



# NAVIS

YACHT DESIGN & LIFESTYLE

Issue 24 | June - July 2015

Lürssen 66m  
**Ester III**

Alloy Yachts 58m  
**Kokomo**

Benetti 44m  
**Vica**

Philippe Briand Design 42m  
**Mari-Cha IV**

Luxury Lifestyle  
**Aston Martin Vantage GT12**

Private Jets  
**Dassault Falcon 8X**

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Ester III



Kokomo



Vica



Falcon 8X



Vantage GT12

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## Benetti Reveals Early Look at M/Y Vica

Benetti has revealed an early look at Vica, a 50-meter superyacht that offers several innovative features while staying true to the classic aesthetics that many yachting enthusiasts appreciate.

Vica is the first Benetti yacht to combine a fiberglass hull with an aluminum superstructure. This helped the company keep Vica's weight under 500 gross tons without having a negative effect on stability and performance. Combining fiberglass and aluminum technologies is potentially the most important feature of this yacht.

Benetti also took an important step forward by using a specially designed elastic link between Vica's propeller shafts and engines. This keeps noise and vibrations at a minimum so her owner and guests can enjoy peaceful excursions.

These technological innovations work in conjunction with an open design that offers a classic look. Vica has four decks with guest cabins on the lower deck and the owner's suite on the main deck. A main salon offers numerous forms of entertainment, including karaoke, a grand piano, bar, and plasma TV with an extra wide screen.

**All the information at [NAVISyachts.com](http://NAVISyachts.com)**

## Dual Personality: Sunseeker Predator 57

Slicing through the water with its trim profile and streaming glass panes, the Sunseeker Predator 57 looks every bit the part of a fast sports yacht. Approaching speeds of 37 kts and turning tight circles around the competition, the newest of the Sunseeker Predators performs like a rock star. No surprise then, that the public is demanding encore performances after a spin on the water. With 50 retail orders since the unveiling at the London Boat Show, it would be an understatement to say that this line is a hit headed for the top of the chart.

The reason for the Predator 57's popularity comes in part from its versatility. This clever, 60 ft/18.3 m craft feels every bit the luxury cruiser, with leather seating, solid hardware, polished woods and chic design, both inside and out. The owner's cabin amidships below features an island bed, handsome ensuite bath, and an insightful dining table with seating poised perfectly for a private view through the oversized, stylized, parallelogram windows.

A VIP cabin forward shares a bath conveniently tucked between the cabin and nicely sized galley with good counter space and storage. A third bunk cabin sleeps two to starboard, with a small dinette forward between the bunks and the VIP cabin. As an option, should it prove preferable, one might substitute an third cabin ensuite for the dinette.

**All the information at [NAVISyachts.com](http://NAVISyachts.com)**



## Heesen Delivery of M/Y Azamanta

Heesen Yachts recently announced that it delivered its 55-meter motor yacht, Azamanta, to her owner on July 10, 2015. The company conducted sea trials for Azamanta in the North Sea on June 17 and 18. Having passed intensive tests, she is ready to explore the world with her owner. The tests show that Azamanta can reach a top speed of 16.9 knots (0.4 knots higher than the contractual speed). She can travel at 15 knots with as little as 1650kW of power, qualifying her as an extremely efficient vessel.

Azamanta embodies several new achievements for Heesen Yachts. She is one of the company's first yachts to include vertical windows that let more light reach interior areas. Heesen included a shark tooth exterior design that

gives Azamanta a unique personality. Currently, she is the world's only fast displacement, steel-hulled yacht exceeding 50 meters in length. owner and his guests stay safe and warm as they travel northern waters. Azamanta is the third yacht delivered by Heesen this year. She follows 47-meter Asya and 50-meter Sibelle. As the year continues, we'll report on other yachts Heesen is developing for its clients. So far, the company has truly proven itself as one of the world's best yacht builders.

**All the information at [NAVISyachts.com](http://NAVISyachts.com)**



## AB Yachts Launches Largest Superyacht

AB Yachts has launched its first AB 145 model yacht in the Port of Marina di Carrara. The 44-meter motor yacht is currently the largest model made for AB Yacht's Fipa Group. She also offers extended interior and exterior areas as well as a new arrangement that emphasizes comfort and convenience. AB 145 includes several pieces of cutting edge technology. She include MJP waterjets that keep her stable, even in some extreme weather conditions. She also uses hydodynamic analysis to dampen annoying vibrations and noises.

**All the information at [NAVISyachts.com](http://NAVISyachts.com)**



## Overmarine Launches Mangusta

Overmarine Group has announced that it launched the first Mangusta 132 on May 12th at the company's wharf in Viareggio, Italy. Overmarine plans to reveal the fully functional vessel at the Monaco Yacht Show in September. Mangusta 132 represents a new step forward for Overmarine. This is the fourth Mangusta model. Mangusta is one of Overmarine's most popular brands. The new 132-meter yacht offers updated aesthetics and technologies. Some of the most noteworthy features include a single piece of floor to ceiling glass in the salon, an aggressive flybridge, and Zero Speed gyroscopic stabilizers installed on underway and anchor.

**All the information at [NAVISyachts.com](http://NAVISyachts.com)**





Lürssen Yachts 66m

ESTER II

Photos: Klaus Jordan - Guillaume Plisson | Words: K.L. Turner







### A French Classic: The Luxury of Lürssen's Ester III

For five generations, the Lürssen family has consistently delivered on a promise of excellence, enhanced by performance, in the business of building ships. The recent creation of an exquisite luxury yacht, the Ester III, continues the Lürssen legacy in a long line of beautiful, functional, innovative yachts.

Launched in 2014 from the Lürssen shipyard in Germany, Ester III earned praise from the moment the exquisite build first touched water. A unique, masculine, low-volume profile by Espen Øino International Design, complemented by the exceptional interiors of Raymond Langton Design, contribute to Ester III's panache as a private, practical superyacht.

The 66 m/216.5 ft yacht establishes a new standard for style and luxury, providing a family-oriented, sea-roving home welcoming 12 guests in 6 cabins. Powered by a pair of MTU 12V 4000 M63 diesels housed in the double deck engine room, Ester III's steel and aluminum hull easily maintains a cruising speed of 16.5 kts. on voyages of 4,000 nautical miles.

The profile is that of a strong, stylish adventurer, leading with a near-vertical bow followed by large, full-height windows. An elegant palette of white and grey covers the hull, visually carving the decks into dramatic statements of agile power. Classical French interiors guided by Pascale Raymond's experienced hand and embellished by the team of owner-commissioned artisans make the ultimate statements on luxury and comfort.

Two stunning features give Ester III notoriety unseen in other yachts of comparable size. First is the main stairwell and glass lift, sweeping from the lower deck cabins to the bridge deck. The exquisite hand crafted marquetry of Silverlining detail the area with stunning precision in wood veneer, leather, and metal. A skylight, teamed with full height bridge deck windows, grace this central connection with luxurious natural light. The second remarkable features is the large infinity pool aft of the saloon and al fresco dining deck, spilling a glorious waterfall onto the swim platform and into teak drains. Both the central stair and the infinity pool falls link the decks together with functional form, embracing extraordinary design elements.

The main deck saloon is divinely divided into three zones. Furthest aft, a comfortable lounge features a sumptuous seating group. Opening onto an exterior deck aft, the saloon is fitted with sliding glass doors that slip into the superstructure, creating a luxurious, seamless space. Forward of the lounge, a more formal seating group provides a beautiful respite with an intricately adorned fireplace powered by ethanol.









Further forward, a formal dining area features a romantic Amboyna-framed textile panel extending to the ceiling, intending a light, seamless sense for the room. Tucked away behind the leather-paneled bulkhead, a large flat screen television appears upon command, disappearing when not in use to maintain integrity in design. Everything about the saloon speaks to the elegance of the classical French theme.

Forward of the saloon on the main deck, entry to the owner's suite is accessed through a study made ever more impressive by its 2.4 m ceiling height. Continuing on through a lobby, with dressing rooms to both port and starboard, the path leads to the opulently-styled full beam master stateroom. Richly adorned, detailed, and outfitted, both space and privacy abound to provide the utmost in authentic classical comfort, perfect in every attentive aspect. Deeply-textured fabrics and upholstery, enhanced by gold leaf and patinaed bronze, add the feel of a sumptuous Parisian pied-à-terre. In an accommodation blending the design with contemporary convenience, all flat screen televisions and doors are discretely tucked in behind décroché walls to sync with the style. A range of onyx hues lend the beauty of vanilla stone in the entry, ivory stone in her bath and white stone in his, to make the full beam bath suite exceptionally luxurious. Showers at port and starboard reach large windows providing dramatic views.

The lower deck houses additional guest cabins, each owning an individual theme and outfitted with en suite bath. Large windows splash the cabins with abundant natural light. Custom textiles in each cabin display beautiful color and design, draped in a graceful continuation from headboard to ceiling. Expertly framed in a satin-smooth cornice of Avodire, the effect is both charming and luxurious.

Also on the lower deck, a fully equipped spa presents a place to relax, with massage room, sauna, steam room, day head, changing room, and exquisite Assyrian-inspired mosaic inlays on walls and floors. In the adjoining gym, a classic, bas relief sculpture covers one wall in elegant stone, while another displays direct access to the sea. A pleasing selection of water toys are stored in a portion of the engine room, just to port of the spa.















The bridge deck sky lounge is bright and open, stocked with sumptuous sofas, upholstered chairs, and a large television. As with others, the screen is designed to disappear when not in use behind panels adorned with Silverlining's artistic marquetry depicting stylish fish. Open to the elements when the weather is pleasant, the sliding doors, large windows, and sliding panel closure to the top deck turn this spacious retreat into a winter garden, comfortable in all conditions. The wheelhouse and aft captain's cabin welcome two guests on each side of the captain's chair to experience first-hand all the technology and expertise required in piloting the yacht.

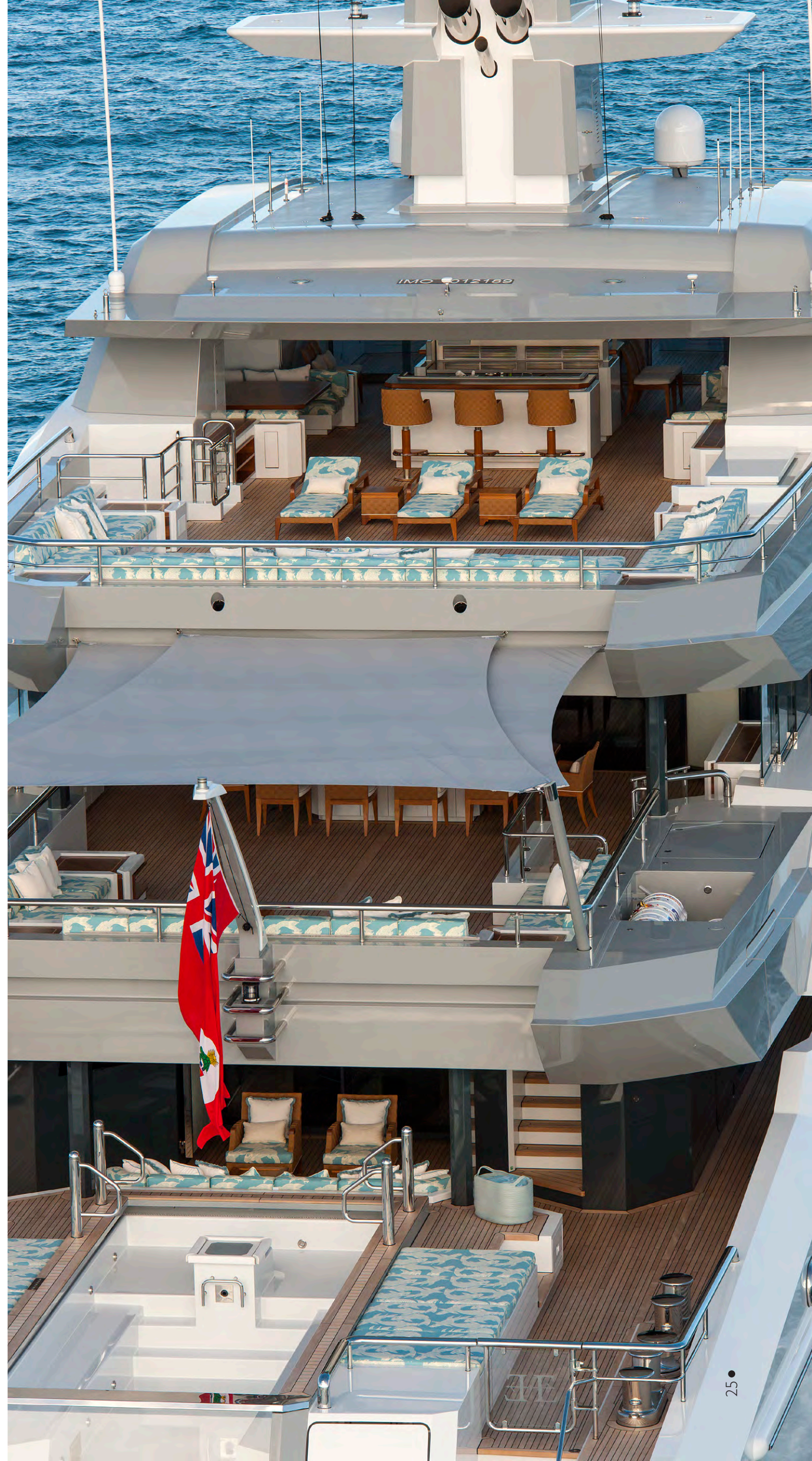
The upper deck is designed to host stylish culinary events, fitted with BBQ and Teppanyaki grills in the outdoor kitchen, and an unusual mirror dome that serves as a bar. Well-equipped to carry the party into the night, an external cinema awaits. For an authentic club atmosphere, a discotheque equipped with lights, live bandstand, and superb sound system awaits its command for an active night of music and dance. The sun deck also sports a helipad, enabling quick arrivals and departures, directly above the wheelhouse.

Getting to and from Ester III is just as fashionable as life on board. In a bespoke, 26 ft. Espen Øino-designed limousine tender, guests are surrounded by upholstery, fixtures, and brilliant details designed by French couture house Hermès. Open to the sun and sea, this divine craft was built by Windy Boats of Sweden. It sports a sliding roof structure that protects with one definitive motion should the weather turn disagreeable. Ester III is also equipped with a Zodiac rescue boat, and as such is well-equipped to handle every transfer.

To ensure all these creature comforts are enjoyed smoothly and seamlessly, Lürssen surpassed the owner's expectation in noise and vibration suppression, while installing something novel to hush the anchor chain. An electronic anchoring system calls on the bow thruster to join with the aft pump and the main propulsion system to keep Ester III in just the right place.

Personal friends with the European owners, the design team earned ebullient praise for arriving at the final design, creating a yacht that was visually exciting, functional, and practical, representing the type of living space the owners were pleased to call home while at sea. Combining professional expertise with the owner-commissioned artisans and a vision of what life on board might be, Ester III delivers a most satisfying, refined, and enviable marine enclave. ⊕





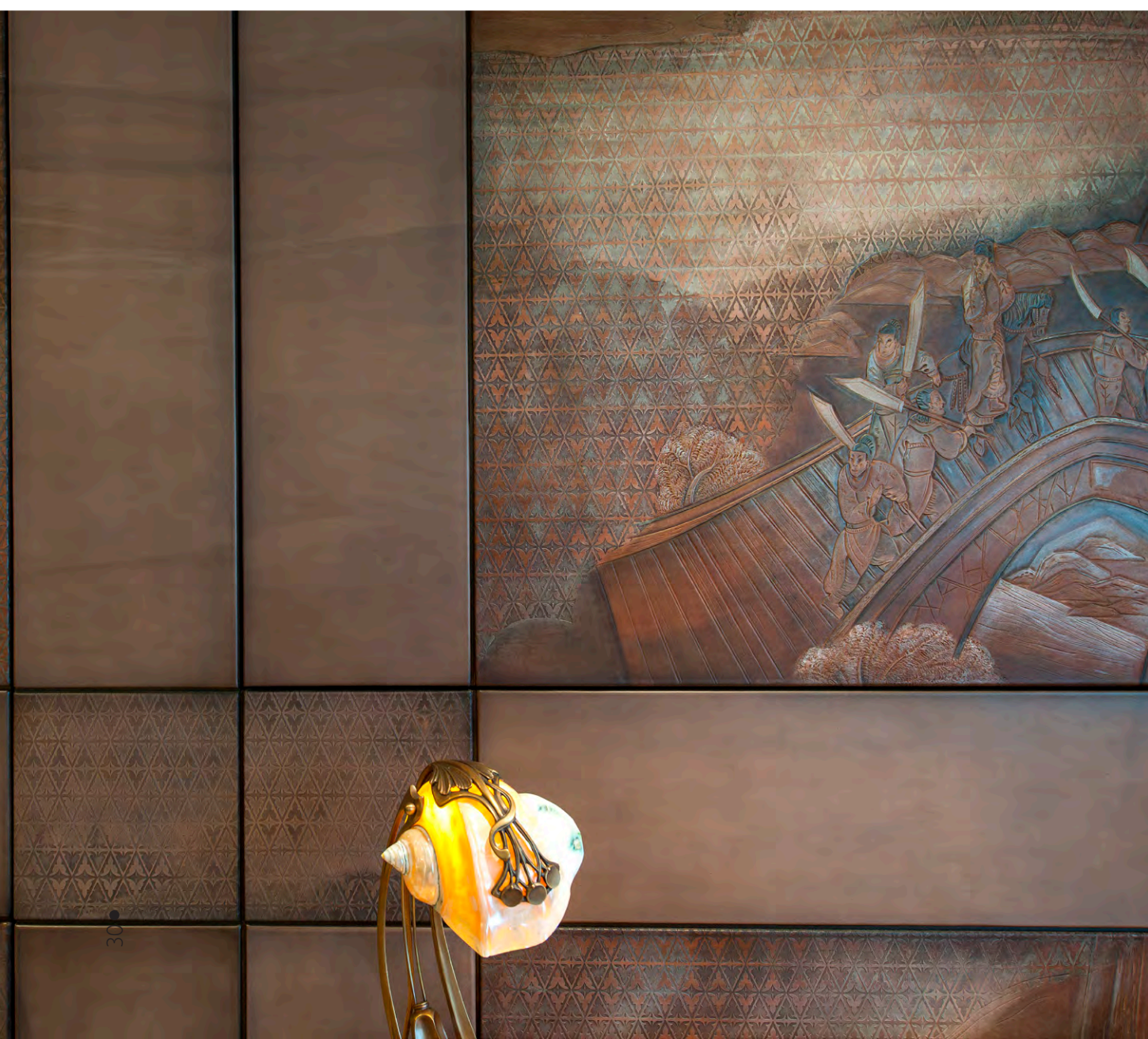




































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SAIL YACHT



Alloy Yachts 58m  
KOKOMO

Photos: Alloy Yachts Media | Words: K. L. Turner









Similar to the lush island so romantically immortalized in song, Kokomo under sail is a vision worthy of dreams. A clean, contemporary silhouette, designed by Ed Dubois Naval Architecture and built by Alloy Yachts, Kokomo's gloss black hull, stark white superstructure, and transom trimmed in gleaming silver present a sleek, sophisticated build. An interior profile that boasts a casual, comfortable style meshes well with a life on the water that is both relaxing and elegant.

At 58 m/191.6 ft, Kokomo is the newest of three builds by Alloy for the same owner. Like an exquisite wine, Kokomo's vertical tasting, offered an exceptional opportunity to perfect the details, maintaining the best, and refining various elements for improved seakeeping, performance, and overall enjoyment. This handsome, high-performance, fast sailing sloop exceeded the owner's challenging brief, requesting that the design break new ground in three areas: performance, comfort, and style.

Continually turning heads with an impressive total of more than 3832 square meters of sail, Kokomo uses each one to great advantage, managing incredible stability when running full sail, and delivering on the promise of improved performance. The gennaker alone measures 2300 square meters. The 846-square-meter mainsail batten car system, designed by Doyle, helps to transfer some of the high batten load to the mast. As testament to the structural hull design and exceptionally high engineering standards, Kokomo manages the sail load assisted by an ingenious keel. A 130-ton bulb moves from positions less than 4.8 meters to more than 8.1 meters on a sleek, 30-ton fin tower in under five minutes, as this exquisite craft effortlessly skims along upon the sea.

Able to withstand impact, and ready to raise or lower upon command even while underway, the Dubois keel design maintains sailing composure whether handling righting moments or surviving collision force. Designed to endure impacts at speed as well as perform beautifully under high stress conditions, Kokomo sets new standards for velocity made good to windward. Hydraulics sense the rudder load, providing important feedback to the helmsmen while contributing to the joy of sailing such a thoughtfully designed and technically advanced yacht.

Matching Kokomo's rig to her considerable capabilities required scaling up the winches and sheets along with any assisting hardware. Rising to 74 meters above the waterline, Kokomo's mast provides, in addition to two camera stations with 360° views, the perfect options and sail dimensions for a high performance yacht sailing at optimum speed. For a quick personal review, the crow's lift powers the curious to 30 meter heights. Considered the largest rig able to make a Panama Canal passage, Kokomo responds joyfully to the prospect of sailing under one of the capes to move from ocean to ocean with a combination of speed, design, technology, and sail plan that take it all in stride.











Kokomo's aesthetically soothing, comfortable interiors hold a divine secret. The ultimate in delivering desired sound, through exceptional technology and electronics, discreet interiors also insulate guests from the not-so-desirable sounds of the engine room, the galley, and other necessary mechanical operations, providing a surprisingly hushed environment in areas where it matters most.

Graciously nesting ten guests in five cabins below deck, twelve if Pullman berths are employed, Kokomo exhibits tasteful, understated detail, accented with rich accessory. Dark Wembe timber contrasts with light forest teak, as lush fabrics displaying earthy tones and textures lead to white marble ensuite baths. Lined drawers and chic lighting are proof positive that Kokomo's lean design edge is also a posh one. Handsomely tailored hardware throughout punctuates the design, revealing drawer pulls, stair rails, and door handles wrapped in cocoa leather against cool, exposed areas of nickel. All quarters are similarly outfitted in luxurious palettes of cream, mocha, and nickel with leather-trimmed, honeyed-wood, with dark wood cabinetry and flooring, all detailed by the hand of Redmond Whiteley's Tony Dixon.

The owner's cabin, a full beam suite featuring a king bed on the centerline, also enjoys a leather topped desk starboard, and a beautifully crafted leather, nickel and wood chest of drawers to port. Behind the aft bulkhead, a floating stair leads up to an ensuite marble bath, trimmed out in the same gorgeous woods, leather, and nickel hardware, along with cool green glass. Footfall in the cabins is hushed and cushioned with deep, sumptuous, oatmeal carpets woven from silk. Clean and refined, the suite presents itself as one with those who exhibit confidence, practicality, and relaxation on board.

Exiting the suite forward, a center hall separates a pair of twin cabins, each with two berths, and each with its own ensuite bath. The hall leads to a T, meeting two double cabins, one port, one starboard, separated from the twin cabins by a sleek, floating stair. Further forward, through a separate access, cabins accommodating 10 crew members, as well as computer desk areas and crew mess, sufficient for preparing everything from a lavish feast to midnight snack, house those who attend the guests.

The deck saloon is spacious, bright, and organized, conveying the same effortless confidence as the owner's cabin, with lots of dark Wenge wood and light teak, sporting a matching cream to mocha color palette. Areas are casually divided into formal dining, lounging, TV, and bar areas. Strategically placed artful bronzes and colorful paintings adorn the spacious saloon, adding abstract creative accents for guests' inspiration and enjoyment.



Aft of the saloon, viewed through full-height sliding glass doors, the al fresco dining and lounge areas present the perfect opportunity to enjoy a fresh repast with an unencumbered 180° view. Should weather take a turn for the worse, raise the glass panels to either warm or cool the environment, providing protection from nature's challenge. Forward of the saloon is a restaurant style galley, equipped with high quality appliances and culinary tools, making service easy, effective, and uncomplicated.

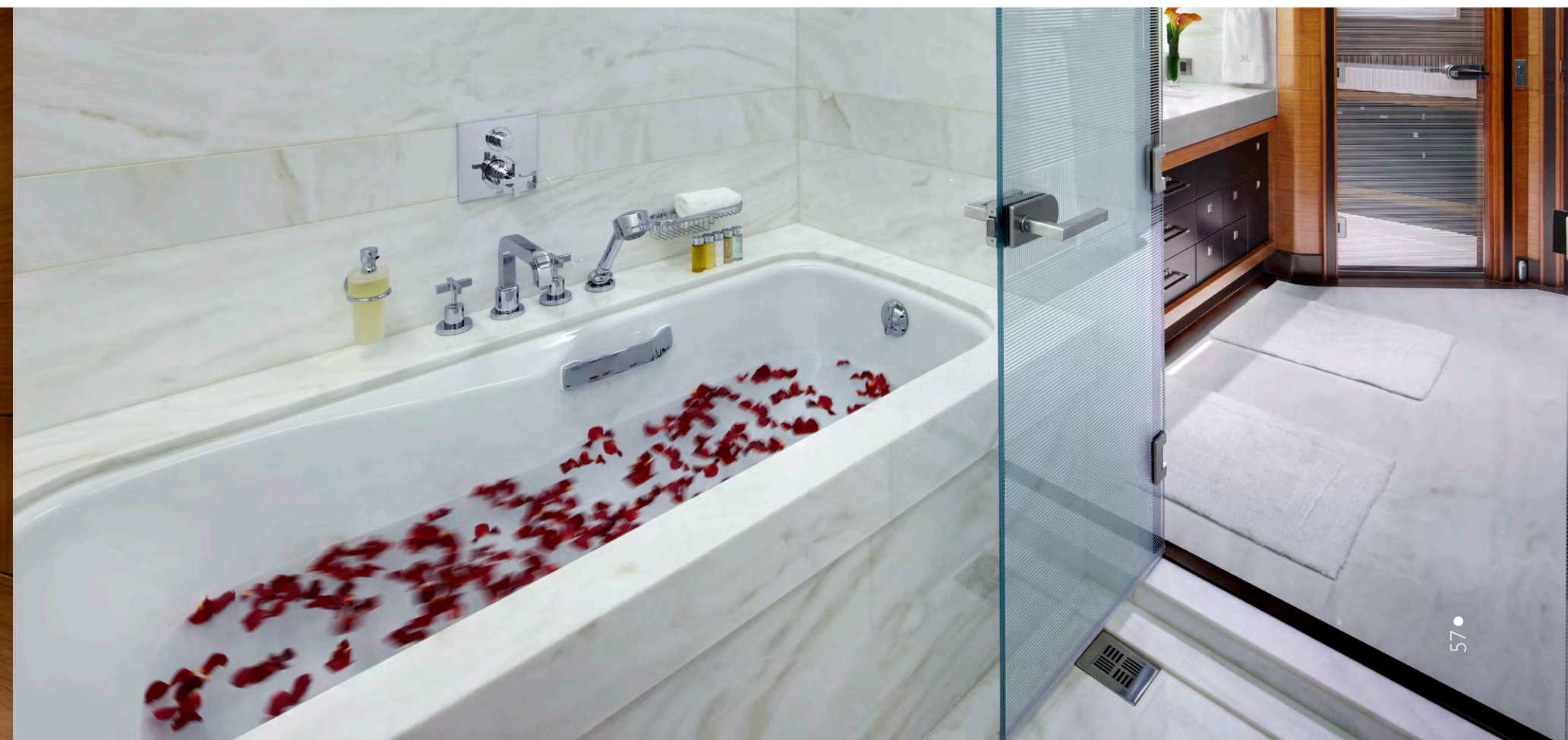
The fly bridge sailing helm and sail controls, in addition to the bridge deck navigation station, provide for exciting sailing with a fabulous vantage point. Two Caterpillar diesel C18 872 hp engines, assisted by bow and stern thrusters, easily power Kokomo along at 13 to 15 kts. Doyle Stratis sails and Southern Spars carbon fiber, in-boom furling streamline the commands. When it comes time to settle in for the night, Kokomo's cleverly hidden submarine anchoring system goes to work, securing the coordinates.

Kokomo's generous 2.7 meter transom, accessed by steps aft of the main deck al fresco dining area, lowers to below water level, encouraging beach-like enjoyment of water toys and lounge space. Wakeboards, water skis, sea kayaks, SUPs with sails, Laser Vago sailing dinghies, lasers with main, jib, assymetrical kites, and retractable bow sprits with trapeze gear, biscuits, donuts, and an arrangement of towable toys are maintained on board. Eight sets of dive gear with tank refill station, ten sets of snorkel gear, and an array of fishing equipment enable additional active pursuits.

On the foredeck, two custom Lloyds Stevenson tenders, equipped with Hamilton jet drives and powered by Yanmar 230HP engines stand ready to assist with water play activity. Stored on the foredeck, that space purposefully takes on water when tenders are removed to serve as a Jacuzzi as whim commands, offering a simply blissful leisure experience while on board.

Some things, as they say, are larger than life. Many have commented that Kokomo is larger than she appears, giving the sense from a distance, and the feel from the helm, of a much smaller yacht, with responsive proportions that defy her size. At nearly 200 meters, she is neither hard to manage, nor overly done, instead yielding the perfect balance of form and function in a modern, fast sailing yacht. ⊕





















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**PORSCHE**





Benetti Yachts 44m

VICA

Photos: Thierry Ameller - Words: Matt Thompson







Benetti dedicates itself to building unique yachts that match each owner's needs. Working with the individual makes it possible for Benetti's team to develop innovative approaches to design and construction. Experienced owners can often push design boundaries, especially when they know what they want, but they don't understand all of the engineering that goes into building their preferences.

Working with VICA's owner gave Benetti several opportunities to expand its horizons. The motor yacht includes some of the builder's most innovative technologies. It also has an aesthetic that blends well with the Mediterranean. No matter where the owner and his guests travel, they will feel at home.

### Designed to Enjoy the Sea

VICA's owner has ample sailing experience, so he wanted a motor yacht that opened itself to the Mediterranean Sea's beauty. Benetti included several features to meet the owner's desires. An enormous sun deck offers brilliant views of the surrounding water while also giving guests easy access to a Jacuzzi. The sun deck provides a luncheon table and bar for mid-day refreshments. A similar configuration on the foredeck creates a private area where guests can bask in the sun or enjoy a soak in yet another Jacuzzi. From this vantage point, the owner and his guests can survey the sea in comfort.

The interior features several large, open spaces that are perfect for socializing. The main salon has floor-to-ceiling windows that blend interior and exterior spaces. This area offers a sublime view while protecting guests from weather and excess sunlight. Beautiful cherrywood with rosewood trim complements a view of the sea's blue water and the land's lush foliage. It's a remarkable place to stand and take in the scenery.

Those who prefer a more intimate, private space can visit an American-style corner bar. This smaller area includes a grand piano, lounge chairs, coffee tables, and a large plasma TV screen. Those who wish can even enjoy a few rounds of karaoke.

### A Quiet, Unshakable Experience

Experienced luxury travelers have likely encountered yachts with large motors that create disturbing vibrations. These vibrations can interrupt any pleasant experience. Far too many travelers have woken in the middle of the night as the engines prepare to take them to their next destination.

Benetti has significantly reduced motor vibrations and noises that can disturb guests. The company has gotten terrific results by using a special elastic link that connects the engines and propeller shafts. The elastic connection absorbs most of the vibrations so they do not flow through the yacht's structure.















Benetti also installed a Naiad stabilization system designed specifically for the owner's mooring habits. He usually prefers launching anchor instead of docking at port. The Naiad system keeps VICA as stable as possible. Even unexpected waves won't disrupt VICA's calm atmosphere. Naiad has built over 10,000 stabilization systems for similar yachts. Benetti made a smart choice by integrating this technology.

With this updated technology, guests can travel quickly aboard a motor yacht while enjoying a quiet, unshakable experience that makes them feel even more connected to the sea's calming undulations.

#### Living Quarters aboard VICA

VICA has resplendent living quarters that can stand with some of the world's most impressive yachts. The owner's cabin, located on the main deck, is particularly breathtaking with its custom decorations, large mattress, and recessed lighting. The cabin, however, is just one part of an apartment dedicated to the owner's preferences. It also includes a study, two baths, a steam shower, and a walk in closet. Perhaps most importantly, the owner's apartment includes access to an exclusive terrace. It's the perfect place for watching the sun rise or set. It even provides a gangway that leads to the sea.

The guests also get to enjoy wonderful accommodations while visiting VICA. All four guest suites are located on the lower deck. A lobby separates the after and forward guest cabins. This lobby includes an exterior terrace where guests can gather at any time of day. The terrace even expands by opening a hatch. This lets the natural light and sea air flood the lower deck. It's a wonderful way to relax during warm afternoons.

VICA has six cabins set aside for crew members. These have been placed in an area away from the guest cabins to make sure everyone has enough privacy to enjoy the day without unwanted interruptions.

#### A New Step for Benetti's Hull and Superstructure Technology

VICA has helped Benetti take an important step that may influence how it builds future yachts. VICA is the first Benetti yacht to include a fiberglass hull and an aluminum superstructure. The flexible molding used in the design makes it easily customizable to each owner's needs. It also helps keep the yacht's weight under control so it can cruise longer distances without stopping to refuel.

#### VICA's Technical Specifications

VICA has a CAT C3 ACERT main engine that creates 970kW at 1,800 RPM. This gives her a maximum speed of 15.5 knots and a cruising speed of 14 knots. When traveling at an economical 12 knots, VICA's 64,000-liter (16,900-gallon) fuel tank gives her a 4,000-nautical mile range that makes her perfect for exploring the Mediterranean's shores and islands.

Guests have access to fresh water throughout long trips thanks to a 11,500-liter (3,038-gallon) water tank and an Indromar reverse osmosis water maker that produces up to 7,500 liters (1,981 gallons) per day.

#### Benetti Never Forgets Beauty

A motor yacht like VICA makes it easy to focus on innovative technologies. Benetti, however, puts just as much time into developing beautiful aesthetics. VICA's exterior shows off this commitment excellently. Her exterior lines follow full height windows to create a streamlined profile. The lines run in such a fluid manner that it's difficult tell how large VICA is from a distance.

The exterior design contributes to the usefulness and beauty of VICA's decks. They provide open, airy spaces with plenty of privacy. Even when the owner chooses to dock, guests can enjoy themselves in privacy. With VICA, Benetti continues to reinforce its reputation as one of the world's greatest yacht builders. ⊕





















An aerial photograph of a picturesque coastal town, likely Portofino in Italy. The town is built on a steep, green hillside that descends to a harbor. The buildings are multi-story and painted in various warm colors like yellow, orange, and red, with some having white balconies. The harbor is filled with numerous boats, including many white sailboats and several larger white motor yachts. The water is a deep blue-green. The sky is blue with some light clouds.

“The one with the white sails...”

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MOTOR YACHT



Philippe Briand 42m

MARI-CHA IV

Photos: Thierry Martinez | Words: K.L. Turner, Charles W Davis Jr.









### Mari Cha IV: The Elegance of Speed

The strategy of building a sailing yacht that wins races is simple. It must be faster than the competition. The task of ensuring the win, however, is a bit more complicated. When a racing yacht shaves two days off of a Transatlantic West to East record, as Mari Cha IV did in 2003, that is a strategy worth studying.

Born of a one-sentence brief requested by owner Bob Miller, Mari Cha IV's design team received a clear directive: create the fastest monohull in the world. When the experienced and capable team composed of naval architects and designers Philippe Briand, Clay Oliver, and Greg Elliott accepted Miller's challenge, they set out to make history. Miller simply wanted to regain a record Transatlantic title. No one, it turns out, would be disappointed.

With highly confidential inquiries to suppliers, the team approached spar makers, sailmakers, designers and sailing experts essential to their task. Beginning to wonder about the directive, they sought clarification, asking Miller what, exactly, this project was expected to be fastest at doing. Miller's reply was, again, very simple. Everything.

And so it goes. Eighteen months of testing and design initiated in 1999 yielded a pioneering concept. Mari Cha IV's 42-meter hull would be constructed of carbon fiber, in a shape that minimized draft and maximized beam to decrease friction while slipping through the water. Her broad beam and very pointy "pointy-end" were just the beginning of the exquisite yacht about to unfold.

Testing and research directed that Mari Cha IV would employ a schooner rig, splitting the sail plan to ease the burden of manually powered winches. A requirement of the racing crowns Mari Cha IV was destined to earn, this single requirement would prove imperative. Wind tunnel comparisons with ketch and sloop sail plans set the most manageable and most efficient size of individual sails at 300 square meters. Significantly smaller than that of other sail plans, comparisons eliminated a number of options while highlighting the advantages of a schooner rig, noting its high sail area and low center. Still, Mari Cha IV would carry a massive 1,415 square meters of sail area, 904 of which would be dedicated to upwind sailing.

It was decided that this innovative design would benefit from a combination of both a swing keel and water ballast, putting her at an advantage with optimum heeling angles for varying conditions. Balancing the effects of the two forces, tests aboard Mari Cha IV proved the use of the hydraulically-controlled keel, in sync with the ten-ton water ballast, provided a solid speed advantage. Dumping the water to save weight while canting the 6.5 m swing keel to anywhere between plus-or-minus 40° gave the crew new options to work with.



The team knew that Mari Cha IV would be lightweight, ultimately carrying only 50 tons in comparison to predecessor Mari Cha III's 109, due in part to a stark, cave-like environment below deck. With little but necessity in the way of creature comforts, she would be stripped to Spartan environs without a single luxury below, sporting just bulkheads, ring frames, pipe berths and a navigation station. In contrast, Mari Cha III was regularly outfitted for luxury cruising, undergoing extensive transformation every racing season at the expense of Miller's enjoyment of the yacht for personal cruising.

Shuttling back and forth between New York and New Zealand every three months or so for meetings with Miller, naval designer Greg Elliott carried information and response between the owner and the team, with an untold number of digital communications filling the days. Discussion was thorough, intense, and at times, difficult, but sailors who race, and those who work with them, have an innate reverence for logic and pragmatism. This particular group embraced that and more, understanding that they were all working toward the same endpoint. A common goal keeping everyone on track, assisted by the invaluable oversight of a particularly talented project manager, gave Mari Cha IV the intangible asset of common passion that many builds cannot hope for.

Still a concept on paper the team presented the Mari Cha IV to Miller, enhanced by input from Mike Sanderson on sails and deck layout and Jef d'Etiveaud as project manager and skipper. Miller gave the anticipated nod, and the Cherbourg, France's JMV boatyard hit the ground running with the build, finally sending this dramatic new racing yacht out to conquer the world in 2003.

Proving her worth almost immediately, she handily established the win in the Transatlantic west to east race that year, breaking records left and right the entire season. In addition to turning in a time of 6 days, 17 hours, 52 minutes and 39 seconds, making her the first monohull to make the crossing in under seven days, she also was the first to sail over 500 miles in a 24-hour period. Her new distance record of 525.5 nautical miles in a single day stood for two years. With an average speed of more than 19 kts., Mari Cha IV was known to hit 32 kts, and thought to be capable of withstanding 40 if commanded.

Mari Cha IV continued to collect an impressive display of racing hardware, including the 2005 Rolex Cup from New York to the UK's Lizard Point, setting an exceptional 100-year record. She also carried home the prize and set records at the Guadeloupe to Antigua Race and the West Coast USA to Hawaii Pacific Cup Race.











Her racing history is, in a word, incredible. An overall length of 42.6 meters, with a load waterline of 40.2 meters, Mari Cha IV proved both ahead of her time and a joy to sail. Those who have had the privilege answer with high praise for the yacht, acclaiming her responsive nature. Easily guided by a light touch on the wheel at 20-plus knots, she moves more like a 40-ft boat than a large superyacht. She is also easy to maneuver in port, despite the lack of bow thrusters. Most likely a weight thing, she simply did not need them, turning, reversing, and docking like a craft just a nimble fraction of her size.

What, one might ask, does such an exceptional yacht like Mari Cha IV do after reaching the pinnacle of performance? In this case, she goes quietly about her business, continuing to provide endless hours of sailing bliss to those on board. She also schedules a little refit time, as she did with Royal Huisman's Huisfit facility in 2014, engaging expert technicians and craftsmen, to polish, update, and add well-earned comforts and conveniences, putting forth a posh new profile.

Scheduled for a summer 2015 unveiling, Mari Cha IV's experts are tasked with maintaining a fast racing yacht, fitted with aesthetically pleasing elements and the expected furnishings of a luxury cruising yacht. Deck furniture, social and dining areas, and comfortably outfitted cabins are the goal, with extras like a swim platform in the plan.

The once hollow carbon structure will be transformed with ultra-lightweight interiors, employing titanium in place of steel for deck elements, and stylish, no-nonsense, honeycombed furnishings with a Japanese influence, all in the interest of keeping close to her svelte race weight. And, to quote Shakespeare, that which we call a rose by any other name would smell as sweet. It is reported that Mari Cha IV will even sport a new moniker









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Dassault Systèmes :  
FALCON 8X

Photos: Dassault Systèmes Media | Words: K.L. Turner





#### More of What Matters: The Advantage of Dassault's Falcon 8X

On Feb. 6, 2015, at 1400 hours, Dassault Systèmes test pilots Eric Gérard and Hervé Laverne took to the skies over the aeronautics manufacturer's Bordeaux-Mérignac facility, climbing to 1500 m in the new Falcon 8X tri jet. Before starting system testing and verification maneuvers of flying qualities at 4500 m, they climbed to 12,000 m and accelerated to Mach 0.80. They then dropped to 4500 m to begin preparation maneuvers in anticipation of landing. This first successful flight, just a month after the initial rollout, earned substantial praise from the pilots and raised a few eyebrows in the process.

The impressive stats of the test flight gave credibility to Dassault's claims for this dramatic new issue in the exclusive line of Falcon executive jets. Many may have questioned how this version would improve on an already near-perfect business jet, the 7X. May we suggest preparation for the list?

The Falcon 8X is more efficient, thus allowing it to stretch its nonstop mileage to 11,945 km, or 6,450 mi. at Mach 0.80. That, accomplished with eight passengers and three crew, is appealing for those who regularly engage in business travel across vast oceans.

The cabin of the 8X is 3.5 ft longer than the 7X, allowing the floorplan to stretch out and relax. Features that simply did not fit in previous layouts will now find accommodation with a more available space.

The Falcon 8X supports more than 30 cabin configurations, surpassing that of any executive jet on the market today. Choose from any of three galley plans, two with crew rest options, that closely align with the needs of each individual owner. A variety of lavatory plans, one of which includes a shower, create a bespoke layout that wastes no space while delivering everything required for a pleasant flight.

Taking the digital flight control system of the 7X a step further, the enhanced system of the 8X is smarter and faster. A redesigned cockpit combines infrared and synthetic vision modes in an optional Head Up Display, HUD, significantly improving safety and situational awareness of runway symbols while viewing flight parameters, increasing flight trajectory accuracy regardless of weather, and smoothing VMC to IMC transitions.







The 8X, like the 7X, is capable of making a steep, six-degree approach, serving difficult airports such as LCY, London City Airport, and Lugano, in Switzerland, where larger jets simply cannot navigate or maneuver. Additionally, the 8X is very versatile, able to take off on just 6000 ft/1830 m runway surfaces, displaying an approach speed of 107 kts/197 km/hr, a function of the three motors on board.

There are also lighter internal wing architecture advantages, keeping weight to a minimum despite the added length, additional moving controls with three leading edge slats, three air brakes and two flats, and improved Pratt and Whitney Canada turbofans, upping thrust by five percent while reducing fuel consumption and NOX emissions.

Long a leader in aviation, Dassault Systèmes operates in 90 countries, with 11,000 employees and manufacturing facilities in France and the US. Production of exceptional business executive aircraft is complemented by military jets, benefiting from the technology and design of the Rafale, Mirage, and UCAV models. Since the first Falcon 20 was launched in 1963, owners have taken delivery of over 2,380 Falcon model jets.

Dassault CEO Eric Trappier voiced his confirmation of strong demand and a bright future for the Falcon 8X, looking forward to certification in mid-2016. Those with the need for the advanced features of this noble, capable, efficient, and beautiful jet are most likely already on the right list, ready to fly and enjoy the best of the best upon the day of delivery. ⊕







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Aston Martin  
VANTAGE GT12

Photos: Aston Martin Media | Words: Matt Thompson



Aston Martin's Vantage series represents some of the world's best high-performance sports cars. The model has become synonymous with speed, agility, and exclusivity. Last February, the car manufacturer revealed some promising details about the Vantage GT12. Limited to 100 vehicles, only a select group of people will get to experience the thrill of Aston Martin's newest creation when it debuts in late 2015.

#### Updated Technology Offers More Speed and Better Control

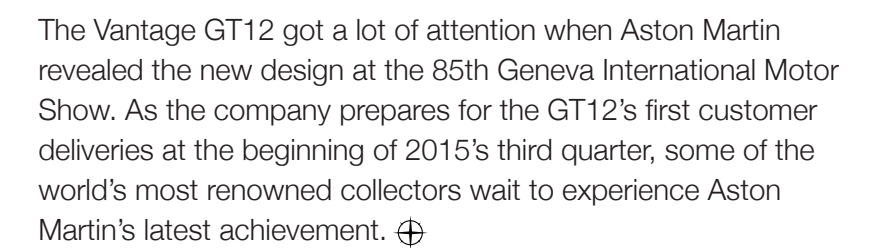
Anyone who has had an opportunity to drive an Aston Martin Vantage knows that the car contains the most sophisticated technology available. Current versions like the V12 Vantage GT and Vantage N430 have robust engines capable of producing 430 hp. The Vantage GT12 builds on this technology to create an even faster vehicle that gives drivers more control.

The Vantage GT12 has an updated version of the 6.0-liter V12 engine. This new V12 can churn out an estimated 590 hp. This obviously makes it possible for the car to reach faster speeds. The enhanced power, however, doesn't boost speed on its own. The GT12 weighs 100 kg (200 lbs) less than the V12 Vantage S. By dropping the weight, Aston Martin's engineers have given the engine a chance to show off its true power.

Engineers helped the Vantage GT12 lose weight by replacing earlier parts with lightweight alternatives. The updated magnesium torque tube, titanium exhaust system, and redesigned magnesium inlet manifolds lower the weight while improving efficiency. Other enhancements include new door casings, front wings, and bonnet made from lightweight carbon fiber. These changes are the result of years spent researching and testing new designs. Aston Martin always pushes borders to find innovative solutions. The GT12 is its greatest achievement to date.









08



07







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