



Howzat

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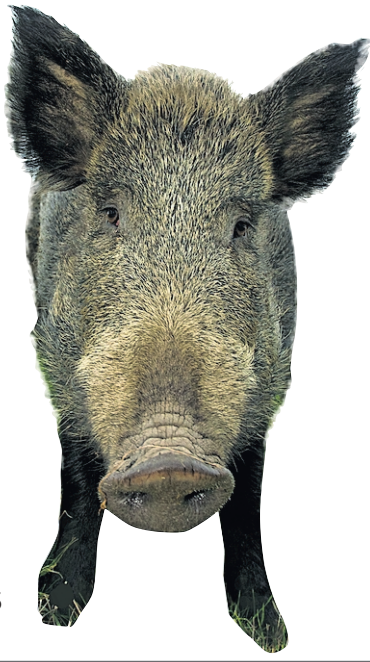
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Bed and boar

When wild pigs visit your villa

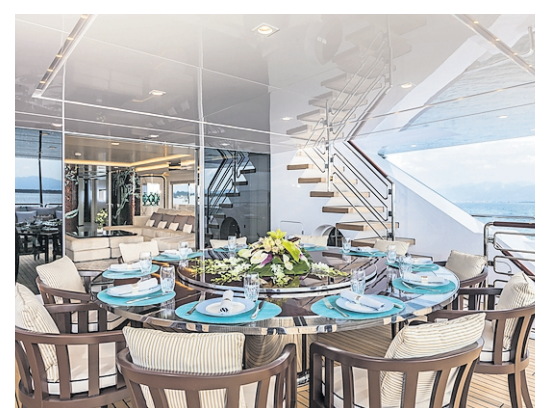
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Polaris I is a 48.3-metre superyacht with six cabins, €27m — Camper & Nicholson's



Dining area on aft deck of Polaris I
Camper & Nicholson's



Seating area on sun deck of Polaris I
Camper & Nicholson's

Anyone can get lost on a boat. But to get lost in one, you need to be on a superyacht. On a blustery midsummer day in Falmouth, Cornwall, the epicentre of the UK superyachting industry, I am casting around an interminable carpeted corridor looking for an unlocked door. If it leads to a guest room I'm pretty sure I'm on the second floor (of five). If I enter a massage room (there are two), any of the lounges (three), a kitchen (four), one of the TV rooms (three, including the cinema), a dining room (two), the spa or the gym, then I'll have to rethink.

Everywhere, clues torment me. I can't be in the crew quarters — too much brass, the carpet is too thick and there is no call, surely, for a hand-painted ceiling mural of a medieval navigator's map for those below stairs. There is no sound of the engineers clanging around in the engine room (which takes up two floors and is bigger than most London houses). The lift would help me orientate — I entered it through a lobby with a massive chandelier — but there is no sign of it now.

These days, getting lost on board a superyacht is becoming a more common hazard. In 2015, the footloose super-rich spent just over €3bn on new superyacht commissions, almost 40 per cent up on the figure from two years earlier, according to Boat International Magazine. A total of 254 vessels were sold last year, more than a third higher than the 184 shifted in 2010.

Problems of internal navigation stem in part from yachts' ever-increasing size. As you might expect, this is a world where length matters. Today there are 4,975 superyachts in existence — typically defined as boats longer than 30

Push the boat out

The number — and sheer size — of superyachts is increasing as the world's super-rich compete to outdo each other in terms of vital statistics, high-end amenities and fancy gadgets. *By Hugo Cox*



metres — according The Superyacht Group, almost 60 per cent more than a decade ago. Yet the number of boats longer than 60 metres — 364 at present — has doubled over the same time.

Even these headline numbers do not capture the sprawling dimensions of the floating private empires being fashioned in yards such as Falmouth.

Longer boats need to be wider in order to stay stable, and their greater

Icon, a 68-metre yacht with seven cabins, a pool, steam room and sauna, €56.5m
Quin Bisset



weight means they sink deeper — even if no more decks are added above water. Just as a cube's volume increases drastically with any gain in its length, so does that of a superyacht, says James Roy of naval architects BMT Nigel Gee. So, while the inside of a 60-metre boat might comprise about 1,000 gross tonnes (the favoured volume measure), a 160 metre boat could be more than 12 times that figure.

Cavernous internal spaces call for evermore bizarre feats of marine engineering to put them to good use. Back in Yarmouth, one team at the Pendennis Shipyard has just relocated a boat's Jacuzzi (typically new owners of a second-hand superyacht will insist on a complete refit). As well as strengthening the new location to carry a few thousand extra litres of water, this means working out how not to spill it — or its

bathing guests — on a rolling sea. Meanwhile, on the floor below, engineers have just cracked how to ensure guests feasting in the principal dining room are not disturbed by the entertainment in the adjacent cinema room.

Consideration must also be given to the crew. Unlike on land, their responsibilities extend to keeping their masters alive, a fact which in no way shifts their lowly status.

"You need to maintain two parallel worlds that never meet," says Pascale Reymond, a veteran of almost three decades designing superyachts. Observing the requirements of propriety — "be seldom seen and never heard" — while cooped up together in a few cubic metres for months on end can begin to grate on crew members. "The rows can be spectacular," confides Captain L, a seasoned superyachting captain, speaking on strict condition of anonymity.

More usually, though, it is the guests letting off the fireworks. Captain L once

They are not for the faint of wallet. A basic rule of thumb is €1m for every metre of superyacht to be built

had to charter a plane on behalf of a client in the Bahamas just to track down the right brand of mineral water from a neighbouring island. On other occasions, unreasonable requests reflect unfamiliarity with the milieu. Once in a gale-force storm an indignant passenger came to the bridge to ask him to do something about the comfort of the

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Push the boat out

Continued from page 1

ride. He looked to the sea, furrowed his eyebrows and bellowed “Calm ye!”

Employing a small army of engineers, naval architects and interiors gurus is not for the faint of wallet. A basic rule of thumb is €1m for every metre of superyacht to be built. However, that formula works only up to 60 metres, apparently. After this, exponential volumes — remember your cube — play havoc with the equation. And that is before you have spent on the wallpaper, fixtures and fittings. The best interiors cost roughly €30,000 per sq metre, perhaps 10 times more than on land, reckons Dickie Bannenberg of London designers Bannenberg and Rowell.

‘For owners of adventure yachts, luxury isn’t defined by which restaurant you can get into at Monaco’

German and Italian yards might do it for half that sum, he adds, while Turkish yards can pitch in as low as €6,000.

However, cutting corners on build costs soon becomes a false economy, warns Alasdair Locke, a Scottish energy entrepreneur and yacht owner. Leaving aside the fact that you might not want to surrender your family to the vagaries of an engine failure in the middle of the Atlantic, the maintenance costs will soon come back to haunt you. “After seven years you’ll have to throw the engine away and start again.”

Locke favours Dutch engineers. Don’t expect the red carpet, he says, but they are a highly competent lot. “The Italians will take you for a slap-up meal but you’ll come back to see the engineers hastily stuffing a bundle of electric wires behind a panel,” he says.

Superyachts’ ever-increasing length is great for headlines. Yet it is the boom in adventure yachting that is the most enthralling trend. The uber-wealthy, just like the rest of us, are succumbing to the lure of adventure travel. And if you can bring your integrated floating spa, a 30ft walk-in wardrobe and two dozen staff with you, why not?



Global Explorer is a 41-metre adventure yacht with a steel and aluminium hull, €12.8m — Camper & Nicholsons



Above and left: the 59-metre Capri costs \$340,000 a week to charter in the Caribbean Burgess

The new breed of intrepid explorer yachts can travel for weeks without a refuel, come crammed with whizz-bang gadgets and are typically fitted with ice-breaker hulls. The number in production jumped 15 per cent in 2015, according to Boating International. At the end of last year there were 55 on order, set to free owners from the congested confines of superyachting’s golden triangle — the Caribbean, the Côte d’Azur and the Amalfi Coast.

This, at least, is the theory. Just as Range Rovers in London’s Chelsea are unlikely to encounter anything more testing than Battersea Bridge, you wonder how many owners of 80-metre adventure yachts are really budding Ernest Shackletons. The trend may be more about one-upmanship. “For these owners, luxury isn’t defined by which restaurant you can get into at Monaco, but rather what you can do in the locations that no one else can get

i / BUYING GUIDE

The big one The 68-metre (1,295 gross tonnes) Icon, with seven cabins, a pool, beach club, steam room and sauna, is on sale with Camper & Nicholsons for €56.5m

The stylish one Polaris I is a 48.3-metre (497 gross tonnes), six-cabin superyacht with a cruising speed of 15 knots. It is priced at €27m with Camper & Nicholsons

The adventurous one The six-cabin, 41-metre (420 gross tonnes) Global Explorer, built earlier this year with a steel and aluminium hull, is on sale through Camper & Nicholsons for €12.8m

... or the charter option The 59-metre Capri has six cabins, a Jacuzzi, gym and on-board masseuse. Built in 2003, it can be chartered for \$340,000 a week in the Caribbean high season through Burgess

to,” says Ben Lyons of explorer yacht designer EYOS.

While genuine explorers are rare, at least the aesthetics chime with spirited utility. Many such yachts are built around the tug template — plucky looking with much of the weight and internal space towards the front of the boat.

More thrilling are the gadgets. Away from the sumptuous berthing facilities of St Tropez or St Kitts, the shallow lagoons, solid ice caps, or protruding reefs of adventure voyages will require considered navigation. As well as the usual tenders for getting ashore, interiors must therefore accommodate the full gamut of Jeeps, jet skis, inflatables, motorbikes, quad bikes and submarines. An early Bannenberg drawing for a Saudi client lays out the bays for two tenders either side of a Cadillac, a Jeep and a convertible Rolls-Royce.

“Helicopters are a bit of a challenge,” says Bannenberg. Owners may love being photographed with one on the landing deck, but travelling with it on board is a headache, requiring a covered hanger, separate fuel storage and accommodation for the pilot.

Octopus, the 126-metre adventure yacht of Microsoft co-founder Paul Allen has room for two helicopters. It also has an internal dock, which fills with water when guests fancy an outing in his 20-metre-long submarine. Unlike Chelsea’s SUV owners, Allen has been getting proper use out of his boat: after an eight-year search for the Musashi, a Japanese battleship sunk during the second world war, he found the wreck off the coast of the Philippines in March last year, about 1km below the surface.

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