

INVICTVS

STUDY



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SUNSEEKER 155: **MY BLUSH**

BY: MICHAEL AND FRANCIS HOWORTH
PHOTOGRAPHY: COURTESY OF SUNSEEKER
FRANCES HOWORTH - JOE MCCARTHY

FAST EDDIE'S WINNING FORMULA

Eddie Jordan, the former Formula 1 motor racing team owner, entrepreneur, TV personality and erstwhile musician, is a long term admirer of Sunseeker. In recent years each new significant flag-ship launch by the British brand has been commission by Jordan and their latest, the 155' MY Blush, is his eighth acquisition from the yard. INVICTUS was afforded a personal tour by the charismatic and knowledgeable Jordan of his new pride and joy.

- 921 -

SUNSEEKER 155: MY BLUSH

→ SPECIFICATIONS

LOA: 155' 0" (47.25M)

LWL: 135' 0" (41.18M)

BEAM: 30' 8" (9.38M)

DRAFT: 8' 7" (2.65M)

DISPLACEMENT: 650,365LB (295,000KG)

CLASSIFICATION: RINA COMMERCIAL

COMPLIANCE: MCA LY3

CONSTRUCTION: GRP

ENGINES: 2X MTU 12V 4000 M73L

OUTPUT: 2 X 2,897HP

PROPELLERS: TWIN FIXED PITCH

DRIVE TRAIN: OPEN GEISLINGER COUPLING

STABILIZATION SYSTEMS: QUANTUM QC 1800

GEAR BOX: ZF

MAX SPEED: 20-KNOTS

RANGE @ 10-KNOTS: 4,000NM

FUEL CAPACITY: 15,850 US GAL (60,000L)

OPTIONAL FUEL CAPACITY: 1,361 US GAL (5,150L)

FRESH WATER: 3,636 US GAL (13,765L)

BLACK WATER: 528 US GAL (2,000L)

GREY WATER: 1,321 US GAL (5,000L)

GENERATORS (MAIN): 2 X MTU 155KW

BOW/STERN THRUSTERS: SLEIPNER

NAVIGATION ELECTRONICS: FURUNO

DEPTH SOUNDER: FURUNO FE700 ECHO SOUNDER

RADIOS : SAILOR 6222 VHF DSC

COMMUNICATIONS: INMARSAT C

AV SYSTEM: SAT TV AUDIO SYSTEM ALL AREAS

GUEST ACCOMM: 10 IN 5 STATEROOMS

CREW ACCOMM: 11 CREW IN 6 CABINS

MAX PAX: 21

PAINT SYSTEM: AWLGRIIP

TENDERS: 21' (6.5M) TENDER, MOB RIB, 2X PWCS

BUILDER: SUNSEEKER

COUNTRY OF BUILD: GREAT BRITAIN

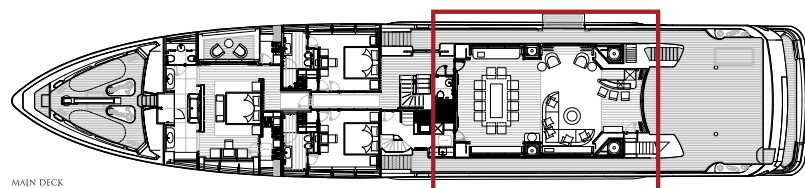
EXTERIOR DESIGN: SUNSEEKER

NAVAL ARCHITECTURE: SUNSEEKER

INTERIOR DESIGN: SALLYANNE HOLMES OF HOLMES INTERIORS

OWNER'S PROJECT MANAGER: STEFAN WHITMARSH OF AMC

YEAR OF BUILD: 2014



MAIN DECK



Modest by world superyacht standards, but nevertheless the largest ever launched by Sunseeker, the 155' Blush was christened by her owner just days before he took delivery and set off for the summer cruising season. Formula 1's Eddie Jordan was joined by Sunseeker International's Group President,

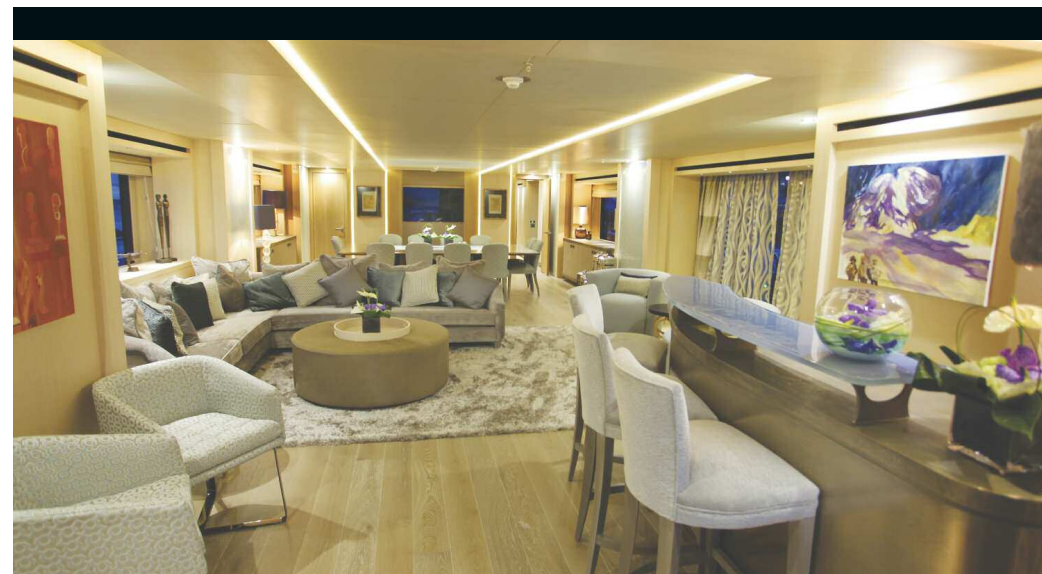
Robert Braithwaite on the dock in Poole, England where he cracked the bottle on this his newest and latest yacht.

Commissioned by the Jordan Family Trust, the first 155 Yacht has been the subject of endless British tabloid newspaper stories explaining how many tennis courts she is long and how many double decker buses could be placed end to end on her main deck. Few however have marveled that this is a British yacht, designed in Britain, built in Britain, registered in Britain and crewed by a

Designer interiors and modular construction methods allow for infinite customization of the 155.

mostly British crew. For Great Britain, known mostly only for world class yacht designers and the well-trained crews it turns out, this wholly home grown product represents an achievement at an altogether higher level.

As a former Formula 1 Team owner and now a TV commentator on the sport, Jordan is no stranger to the brand and this is his 8th boat to bear the shipyard's logo. He is a fan of lightweight well built units that are strong and able to take the brunt of incredible stresses and strains. In this aspect the motorcar built





**"I AM SOMETHING
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LIKE THE NEW DYENA
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WE HAVE FITTED..."**
OWNER, EDDIE JORDAN

for the Formula 1 racetrack is little different to the superyacht. He says, "I like 'em lightweight because that keeps them more efficient to run, more economical when it comes to filling the tank and globally a composite boat is to my mind infinitely more environmentally friendly over one built of steel and aluminum." In truth, Jordan's acute engineering knowledge, experience at the very cutting edge of performance design and familiarity with complex blueprints, means he has a far deeper insight than this modest statement reveals. Rumor has it he can make a calculated evaluation of a project with just a cursory glance at the intricate engineering drawings of a new yacht, so rarely visits the yard during the build process. Such is the level of trust he has built with Sunseeker over the years, and enjoying a pleasant surprise, it is said that generally the first time he sees the yacht they have designed and built for him is when she is delivered. On this occasion the British production yacht builder has taken the concept of series building with personal customization one step further, through a modular composite build methodology. The concept enables future owners to have direct input not only into the interior design and layout, but the actual superstructure of the yacht too. Around 300 pieces of structure are first created using a direct tooling method in Australia by MouldCAM and are then shipped to the UK for assembly. Some 64 of these pieces make up the yacht's hull. Initially this may appear a bizarre concept, but behind it lays the ethos of total flexibility. The idea is owners can use the building blocks in different ways, thus ensuring no two yachts need ever be the same.

Stefan Whitmarsh, Managing Director of Alpha Maritime Consultancy Ltd, oversaw the construction and build process as Project Manager for the owner. He told us, "In today's marine environment it makes commercial sense to have multi-usage tooling such as this. The yard have really designed and built a first class product that is fitting for any large yacht operation, from private to charter and global operations. It allows the yard to match the clients wishes from concept to delivery and allows a level of bespoke and individuality that will become the future of semi-custom yachts." Sunseeker is proud of its British heritage even if foreign interests now own it. The brand is a boating icon, aided by its association with the Bond movie franchise, and it is clearly this that motivated a Chinese acquisition of the company in 2013. The new owners are now investing heavily in the business. The company now offers a range of boats that start at 40' and progresses upwards in differing lines, marketed as Yachts, Sports Yachts, Predators, Manhattans, San Remos and Portofinos. The marketing thinking behind such a strategy is 'there is a boat for all geographical area uses, pockets and tastes.' There's certainly the opportunity for an owner to enjoy brand loyalty and grow through their product offering. Many of these models of late have been spawned by Jordan's interest in the company and financial backing he has provided by being the first to buy into each new flagship concept. His first yacht was a Mohawk, which he bought as a ski boat. That early 29' was sold to make way for a series of boats that began with a 40' and



Given Blush's busy charter commitments, a well-equipped galley was an essential consideration in the build.

SUNSEEKER 155: MY BLUSH





INVICTVS

INSIDE TRACK... **EDDIE JORDAN** *THE OWNER OF BLUSH*

SUNSEEKER 155: **MY BLUSH**

Why have always been such a great supporter and promoter of Sunseeker?

I have always liked building racing cars and boats and I have never missed out on a launch event yet. This is my 8th Sunseeker and I really believe this is the first of an exciting and successful line for Sunseeker. They are bigger and bigger all the time, even if the first of the line is always for me, but I do not buy them for any other reason than I like them. I like what the company does, how they work and how they treat customers like me. Given the state the world has been over the past few years I did not believe she would happen, but here we all again and I have a feeling this won't be the last time I say that.

Your boats have always been popular on the charter market, why do you think that is?

Owners of boats need to make them available to the market when people want to charter, not just on those occasions when she is not required for owner use. I am busy with my Formula 1 work during the busiest times of the year for a charter yacht, so I get to make a lot of money from the boat when I am not using it. It works well for me and allows me to enjoy my boat all the more for it. The crew enjoy it too and I like to look after my crew.

What is it that appeals to you about boats like Blush?

I like lightweight things and invest in them because I believe they work. I have been involved in the motor car racing business for so long now that I know what is good and what works when it comes to lightweight engineering. This boat is 100 tons lighter than her competition. Ask yourself, if you were a racing car driver which would impress you the most, this or the competition?

Is there anything on this yacht that is to your mind especially remarkable?

I am somewhat of a technical guru and I have a wealth of knowledge garnered from F1 racing, so I quite like the new Dyena motion recorder we have fitted. I believe recording speed, roll, pitch and G forces gives the crew visibility of the sea and ensures that safety and comfort are always paramount. Also the Vessel Monitoring System (VMS) does just that, it is a true 'fit and forget' device. The unit will store up to 10-years of data, providing us with a detailed record of any structural events, as well as an indelible log of the vessel's use and operating characteristics.

It's an impressive piece of kit, the UK Royal Navy, US Navy, US Department of Homeland Security and Royal National Lifeboat Institute (RNLI) use similar VMS devices. Sampling at 2,400 times per second, it continuously monitors the shock and vibrations received by the vessel structure and stores the data to the on board solid state memory, alongside position, speed, heading and time. This data can be examined at anytime by Alpha Marine Consultancy (AMC), who manage Blush during her operations. They can hone in on the details surrounding any incidents, or simply to provide me with a record of operations.

Given you are so busy, do you ever get to enjoy your boats?

I have just spent 15-months sailing around the world in Lush my Oyster 885. It's the most perfect of sailing yachts and I loved the trip. Panama, the San Blas Islands, the Galapagos were all great favourites. Of course there were places that I thought were horrid and I will not be going back to them, but you can't expect me to tell you, a well-travelled journalist, which places those might be!



What was the weather like on your round the world sojourn?

We were so lucky with the weather on our trip and were never caught out in a nasty blow. It pays to get expert weather routing advice, which of course we did, but I must be a lucky guy as I just fall nicely into things. We were in Capetown for example when the Monaco Royals arrived for a visit. I invited them on board and they came out sailing with us.

How do you describe your involvement with Sunseeker?

I am a visionary not a historian, so I am staggered to learn that there have been 29 hulls from the same mould that was used for The Snapper. But that fact alone does prove what a good visionary I truly am. That first ever Sunseeker 37 was a wonderful boat to me and continues to be so for my friend Chris Evans. In all the miles she has done since she was launched she has never given either of us any problems at all. Quite remarkable.

If you could only take one thing with you when you went to sea in your yacht, what would it be?

I would take my mask and snorkel set. What is underwater is every bit as fascinating as what is on the surface. I could not believe the beauty and the number of the fish in the Galapagos Islands. The wildlife you see underwater is equally fascinating to what you see on land. Watching penguins for example is hilariously funny, yet quite remarkable when you look at their shape on land and think of the speeds they can achieve as they chase fish underwater.



INSIDE DESIGN... **SALLYANNE HOLMES** *THE INTERIOR DESIGNER*

SUNSEEKER 155: **MY BLUSH**

How long have you been involved in interior design?

I have worldwide experience spanning over 30-years in the industry. I have worked repeatedly with high profile celebrities, from rock stars to international models and sport stars, designing awe inspiring interiors across a diverse range of projects. These include prestigious London-based properties, holiday villas from Monaco to South Africa, boutique hotels... and more recently Blush for Eddie Jordan, the largest Sunseeker yacht commissioned to date.

How do you like to work with clients?

Effortlessly! I like to work to each client's needs and requirements down to the smallest detail, producing an interior finish not only of the highest quality but also one that reflects an exact understanding of the space. We achieve a harmonious and balanced design, both practical and sensational in finish.

What is your ethos behind your success as a designer?

I simply treat every project with care and consideration whilst trying to fully understanding the client's needs and lifestyle. From that we aim to produce the perfect individually tailored design scheme. I take pride that I have consistently produced results for clients that have continued to surpass their expectations.

Eddie Jordan is a hugely experienced yachtsman, did he have any input into the interior design?

Eddie was very clear about where he wanted the exterior and interior dining tables and the functionality of the decks: the upper deck needing a more relaxed vibe and the sky deck being a fun area. He was also keen to introduce finishes that he hadn't seen before. He wanted the beach club to be a fun area but versatile too, so a great deal of care had to go into choosing furniture—the crocodile chenille armchairs that convert into sun loungers are a big success.

What are your own personal highlights of the interior design?

I love the master cabin, it feels calm yet has lots of interesting elements and the upper deck saloon is a great place to relax. The whole yacht has an aura of calm that everyone comments on, great for unwinding which is surely the reason to be on a yacht? The interior has simple and clean lines, yet is elegant but not "stiff." I have always erred on the more masculine side of design, but Blush does have a softness about it with all the gorgeous fabric textures. I guess you don't feel you have to wear your tiara on this yacht... but you can!

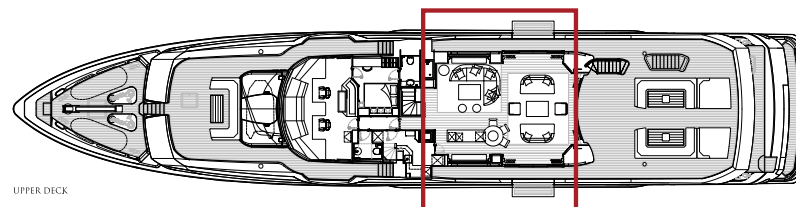
Did the size of this yacht present you with any interior design problems?

No, I'm used to doing boutique hotels and I

think this is like a small floating boutique hotel. The key is to keep it simple and make all the elements flow—but have an overall image in your mind of how you want the vibe to be. The yacht is about fun and relaxation it transports you to another world away from the stresses and strains of our modern life and back to a stylish era filled with modern comforts and technology.

Did you specifically seek out any special adornment for the interior?

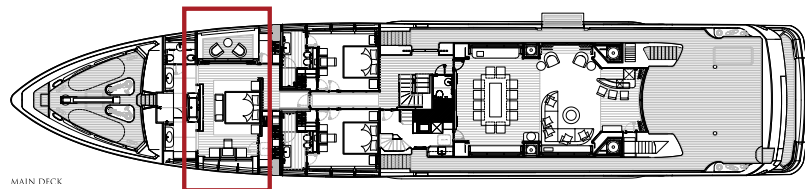
I wanted to add a shimmering effect, so commissioned my glass designer to produce pearlescent glass panels in soft blues that evoke the hull, the shimmering sea and Art Deco lusterware. I also chose wallpaper for key areas, these have shimmering crystals or metallic patterns, gold leaf in the master cabin and many come from the fabulous Elitis range. I thought the master cabin's terrace was a bit dull with its teak deck and white GRP, so I had a fabulous soft gold wrap fixed to the walls with brown crocodile wrap on the fully opening window frame. We then put extra thick plush rugs on the floor with some great swivel armchairs, creating a stunning private terrace for relaxing on.



UPPER DECK

progressed to today's 155'. He was the first to buy into the 121' Sunseeker 37, considered by the company to be their first real superyacht. That yacht saw the end of the dynasty of boats owned by Jordan to be called The Snapper. When Jordan sold it to the BBC radio disc jockey Chris Evans, it was Evans who insisted on keeping both the name The Snapper along with Eddie's long-time French captain, Patrick Miremont. Forced to find a new Captain and an alternative name he chose Blush, which links rather nicely with Lush, the name of his 88' Oyster sailing yacht that he recently sailed around the world in. It is the contemporary interior and exterior design which makes Blush stand out from the crowd. Hull #1 has a completely painted exterior and features an ice blue hull. Blush boasts sleeping accommodation for up to ten guests across two decks, with the three largest cabins on the main deck and two more on the lower deck. Forward on that deck five more utilitarian crew quarters can accommodate up to ten, while the captain benefits from a separate cabin.

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BLUSH DOES HAVE A
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DESIGNER,
SALLYANNE HOLMES



MAIN DECK

Three cabins occupy the main deck, including the master with its indoor/outdoor balcony.

Blush's interior, by Sallyanne Holmes of Holmes Interiors, features an exclusive design palette that highlights grey, blue, green to create an overall ambience of 'chic aqua'. Eddie Jordan, her long standing client, chose her as the interior designer after she produced mood boards back in 2012. She explained to us, "I felt that the vibe should be glamorous, elegant, with a joie de vivre paying slight homage to the fabulous Art Deco period. This inspired me to use recessed lighting, curved lines, shimmering glass, metallic finishes and sumptuous contemporary fabrics."

Holmes worked with Stuart Jones at Sunseeker to develop the interiors. She wanted to introduce some new finishes for the 155 that were not the standard specifications, feeling it important to move away from using too much wood and wanting to keep the overall light, airy and glamorous atmosphere. Holmes selected Visage Glass to produce some stunning side-lit glass panels for the main salon, upper deck salon and staircase. The textures she created are simple, but the colors developed are pearlescent and reminiscent of Deco lusterware. Shades are used to delineate spaces; the main saloon features sky blue, the upper deck a stronger sea blue and the stairs are calmer, finished in an ivory pearlescent tone. When the light hits the panels they sparkle and are stunning. Having introduced metallic finishes from Anka Metals, Holmes has

TIME WITH... **STEFAN WHITMARSH** THE PROJECT MANAGER

SUNSEEKER 155: **MY BLUSH**

How did you begin working for Eddie Jordan?

I first met Mr Jordan on a pontoon in Spain when we delivered one of his earlier Sunseekers. Working with Mr J is actually very easy. He is a man that knows what he wants, knows how to get it and knows how much he is willing to pay for it. Simple really. The rest is, as he says, up to us! I might say that we have faced some challenges over the years, however we have always delivered on time and on budget. We are very lucky to work with Mr J as he expects straight talking and is willing to have the facts presented in the same manner in return. We are looking forward to his next project, as long as we get a short break first!

This is not the first time you have worked on a Sunseeker build for Eddie Jordan is it?

No, in years gone by I worked for Sunseeker as a member of their in-house supervisory team. I was the project manager of the first ever Sunseeker 37 which in turn became The Snapper and was Mr J's 7th Sunseeker

When were you chosen to be the Project Manager for the build of Blush?

Mr Jordan and I have been in contact for many years, ever since I left Sunseeker and created Alpha Marine Consultancy (AMC). We began acting as his project manager almost at the conceptual stages. Our role on this project was formatted around quality, cost and delivery and in ensuring the project has never a risk to the owner.

Describe Blush to us.

Blush is a fantastic yacht. She has lovely lines with a modern interior and a solid engineering infrastructure. The most

impressive fact is that she is built entirely from composite materials, giving a stiff, light structure and with a fully painted exterior in Awlgrip to the eye, most observers would presume that she is built in either alloy or steel.

Did Sunseeker present any challenges during the build?

Having worked for Sunseeker in the past I know the yard very well and they embraced the concept with professionalism and passion right from the very start. The design process was extensive and moving into production the project flowed well. Testament to this is she was delivered on time and passed all trials without any major faults or concerns. I feel that as yacht builders they are well placed to make larger yachts using their experience gained from the 40 Meter sector.

Is Blush the most technically advanced yacht you have been involved with?

She is advanced and because of that we had to ensure that she was future-proofed from the outset. There is a fine line between systems for systems sake against good, well-engineered and industry standards that we know work and can be maintained in the field. Planned maintenance is vital on

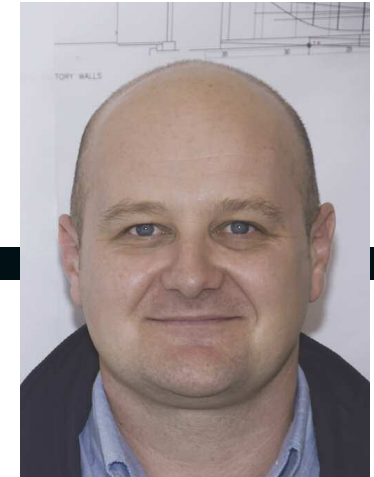
any vessel, but if systems are too complicated they won't get the attention they deserve unless a specialist attends the yacht, which is not practical on-board a busy charter vessel.

What other projects are you involved in?

Currently we are working with other yards and owners on some very exciting projects that will benefit the UK's yacht building sector. We also have a deep passion to promote UK design, manufacture and the British marine industry. We are currently working on an alternative power solution for smaller craft, one that we feel will be the future and provide the ultimate in 'green solutions'.

Is the Green or Eco-Friendly yacht fact or fiction?

I believe as professional builders, no matter if we work for the owner or the yard, we must ensure green and environmentally friendly solutions are financially viable too. Unfortunately far too many of the costs of yachting just get added onto the owner's bill, whereas it is my belief that we all have a duty to make the entire process more streamlined and more cost effective for our clients.





SUNSEEKER 155: MY BLUSH



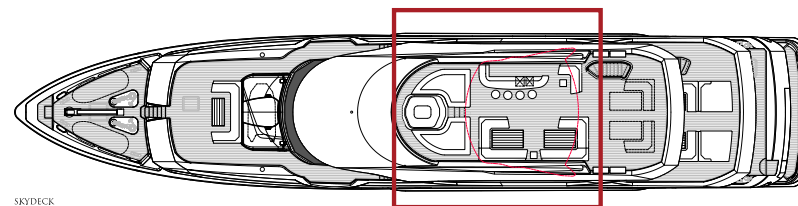
INVICTVS



THE SUNDECK AND AFT BEACH CLUB ARE TWO IMPORTANT ELEMENTS FOR THE OWNER WHO ENJOYS BOTH ENTERTAINING AND A MORNING SWIM AT ANCHOR...

used white gold texture in the cabins mixed with luster leather from Whistler Leather, a refreshing change from the normal wood finish. The formal dining area, with its side patio doors and retractable balconies, offers an uninterrupted view of the sea whilst dining. Service comes from a fully equipped commercial galley located on the lower deck, between the crew accommodation and guest suites. Holmes believes that the dining table in the main saloon needed to be an important piece and therefore decided to have a table made in a Bronze metallic finish from Anka. The result is a conversation piece that is both glamorous, and practical in that the finishes are water resistant and very durable. In the center she

commissioned Visage to produce another custom made glass panel in a different texture but using the pearlescent finish. The bar and sideboards in the main saloon have a white gold textured finish, giving contrast and practicality to the areas. Inset into the taupe washed oak flooring of both salons are sumptuously sensuous Stepevi rugs. Elsewhere Sylka carpets were chosen for their sheen and practicality. The main deck and upper deck saloons have freestanding furniture that can be moved around if so desired, so if the occasion calls for it dining can be enjoyed on the upper deck. The main deck salon features drop down side balconies that can be deployed once the yacht is at anchor. When unfolded the



SKYDECK



SUNSEEKER 155: MY BLUSH

amount of space available for relaxing is quite incredible and matches that of a 200+ yacht. Simple window treatments on the main deck employ an ivory with a bronze metallic finish while those on the upper deck have shimmering shagreen curtains across doors that lead out to and overlook the deck.

Holmes also wanted to invest in Young British Artists for the Jordan's and carefully selected pieces from rising stars of the British Art Scene, amongst them 24-year-old Elysia Byrd (see sidebar). Despite the skeptics who incredulously asked, "wallpaper on a yacht?" Holmes introduced some amazing wall coverings to add some glamour and movement. The sparkling paper in the lobby brightens the area and dayheads have become features with their treated wallpaper, metallic finished vanity units and crystal glass basins. Holmes also called on her specialist decorator, Simon Hickman, to hand paint some of the cabinetry in the main lobby. Using a stucco-like plaster that he painted metallic, Hickman transformed them from rather boring storage units into feature walls.

While the spacious and stylish private accommodation is clearly one of the most appealing features of Sunseeker's flagship yacht, it is the expanse of entertainment space that makes her truly stand out. The upper deck alone features a huge sky lounge, which can be dedicated to private entertainment.

The flagship of the Sunseeker fleet, four decks proudly designed and built in England and representing 'the Best of British'.

The master stateroom has a soft gold leaf lobby and has windy bronze finished bedside chests with inset luster leather panels. The terrace is an outside balcony that can be transformed into a quiet inside area for relaxation with plush rugs, comfy curved swivel chairs and a wrap of soft shimmering gold on the walls. Old blue velvet paneled headboard, houndstooth ottoman and lustrous Majilite add to the glamour. The ensuite has beautiful Artelinea vanities in soft blue, Puravida taps were chosen for the simple contemporary curved lines, and flanking the curved freestanding bath are panels of crushed crystal Lumicor. Two VIP cabins are located on the main deck and both feature sole to ceiling glass windows, creating a dramatic feeling of light and space, as well as spectacular views. The windows were the compromised reached when it was decided to abandon plans to install drop down balconies. Below decks each of the two guest cabins possesses its own personality, yet the colors flow seamlessly and these elements seem to link them. Sallyanne features tall paneled headboards to give the feeling of height and bed linen has been specially designed for each cabin, pulling out details unique to that particular cabin.

EXTERIOR

While the exterior styling is by Sunseeker, the design and feel of the exterior spaces is again down to Sallyanne Holmes. Here again she has continued the vibe with an outside inside seating unit on the main deck. The banquette seating around the two generous dining tables on the upper deck is upholstered in taupe with trademark Sunseeker sun pads nestling behind. On the sun deck the Jacuzzi is surrounded by sunpads and the silver bar has another custom made glass panel for the bar top. Jordan, like so many owners before him, are however switching their emphasis much lower down, closer to the water and he admits the Beach Club is perhaps his favorite on board area. Jordan tells us, "It's a great place to dive into the water from and just take a look at that gym! I can do my morning work out and then dive straight into the sea." He adds, his Irish eyes giving us that boyish twinkle that has made him stand out among TV sport presenters, "Believe it or not the Beach Club is also what I consider to be a money saving option." Intrigued, we ask him to expand on the concept? "Well think about it," he answers, "You get out of bed, pull on your bathrobe, amble down a deck and into the gym. Then after working up a sweat you plunge into the sea. So who would want to pay big bucks to back up to a berth in a marina when you get to do this at anchor for free?"

PERFORMANCE

The yacht has been designed with a round bilge and semi displacement hull optimized for speeds up to 28-knots. Blush, with her V12 engines tops out at around 20-knots, but with the bigger V16 option the second boat to be launched is expected to run at 24-knots. With the smaller engine configuration however she is able to boast a transatlantic range. She can do so by performing well as a displacement yacht at 10-knots, which gives a range of 4000nm while consuming a rather frugal 13-gallons an hour. At sea there is little in the way of slamming, even in 6' seas, and the ride is really rather quiet. Very little water breaks over her bow as the judiciously placed knuckle does its job by sending spray out in lateral curtains. Quantum stabilizers adjacent to the crew cabins do their job well too and do not impinge on guest comfort... though the same cannot be said for the crew spaces. Blush is one of a kind, a new breed of Sunseeker superyacht, glamorous and glistening but also with a sense of fun. Robert Braithwaite, Group President at Sunseeker International commented: "Blush is a very special yacht, she is not just an up-scaled version of something we have built before. Instead we have created a truly iconic all-new British yacht. From drawing board through to build and testing, all taking place in Poole, England, the 155 Yacht is British through and through. ■



Blush's more modest engine package delivers a 4,000nm range consuming just 13 Gal/hour.



Elysia Byrd

It's a great day for any artist when they're told that someone is interested in their work. So when the young graduate artist Elysia Byrd heard that a businessman wanted to buy a painting for his superyacht, she was delighted. When it turned out that the person was Eddie Jordan and the boat was Blush, his \$55-million super-yacht, she was very excited! Elysia a full-time painter who graduated from Wimbledon college of art with a First Class BA Hons. is recommended by the Saatchi Online gallery as one of 14 international artists to invest in now. "I was over the moon when Sallyanne Holmes, who likes to support British artistic talent, came to the show and took an interest in several of my paintings. The one I call Mountain Zebra is oil on canvas and relates to travel and displaced articles. For example you would not find a Zebra at the top of the mountain! Sallyanne said somebody she was working with might want to buy it, but it was only later I learned who had purchased the painting and that he planned to hang it in the upper deck salon. I find it so harmonious to have my paintings on board Blush. That the paintings, which explore ideas of travel and adventure, are going to be on this yacht that herself is going to travel and have her own adventures. It is as if the paintings are starting to expand out of themselves and into their setting." Elysia continues, "I have been on board the yacht and I was especially drawn to the unusual combinations of textures and patterns throughout the various fabrics. Perhaps as it is almost a reflection of the collage that occurs in my work that attempts to reach a harmonious end. Where my paintings fracture though, the interior of Blush fuses seamlessly together." Paintings by Elysia are currently very modestly priced, ranging up to just \$2,000. Had she heard of Eddie Jordan prior to his acquisition of his work? "Yes, of course," she giggles. "No one could miss those great colourful shirts he wears on TV!"