating with the locals



Red Dragon (52m, Alloy Yachts/2007)

Choosing to head to a region that has hit the headlines in recent months as a centre of pirate attacks seems an unlikely start point for a successful voyage, but for *Red Dragon* – a Dubois-designed sloop built for efficient performance cruising – it was an easy decision to make. ‘I’ve done the Indian Ocean so many times, there wasn’t a huge amount of planning to do,’ says her captain, Ben Marshall. ‘The reason I like the Indian Ocean is because there are very few people down here, although piracy is an issue.’

For this reason, *Red Dragon* takes considerable care over planning the security aspects of its voyages, and will always travel through hotspots with armed specialists as well as running through precise security drills.

However, the rewards are considerable for those who are prepared to brave the dangerous waters en route to prime cruising grounds. After departing Palma de Mallorca on her latest voyage of discovery in November 2008, transmitting the Suez Canal and heading safely through the Gulf of Aden, *Red Dragon* made for a scheduled fuel stop in Sri Lanka only to be struck by lightning which fried the electronics, meaning the compass and sextant had to be brought out for the passage to Galle. The fun didn’t stop there – ‘We had a military escort on entering Galle in Sri Lanka as it was

during the civil war,’ Marshall explains. ‘Once we were inside the port they put nets around the yacht, and at night they set off depth charges every 20 minutes to deter Tamil divers.’

Once refuelled, but still without some systems, *Red Dragon* was hand-steered to Thailand where cruising could begin in earnest, taking in the southern Thai islands, Langkawi, Myanmar and the unspoilt Mergui archipelago before returning to Phuket to make ready for the passage to Mahe in the Seychelles. ‘The outer islands of the Seychelles, particularly the Amirantes archipelago, are very special,’ Marshall enthuses. ‘And as well as an abundance of fish to be caught, there is superb provisioning throughout the islands. Alastair Maiden from Seal Superyachts in particular is superb, and he can organise all your cruising requirements in the Seychelles.’

Of course, a yacht’s design is a key element to consider for any extended cruise. ‘*Red Dragon* was designed with increased fuel capacity,’ says Marshall, ‘and moreover it was decided not to carry petrol on board as it can be a real hassle finding petrol in some places. The tenders have diesel inboards and outboards so we can fuel up from the main tanks.’

Since her launch three years ago, *Red Dragon* has put a world-girdling 73,000 miles on her log – an incredible average of 83 miles per day.



Left: just one part of a yawn of white sand, with not a soul to be seen, on Bird Island in the Seychelles. Above: not all places are easy sailing – the going gets rough on passage through the Southern Red Sea against ‘a rather fresh headwind’.

Hot tips for hot spots



‘We’ve been through the Gulf of Aden six times,’ says Ben Marshall. ‘We have had a pirate mother ship stop 1.5 miles away and launch six attack skiffs at us. But if you have the response to offer they can see you are not being intimidated. You have to speak their language (guns) and

have people who know how to use them. But they must be pros, not gung-hos.’ It is for this reason that *Red Dragon* uses a company called Ironside Associates for its security needs, who supply ex-SBS servicemen for passage through hotspots. ‘The crew have had weapons

training,’ says Marshall, ‘but shooting a person is very different to shooting a target on a range in your own time. And as a captain I don’t see how you could send crew out with sonic devices etc – they’re absolutely useless against guys with guns and bullets!’



Left to right: Maldives turtle rescue; gaining sea miles; a Komodo dragon makes its presence felt; off to see the orangutans in Borneo; holding hands. Below: swimming with Rajan the elephant



It was the family's first taste of Asia. 'At a sail loft a group of Thai women flaked, rolled and carried our 400kg mainsail like a group of butterflies moving a stone'

Tenaz (40m, Pendennis/1996)

A year-long cruise through the Indian Ocean, via the Far East, and on to Australia proved that having a young family is no barrier to global adventure. For the owners of the Dubois-designed sloop *Tenaz*, it was a chance for their three daughters – aged 9, 10 and 12 – not to miss a year of school, but rather to enhance their education. 'We had a crew of six and a married couple to tutor our girls,' say the owners, 'and alongside the adventures, the girls went to school, with formal lessons in the morning covering the regular subjects of maths, English, languages and the sciences. In addition they did regional modules to learn about the area we were exploring – the culture, languages, geography and history. Often a dive or a visit ashore would be thrown in, adding so much to the rich learning they were getting throughout the year.' There was also a further module for the girls: IMO Competent Crew, with sea time, of course. In this they had a special role model in Amy, the lady captain of *Tenaz*.

Halfway through their voyage, they were in the Maldives, and from here *Tenaz* set sail for Thailand, the family's first taste of Asia. 'We were delighted by the friendliness and energy of the local people,' they say. 'At a sail loft a group of Thai women flaked, rolled and carried our 400kg mainsail like a

group of butterflies moving a stone.'

From the Andamans, they returned to the Asian coastline before heading south for the Straits of Malacca – for centuries feared for its pirates – which now provides a demanding revision course in night pilotage thanks to the heavy traffic of everything from small fishing boats to aircraft carriers.

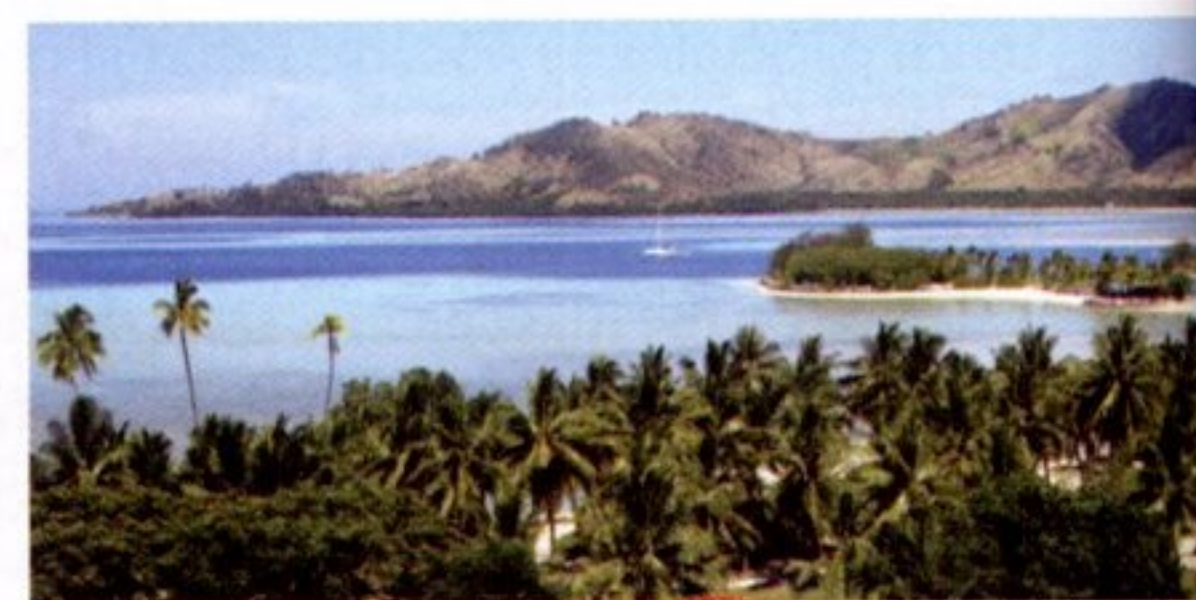
Singapore was the crew's last contact with city life for four months; shortly afterwards *Tenaz* reached latitude 0. From this point on the plan was to get as far from modern life as possible. On Borneo there was a wonderful opportunity to get close to orangutans, and a reliable tender made many adventures possible such as a lengthy trip up the Amut River to stay overnight at a Dyak village where they received an enthusiastic welcome that gradually turned into an all-night party.

The longest non-stop passage was from Sorong to the Solomon Islands which took 12 days and enabled everyone on board, including the girls, to stand watches. After visiting Vanuatu, four more days of brisk sailing brought the *Tenaz* to Brisbane, where she glided up the river at dawn, completing a deeply satisfying voyage of discovery that lasted a full year.

Tenaz was joint winner of the inaugural Voyagers Award in 2010; look out for a full feature on their inspirational cruise in Ocean Traveller soon.



Call for nominations: World Superyacht Awards 2011 Voyagers Award



Nominations for the 2011 Voyagers Award, in recognition of owners who have made extensive use of their yachts in long distance voyaging and exploration over the past few years, are open until 28 February. If you have undertaken an inspirational cruise, enter by heading to:

WEB: www.worldsuperyachtawards.com

CONTACT: Roger Lean-Vercoe,
chairman of the judges.

tel: +44 1752 881 435

email: roger.lean-vercoe@boatinternationalmedia.com

MARKET ROUND-UP



Konkordia

superyacht has full walk-around side decks and accommodates eight guests in four cabins. The asking price for *Dauntless* was \$2.749 million.

Bob Cury at **RJC Yachts** saw his central listing, Westport's 34m motor yacht *White Star*, sold in an in-house deal. Her custom Robin Rose interior features several upgrades including cherry joinery, onyx stonework and newly designed improvements to her layout. Sleeping eight guests in four cabins, *White Star* was asking \$8.895 million. Cury also acted for the buyer in the sale of the 31.4m Westbay Sonship *Little Paradise*, a central listing by Yachtzoo. Built in 1999, this superyacht's American cherrywood interior sleeps 10 guests in a master, three doubles and one twin. Two DDC/MTU 1,350hp engines have low hours on them and she was offered for sale by her original owner asking \$3.225 million.

A welcome addition to the **Moran Yacht & Ship** sales fleet is the 45m Feadship *Madsummer* (ex-TM). Based on the F45 Vantage platform, this proven concept was designed by De Voogt Naval Architects and Sinot Yacht Design. *Madsummer*

features accommodation for 12 guests in six cabins and is listed at €27 million.

Good news arrives from Antoine Larricq at **Fraser Yachts** as he represented both buyer and seller in the sale of the 38.83m expedition motor yacht *Sudami*, a central listing with Yachting Experts in Florida. *Sudami* was built by Brazil's Inace yard in 2007 and, ABS classed and MCA compliant, her interior design is by Michael Kirschstein. This superyacht accommodates up to 12 guests in a master, two doubles and two twins along with two Pullman berths and has a 4,000 nautical mile range at her cruising speed of 10 knots. *Sudami* was asking \$7.995 million. Just a year ago we reported that the 51.6m sailing yacht *Kokomo* had been sold, with Antoine Larricq representing the buyer and now, renamed *Konkordia*, she's back on the market with Antoine as the central agent for sale. Built by the respected Alloy Yachts yard in New Zealand in 2006, to Lloyd's class and MCA compliant, the all-aluminium superyacht accommodates 10 guests in a master, two doubles and two twins and is back on the market asking €27.5 million.



Madsummer

Mario Liquori at **Charter & Charter** in Monaco reports that, although she wasn't officially for sale, the 53.9m motor yacht *Leo Fun* was sold last month and, renamed *Sirius*, is now based in Sochi in the Russian Federation. Delivered by Turkey's Proteksan-Turquoise yard in May 2009, she's a stylish and highly detailed expedition yacht built to ABS class and MCA compliant, offering a cruising range of 5,000 nautical miles at 15 knots. Her interior layout, designed by Jean Guy Verges, has accommodation for 12 guests in six suites and she features a wide range of amenities, including a spa pool, sun bathing areas and an alfresco dining area for 14 with barbecue and bar.

Neil Cheston has been appointed as **YCO's** new director of sales and charter. He brings not only his expertise in this field, but also the advantage of his experience as a former president of MYBA and his current position as chairman of the MYBA sales committee. At YCO, he will be working to raise the profile of the brokerage division and will divide his time between the Monaco and London offices.

James Auld at **Edmiston & Company** in Monaco has taken over the central listing for the 45.65m motor yacht *Beluga* and there's also been a reduction in her price. *Beluga* was built by Japan's Ishikawajima-Harima yard in 1968, with refits in 1980 and 2006. ABS classed, she has a sumptuous Jon Bannenberg interior for 10 guests in a master suite, two double and two twin suites. Twin GM engines give this superyacht a range of 5,000 nautical miles at 10 knots and her price has been reduced from €3.95 million to €3.45 million. Meanwhile, Jessie Tsiftsi in Athens reports a major new entrant to the brokerage market as she signs the 72.48m motor yacht *RM Elegant* for sale. The aptly named yacht was built by Greece's Lamda Shipyard in 2005 to a design styled by Lally Poulas. Built according to SOLAS regulations, this superyacht accommodates 30 guests in a master suite, VIP and 13 double suites and boasts an impressive guest:crew ratio of 1:1. Twin 2,260hp Caterpillar engines power *RM Elegant* to a cruising



RM Elegant

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