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Prestige 750

SPECIALIST WORK BEGINS ON *ILLUSION*

CONTRACTORS SELECTED BY PRYDE YACHTS to provide specialist engineering and manufacturing solutions have begun work on the 88-metre *Illusion* at the Raffles shipyard, in Shandong, China. By engaging experts from across the marine and luxury industries, Pryde Yachts has guaranteed that every aspect of *Illusion* will be the best it possibly can be.

Italian audio/visual company Videoworks has been selected to design and implement the home automation system, the lighting, and the audio and video entertainment systems.

Videoworks has been given the task of installing and testing the software, wiring and computer hardware governing audio/visual entertainment including high definition and digital media sources, as well as designing and implementing a domotic (domestic automation) and lighting system in close partnership with the ship's architects and interior designers. The company will also build the ship's Internet network and provide support and training on an on-going basis.

Another marine specialist, Ocean Stainless, sole manufacturer of all *Illusion's* hull doors, has won the contract to manufacture cranes to lift the ship's four tenders and a recue unit. The package will comprise four 6-metre tender cranes, with a safe working load of 4,000kg, and one 4-metre 1,300kg SOLAS rescue crane.

The Taiwan-based marine hardware manufacturer, known for its innovative and reliable hydraulic and electric equipment, has already designed the cranes and is set to begin the high-precision manufacturing process.

www.prydeyachts.com
www.videoworks.it
www.oceanstainless.com

MOONEN TAKEOVER

MOONEN SHIPYARDS IN THE NETHERLANDS has a new majority shareholder who has committed to invest in the long-term future of this leading superyacht builder. The takeover ensures long-term financial security both for the yard and for clients of new and existing build and refit projects.

The unnamed new shareholder of Moonen Shipyards has a decade of first-hand experience of the excellence of the motoryachts built by Moonen. He took possession recently of *Sofia, a* fully custom 42-metre.

Sofia was the third Moonen owned by the new shareholder who first purchased the brand-new Moonen 84 *Sofia* (now *Eleonora*) in 2004. Delighted with this vessel, he then commissioned a Moonen 97 to meet his personal requirements, which was duly launched in 2008.

"My experiences with *Sofia* and *Sofia II* emphasised the quality of design and build available at Moonen," he comments. "The yachts were very reliable and everyone I welcomed onboard was impressed by the construction, low noise levels and immaculate carpentry work. So when the time came to fashion my new yacht, the choice to partner with Moonen was easily made. And the same applied when I had the chance to buy into the company as a whole. With its skilled staff and first-class management team, Moonen has the sort of uncompromising commitment to meet and fulfil client wishes which I expect from my own businesses."

www.moonen.com

HOLLAND JACHTBOUW
LIFE SAGA

THE 42-METRE MOTORYACHT *LIFE SAGA* has undergone an extensive 18-month refit at Holland JachtBouw's (HJB) Zaandam, Holland shipyard. For the interior design team Pastrovich Studio the inspiration behind *Life Saga's* main saloon and dining room came from a set of geometrical rules invented during the 5th Century.

The view is divided into 12 equal sectors of 30 degrees, with each sector following a specific rule. Some hide the view with an opaque round wall, others incorporate the exterior view into the overall scheme. Two consecutive open sectors form the connection between the forward dining room and the aft saloon. The main walking pattern becomes the longitudinal axis of the yacht and the seating areas are deployed on both sides.

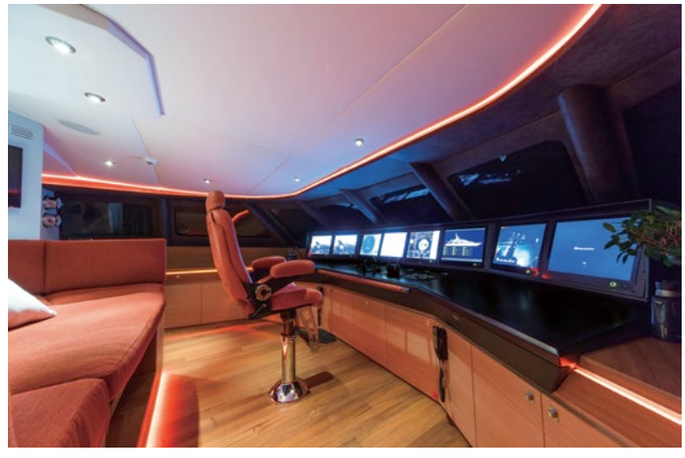
The longitudinal symmetry of this interplay between voids and filled spaces gives the two round areas a unique ambience. Thanks to the use of regular partitions, a visitor living inside will struggle to find the beginning or the end of the space. A similar connection is present between the aft saloon and the exterior terrace, creating a feeling of great openness and freshness where exterior and interior blend.

As one of the main goals for this area was to increase the inside/outside feeling between the main saloon and outdoor spaces, the design team substituted the original flat door with a curved, central opening glass door.

The teak planks inside the main deck saloon and dining area follow the longitudinal theme, which is the only exception to the otherwise concentric geometry. Both the teak floor and the oak walls are naturally finished with wax to give the same feeling as the exterior materials and therefore increase the inside/outside effect.

Not wanting to compromise the effectiveness of the ship's air conditioning the design team positioned a sliding Japanese door forward of the main saloon. This allows the liquor cabinet and dining area to remain cool while the aft saloon remains open to the outdoors.

The use of ambient lighting throughout the interior allows each space to take on a different personality depending on what the area is being used for or how the guests are feeling.



As part of the refit, *Life Saga* received a complete exterior re-paint, new windows, doors and a revamped bridge. Below decks her pump shafts, propeller shafts and bearings were replaced along with the air conditioning units and audio/visual system. Her electrical systems were also overhauled.

www.hollandjachtbouw.nl