MarinaLIVE!

Sveti – a 5-star fantasy

PERFECTIONIST Stefano Pastrovich, the 37-year-old at the helm of yacht design company Pastrovich Studio, has a rule he won't budge from: "Design any kind of boat, no holds barred, so long as it's the best of its kind."

Few would argue that his latest creation, 150 metre Sveti, is anything but superlative.

Said by Stefano to be "a combination of the nicest features of the world's most luxurious resorts", Sveti is a floating potpourri of every element expected from a five-star plus holiday hideaway. Starting from the top, Sveti has a huge slick of solar panels forming the roof with a glass-clad disk-shaped sky lounge providing the perfect spot for sundowners and fine dining with a bird's eye view.

On deck and to the aft, a tropical beach club makes full use of the generous 50 metre beam – the highlight being an oversized infinity pool disappearing towards the horizon. Envisioned to give a full foot-in-sand experience, the pool is flanked by giant gazebos and sunpads wafted by soft white curtains

and elegant dining areas from which to feast your taste buds and your eyes on the ever-changing view.

And if there's energy to be burned off or sights onshore to be enjoyed, Sveti has the full complement of jetskis, tenders, fishing boat, motorcycles and even a helicopter to take you up in style.

Moving down and inside to the guest accommodation, Pastrovich hopes that his suites will remind you of being in your own villa perched over turquoise seas. Open-plan layouts will enhance the feeling of space, as do the floor to ceiling windows and doors seamlessly taking you from inside to outside. The underwater spa is a real design treat. Submerged below the waterline, the windows here offer a quite different view, this time of the bright fascinating marine life beneath the surface.

Lower still, down in the underbelly of Sveti, Pastrovich has let his imagination run wild with a cave restaurant and whisky and cigar lounge. Enjoy a gourmet meal surrounded by the finest wines and then retire to the lounge next door for perhaps some chess, a Cuban cigar and one of Scotland's finest single malts. How civilised.

It's not just her looks that have concerned the designers; plenty of attention has also been paid to Sveti's energy saving qualities.

Solar panel roof aside, she has a liquefied natural gas dual fuel system, natural ventilation and lighting via solar tubes and an efficient hull crafted to reduced load-bearing weight and cut down on the amount of material required to build it. Guests will feel the benefit of state-of-the-art climate control technology to keep the comfortable wherever the ship may sail – Arctic or Tropics. Meanwhile Brise Soleil engineering, an architectural sun-shading technique, will create a manually controlled biosphere.

Spacious enough to accommodate 120 guests and the same in crew for one-to-one attention, there are 24 guest cabins, 24 VIP cabins and 12 VIP suites each with private lounging and terracing.

Fingers crossed your lottery numbers come good in the time it takes for Sveti to leave the drawing board and become a floating reality.

www.pastrovich.com

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Lean and green

WE'RE all quite used to the hybrid car these days. But the hybrid boat?

Major boat manufacturers have not seemed quite so keen to create lean, green floating machines but developers Seaway, based in Slovenia and Italy, are an exception shifting plenty of their Greenline Hybrid range with the all-new 40 footer as their flagship.

The first Greenline Hybrid, the 33, was introduced in September 2009 and sold over 200 units within 18 months. She quickly won numerous awards (16 prizes in 14 countries) and became well known in the boating community and the international press.

The 40 is a step up in terms of size but bears the same philosophy: a low-drag energy saving Superdisplacement® hull coupled with hybrid (diesel/electric) and solar technology to bring unique efficiency in use of natural resources and financial assets, both at purchase and during use.

Team Seaway believe that the ability to cruise without exhaust fumes, noiselessly and with no wake will transform the way that boaters enjoy being at sea and dramatically reduce the carbon footprint of a boating family for the greater good of the environment. Perhaps they have indeed invented the future.

So what about the technology? In simplest terms the Greenline 40 Hybrid can collect, store and use electrical energy from the sun, from the shore pick-up or from the main engine-driven generator.

She has a single switch to choose between the two drive modes – diesel engine (Cummins/Mercruiser) and electric motor.

The electric drive mode is used to sail noiselessly in and out of a marina or anchorage at low speeds and ranges and the diesel drive mode is used to propel the boat, drive the generator and recharge the lithium batteries.

At anchor the solar roof panels recharge the batteries which provide 230V AC power supply to appliances such as the fridge, TV and so on. If the battery charge drops to a lower limit, the diesel engine takes over once more.

In order to make the Greenline Hybrid the most energy efficient boat in town, the most advanced materials and technologies have to be applied. No other production powerboat or yacht is built to this high technology specification and impeccable environmental standards.

The Greenline 40 Hybrid is also unlikely to break any water speed records. Her top speed is a steady, but nonetheless respectable, 22 knots, meanwhile a range of 500 nautical miles is possible at speeds of seven knots. In electric drive mode the Greenline 40 Hybrid will cruise in complete silence at speeds of up to six knots and offer range up to 20 nautical miles before the diesel motor is required to kick in. She's at home on the sea as she is on inland waterways and lakes.

Inside at the back, a remote-controlled opening transom platform ideal for swimming and tender launching opens into the salon area through glass doors.

The galley, just inside to the left, is equipped with home appliances to domestic standards and is perfectly placed to sociably serve al-fresco meals out back or drinks inside.

Downstairs the Greenline 40 Hybrid packs in two cabins, the owner's forward with scissor mechanism twin beds that can be joined or separated to suit, and the guest cabin to port with standing headroom and the same scissor-style beds. Both share a washroom with stand-up shower compartment. Light floods from portholes, coachroof windows and an overhead skylight in the guest room.

Entry level starting price for the Greenline 40 Hybrid is around the £200,000 mark – surprisingly low given the technology, and space, involved.

www.greenlinehybrid.com

Get your teeth into a Silver Bullet

LOVE it or loathe it, there's no escaping the Twilight saga, the five-film fantasy that has propelled the likes of Kristen Stewart, Robert Pattinson and Taylor Lautner to megastar status.

Another star that has emerged from the saga is the Silver Bullet - a limited edition Chris Craft.

Featuring in "The Twilight Saga - Breaking Dawn - Part 1", this 20-foot craft is the chosen honeymoon vessel of Edward and Bella as they cruise off into matrimonial bliss to a private island off the Brazilian coastline.

The manufacturers created an identical pair, one shipped to Brazil and another to Vancouver to shoot further scenes. Production has since been limited to 150 boats to make them a true collector's item, Twilight fan or not.

Chris Craft is a truly American story. Born in 1874, it came of age at a time that defined the notion of American ingenuity. While Henry Ford was creating the first motorcars, his watercraft counterpart, Chris Smith, was developing the very first engine-propelled boats.

Chris and his earliest crafts would pioneer the limits of possibility, propelling legendary racer Gar Wood to a series of speed records as well as propelling the company to unprecedented popularity.

In a nice nod to Henry Ford, who is alleged to have uttered "any colour as long as it's black" when he made the Model T, you can have the Silver Bullet in any colour you want, as long as it's silver. Described by the manufacturers as a "sports car but without the traffic", the Silver Bullet can reach speeds of 60 miles an hour across the water thanks to 300hp Mercury or Volvo engines. The boat has a custom metallic silver hull and deck (of course), a main dash, gauges, switch panels and ski locker door made of custom silver wire carbon fibre as well as custom teak on the foredeck, engine hatch, deck rails, cockpit floor and swim platform. Seating is clad in rich nostalgic "outback tan" vinyl.

The deep V hull with flared bow is both alluring and efficient and Chris Craft promises an immediate response and predictable handling whilst remaining inherently stable at high speed.

Based in Sarasota, Florida, Chris Craft manufactures high performance boats that are fast and powerful enough for swift acceleration yet comfortable and controllable. Their range covers "Corsair" "Launch" and "Catalina" models from 20 foot up to 36. To own a Silver Bullet, you'll need at least 76,000 US dollars.

www.chriscraft.com

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Me and my Shadow

APPARENTLY if you own a megayacht there just isn't enough space for everything you want to have onboard. What agonising problems the super rich have to face.

The solution for the supersizers, the 80-metre plus bracket, is to have a large shadow vessel that follows you around carrying tenders, cars, helicopters and staff overspill.

Arista's new Phantom Catamaran hopes to fill that role for the 40 to 60-metre market – after all who wants a load of jetskis cluttering up the deck and swallowing up valuable sunlounging space?

Targeted at the slightly older boat that may not have the large stern terrace, clever garages, fold-out balconies and cubby holes for the toys, the Phantom Catamaran clears deck space whilst still keeping the owner within arm's length of every exciting piece of equipment he so desires. It also might delay the need for an expensive upgrade to a more voluminous superyacht.

Able to wear many "hats", the Phantom Catamaran is more than just a storage facility. The 24-metre ship can hold the helipad and the chopper to land on it, be customised to host a large beach club with 12m² lap pool, swim stair dipping down to the sea and catamaran netting for relaxing, become a hotel for nannies, security and beauty therapists or even take up the guise as the mother of all venues for an open-air party for 100 guests on her 220m² of flat deck.

She's also surprisingly suitable for sports fishing, a favourite leisure pursuit amongst many posh yachties, as she has a shallow draft, great manoeuverability and space to deploy eight lines at any one time with ease.

With its tender "hat" on, the Phantom Catamaran has a cruising speed of 18 knots and can carry up to 12 guests ship to shore in comfort – they can even perch at the bar and enjoy a tipple or two as the boat glides across the water. Below, there is a day bed and an air-conditioned lounge if the sunshine gets too much.

Staying just under 24m means the Catamaran can be crewed by two which greatly reduces the annual operational cost, insurance, berthing and class compliance, with reduced fuel consumption being another benefit.

www.phantom-catamaran.com

Taking the tax fight to Madrid

THE Spanish yachting industry has been conducting a long battle against the 12% matriculation tax that the authorities have applied to the first definitive registration of recreational boats more than eight metres in length.

This tax does not apply in any other EU country and has all-but destroyed the Spanish yacht charter industry. With Spanish VAT (IVA) at 18%, this means that buyers of moderate to large yachts face a surcharge of nearly a third of the retail price.

Ironically, by collecting the tax, Spain has missed out on hundreds of millions of potential income through marina revenue and retail spending that would have been generated by those boats who have now been deterred from operating in Spanish waters – not to mention vital employment opportunities for a nation currently struggling under the weight of almost 25% unemployment.

It's all very well applying a luxury tax of 12% but, when the boat sails away to a kinder fiscal environment, Spain's economy receives precisely 12% of nothing. Gibraltar by contrast has competitively priced berths, tax-free fuel, Cat 1 Red Ensign Group status and no VAT so this would not be applicable if registering your boat in Gibraltar.

To highlight the impact of this ubiquitous tax, the major Spanish nautical business associations have compiled a 150 page economic report to be presented to the central government in Madrid, and almost every relevant departmental level in the regions, over coming weeks.

This study, which clearly highlights the massively under explored opportunities in recreational yachting in Spain, has been condensed into factual four page summary by The Islander Yachting Magazine, with sponsored publication by the Spanish Superyacht Business Association (AEGY).

The report highlights the direct loss of revenue from products and services, provides statistics on lost jobs and detailed information on the huge drop in boat registrations. It goes on to lay out three proposals designed to stimulate growth in nautical tourists to Spain and create an increase in jobs. It argues that this would actually increase the amount of tax collected.

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Rocking the Boat

SUPERYACHTS are not shy retiring creatures. Over recent years they've got larger, costlier and flashier in terms of their tenders and toys, helipads and swimming pools.

However, there is one modern element that is heard more than it is seen, concealed more than it is revealed, but fast-becoming the most important element of all – the entertainment system.

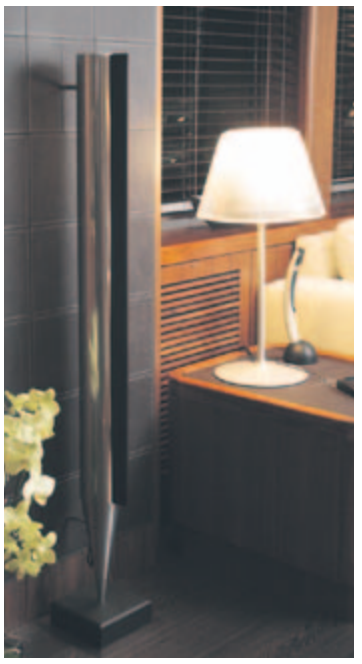
As the owner of a 21st century mansion expects to be able to dim the lights, control the temperature, lower the blinds and select the soundtrack at the touch of a button – from any room – so too does the superyacht owner and the future for onboard luxury entertainment is being created right now.

Bournemouth-based Dawsons knows a thing or two about audiovisual home entertainment having entered the industry more than 80 years ago back in 1927.

Founder George Dawson was a pioneer in selling the all-new mains radio and portable wireless sets whilst radio broadcasting was very much in its infancy.

His son Cyril Dawson joined the family business in 1939 and helped to introduce some of the earliest black and white televisions to the British public. Cyril's son Peter was the next to enter the fold in 1957 and he was responsible for keeping an eye on the latest technologies stocking brands such as Panasonic, Sony and, from 1964, Danish design par excellence Bang & Olufsen.

George's great grandson and current Managing Director Kevin Dawson, had his Dawsons' debut in 1980 handling deliveries and



sales and has been improving and innovating the business ever since.

It is from this fantastic pedigree that Dawsons formed their Marine Division in 2006.

Kevin says: "In the six years since Dawsons Marine was established we've risen to the top to become multi award-winning marine installation experts claiming several prestigious CEDIA Electronic Lifestyles Awards and we've already been announced as finalists in the soon-to-be-concluded 2012 ceremony.

"Dawsons is also partner and preferred supplier to Sunseeker who headquarter in Poole – just five miles to the west of our offices. We now provide bespoke audiovisual and marine control systems to their quite exquisite range of larger yachts which, as you can imagine, is a true privilege."

Sunseeker challenges

Delivered to her owner in summer 2011, Sunseeker Predator 130 "Never Say Never" was quite some challenge for Dawsons.

A pre-requisite of the owner was that the entire yacht should be equipped with Bang & Olufsen and, if not in use, should not be on show. Additionally, the system implemented needed to seamlessly flow into the interior design created by yacht stylists Ken Freivokh. Further elements of the brief stated that each cabin would have its own fully interactive iPod dock and Kaleidescape movie server for Blu-ray whilst up top the flybridge needed superior sound – including movie surround sound – and multiple screens that would be hidden after use. A last owners' request was for it all to be controlled by iPad. From that iPad he wished to have command of not only the audiovisual but also lighting, window blinds and even the yacht's engine system – oh, and it had to be as simple to use as possible.

Kevin says: "In order to achieve full control, media selection and iPod browsing from the iPad without 'app swapping' we used Crestron processors and Crestron apps as the backbone and then ensured that whilst the Captain's, main salon and flybridge iPad could be used anywhere onboard, the cabins had their own iPads coded specifically to their area."

The Beosystem3 surround sound controller linked to Dawsons' own ICEPower amplification gives best-on-market exterior sound quality and volume levels for satellite TV, HD movies or music.

Meanwhile the master stateroom has a 50" Bang & Olufsen plasma with full surround sound concealed smartly behind hanging artwork when not in use. The salon boasts the same screen but this time descending from the ceiling on demand together with unobtrusive Artcoustic Centre speaker. 32" plasma televisions are hidden in rise and fall lifts in all guest cabins.

Working across the Sunseeker range, from the 88 Yacht up to the 40m Yacht, bespoke installations to upgrades and add-ons, Dawsons has become an invaluable ally for the luxury yacht manufacturer.

The transformation earned Dawsons prestigious Best Marine Installation awards from Cedia and Crestron.

Founder and CBE Robert Braithwaite said: "Dawsons worked very closely with us from the initial concept stage, installation and programming as well as offering aftersales support once the boat had left our shipyard. The audiovisual installation on this particular boat was the single most important area to the client so we had to ensure both Sunseeker and Dawsons fulfilled expectations."

And fulfilled they were.

www.dawsonsgroup.com

Story first printed in Arrival Yachts' Waterline Magazine.

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For more information talk to our expert management team at the Pier Office
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