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YACHT



NEW SEASON NEW MODELS

GLOBAL DEBUTS ON THE RIVIERA

REVIEWS CRN 62M R/O, ABSOLUTE 60 FLY,
BLUEGAME BG54, LAGOON 51

SPECIAL SHIPYARD MONACO YACHT SHOW

POLAND LEADER SUNREEF CELEBRATING 20 YEARS

PROFILE EUROPE'S QUIET DYNAMO

CHARTER ALAIN RAAS, AQUILA

RACING CARMEN LAU, CAMPER & NICHOLSONS
ONBOARD SEQUOIA, INDONESIA
ROLEX MIDDLE SEA RACE

HONG KONG: HKD80
CHINA: RMB90
SINGAPORE: SGD12
MALAYSIA: MYR32
THAILAND: THB350
PHILIPPINES: PHP 450
VIETNAM: VND200,000
INDONESIA: IDR 125,000
REST OF THE WORLD: USD12



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ISSUE 67

OFFICIAL PARTNER OF
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mys
MONACO YACHT SHOW



CRN 62M R/O

CONTENTS

10 START LINES

- Editor's Note
- Column: AkzoNobel Yacht Coatings and Professor Charles Spence on boating and the 'blue gym'
- Superyachts: Market intelligence by Fraser

16 YACHTS

- Lürssen delivers 160m *Blue*
- Amels Custom 78 *Energy* goes global
- Sporty top for Benetti's 65m *Zazou*
- CRN's 52m *Ciao* joins Monaco line-up
- Riva 130' *Bellissima* for Monaco
- First Sunreef 60 Eco sets sail
- Wally developing why150, wallywind 110
- Custom Line reveals 50m flagship
- Pershing GTX116 on the move
- Princess S72 to debut early 2023
- Azimut to show S7 at Dusseldorf
- Ferretti Yachts 580 to premiere at Boot
- Jeanneau Yachts 55 completes big trio
- Neel Trimarans unveils 52
- Bali Catsmart for La Grande Motte
- Fairline to launch Targa 40 in 2023
- Groupe Beneteau's electric powerboats

52 NEWS

- Ferretti Group tops €1.2 billion backlog
- Azimut-Benetti orders at all-time high
- Large Sunseekers sell to Asia
- Boat Lagoon Yachting sales surge
- ILIAD catamarans sell well in Sydney
- Fountaine Pajot cats proves popular
- Simpson Marine launches NFT, opens Sanlorenzo office in Hong Kong
- Sunreef appoints Hong Seh Marine
- Multihull Solutions expands portfolio
- Asiamarine represents Swan Shadow
- Lee Marine celebrates 25 years
- ONE°15 Marina hosts Eco Month



72 SHOWS

- Monaco Yacht Show
- Southampton International Boat Show
- Thailand Charter Week

80 RACING

- 43rd Rolex Middle Sea Race
- SailGP Season 3
- 37th America's Cup

90 LEADER: ALAIN RAAS, BRAND MANAGER, AQUILA

As Aquila celebrates its 10th anniversary, Raas answers 10 questions about the builder's rapid growth.

94 PROFILE: CARMEN LAU, CAMPER & NICHOLSONS

Now Senior Advisor at C&N, Carmen Lau has enjoyed a wide-ranging career in the industry to become one of Asia's leading superyacht specialists.

100 INTERVIEW: MEME POON, GRANDTECH

As founder and General Manager of Grandtech, Meme Poon heads the Hong Kong dealership for Volvo Penta engines.

104 SPECIAL FEATURE: NEW MODELS 2022

Yacht Style covers the year's hottest new models including many world premieres at the Cannes Yachting Festival and Monaco Yacht Show, as well as debutants at other shows around the world.

112 SHIPYARD: SUNREEF YACHTS TURNS 20

As Sunreef celebrates its 20th anniversary, founder and President Francis Lapp looks at how the company's focus on "superyacht DNA" helped it become the leader in large, luxurious catamarans.

118 COUNTRY: POLAND

Poland remains Europe's leading producer of outboard motorboats, yet remains a hotbed of innovation and ambition, as revealed during a visit for this year's Polboat Yachting Festival.



Leader: Alain Raas, Aquila Power Catamarans



Profile: Carmen Lau, Camper & Nicholson's



Shipyard: Francis Lapp, Sunreef Yachts



CRN 62m Rio

REVIEWS

128 CRN 62M RIO

Built at the Ferretti Group Superyacht Yard in Ancona, *Rio* is fun, colourful, breezy and bright – and among standout world premieres at this year’s Monaco Yacht Show.



Absolute 56 Fly

134 ABSOLUTE 56 FLY

Before the Absolute 56 Fly debuted at this year’s Cannes Yachting Festival, *Yacht Style* jumped aboard the model’s first unit in Hong Kong.



Bluegame BG54

140 BLUEGAME BG54

The new BG54 is an evolution in the builder’s walkaround series, providing a convivial atmosphere and enticing social areas by the water.



Lagoon 51

146 LAGOON 51

Even livelier on the water than her predecessor, the Lagoon 51 introduces the emphasis on solar power that will characterise the brand’s future models.



Sequoia charter yacht

154 OWNER: SEQUOIA EXPLORES INDONESIA

With travel reopening, the luxurious 86ft three-cabin wooden schooner celebrates her fifth birthday by again welcoming guests for “an experience of a lifetime in a private setting”.



162 LUXURY WATCHES

Omega, Zenith, Tissot, Bell & Ross, Montblanc, Hermes and Longines on Tom Dixon candelabras, candleholders and bookends.



170 EVENTS

Lively happenings on and off the water around Singapore, Hong Kong, Hainan, Taiwan and Gdynia (Poland).

192 LAST SHOT



COVER

CRN 62m Rio, among world premieres at the 2022 Monaco Yacht Show

CATAMARAN PIONEERS SINCE 2002



✦ Sunreef Yachts Eco

Sunreef 80 Eco

MEET US AT:

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MONACO YACHT SHOW
28 September - 1 October 2022

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FIRST SUNREEF 60 ECO SETS SAIL

Surreal, the first Sunreef 60 Eco, is another new release from the Polish builder's new eco-friendly range of power and sail catamarans.

Sunreef has revealed photos of the first Sunreef 60 Eco, *Surreal*, which is the second sailing model from the builder's new solar-powered series. The first Eco sailing model was the Sunreef 80 Eco, *Marie-Joseph*, which was in Dubai earlier this year and will make its official world premiere at the Cannes Yachting Festival (September 6-11) before also appearing at the Monaco Yacht Show (September 28-October 1)

The Polish builder launched *Surreal* in April in the builder's home in the north-coast city of Gdansk before recently revealing a selection of sailing, mooring and interior photos showing the shipyard's latest example of Eco green-tech solutions and luxurious design and décor.

Surreal is the builder's first 60ft catamaran to be equipped with composite-integrated solar panels developed in-house. On *Surreal*, the solar panels are integrated into the hull sides, superstructure and flybridge hard top, generating solar power for long, vibration-free and emission-free navigation as well as on-board appliances.

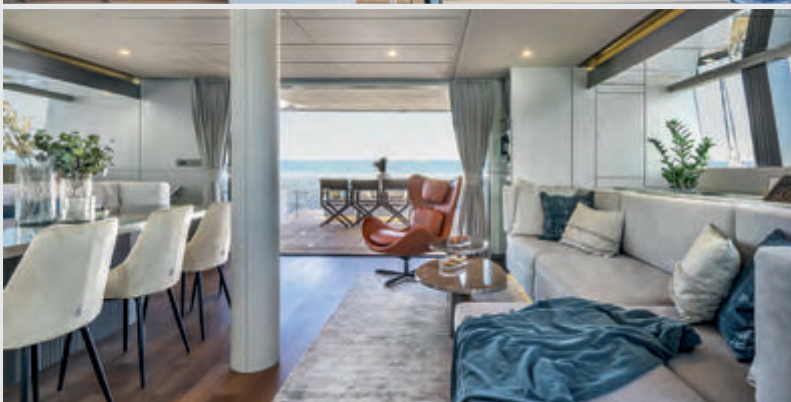
With a thickness below 1mm, the ultralight solar skin is the industry's lightest and most efficient solar power solution, according to Sunreef. Due to their advanced integration technique, Sunreef Yachts Eco solar panels have a very high resistance to shock and abrasion. *Surreal* was also fitted with a powerful custom-engineered battery bank.

In terms of design and layout, *Surreal* is based on the Sunreef 60 and its alfresco relaxation spaces include a full-beam aft cockpit with a big swim platform, a large flybridge with a wet bar and a sunken lounging area on the foredeck.

The custom-designed interiors include a bright main-deck saloon with a generous lounging area to port and a formal dining area to starboard. The lower deck has a fully equipped galley and can accommodate up to eight guests in a spacious four-cabin layout.

Sunreef recently appointed Hong Seh Marine as its exclusive dealer in Singapore (*see News*). ☽

www.sunreef-yachts.com





Sunreef 80 Eco

SUNREEF APPOINTS HONG SEH

Singapore dealer Hong Seh Marine has been appointed by Sunreef Yachts to represent the Polish luxury catamaran builder, which is building a new production facility in the UAE.

Sunreef Yachts has confirmed Hong Seh Marine as its exclusive dealer in Singapore. Hong Seh Marine's appointment covers Sunreef's full range of sailing and power multihulls plus the builder's pioneering new Eco series, which offers solar-electric, lithium-battery versions of its existing models with options including hydrogenation and wind turbines.

Francis Lapp, Sunreef's founder and President, said: "We are pleased to initiate this partnership with Hong Seh Marine. We know we can count on them as a reliable partner in Singapore. This collaboration leads us to a closer bond with our local customer base, showing more and more interest in our Eco range of sustainable catamarans."

Sunreef Yachts, which is celebrating its 20th anniversary this year, has a wide range of large, luxurious catamarans including the Sunreef 50, 60, 70 and 80 sailing models, and 60, 70, 80 and 100 Power models, all of which can be heavily customised and/or built in Eco versions.

Edward Tan, Executive Director of Hong Seh Marine, said: "Our newly formed partnership with Sunreef Yachts is an exciting opportunity and enables us to expand our product line. We are confident in Sunreef's eco-friendly technologies and impeccable quality that promises to deliver luxury and comfort along with its recent range in providing sustainability."

Della Pearce, Director of Hong Seh Marine, added: "At Hong Seh Marine, we're continuously evolving to give our clients the best boating experience. Expanding the product portfolio was a strategic initiative."

Sunreef sailing catamarans already in Singapore include the Sunreef 62 *Annette 2* and the Sunreef Supreme 68 *Eagle Wings*, based at ONE°15 Marina Sentosa Cove and one of the country's most popular charter yachts.

Sunreef builds at both its original facility in the historic Gdansk Shipyard and an expansive new site further east along the Martwa Wisla river in the north-coast city. However, the Polish builder is now developing its first overseas production facility in Ras Al Khaimah, a northerly emirate in the United Arab Emirates, "in response to a rising demand from the Middle East, Asia and Australia".

Sunreef, which expects the site to employ up to 800 people within three years, has invested almost €30 million (about US\$30 million) in the new facility and acquired a 65,000sqm land reserve, initially focusing on a 13,000sqm plot.

Meanwhile, the builder has expanded its in-house sales network to Turkey, with Beril Sümen heading the new office in Istanbul. The Turkey office is hosting client and media activities during the 21st Bosphorus Cup from September 22-25 and will participate at the CNR Eurasia Boat Show at Istanbul Expo Center from December 17-24. ☞



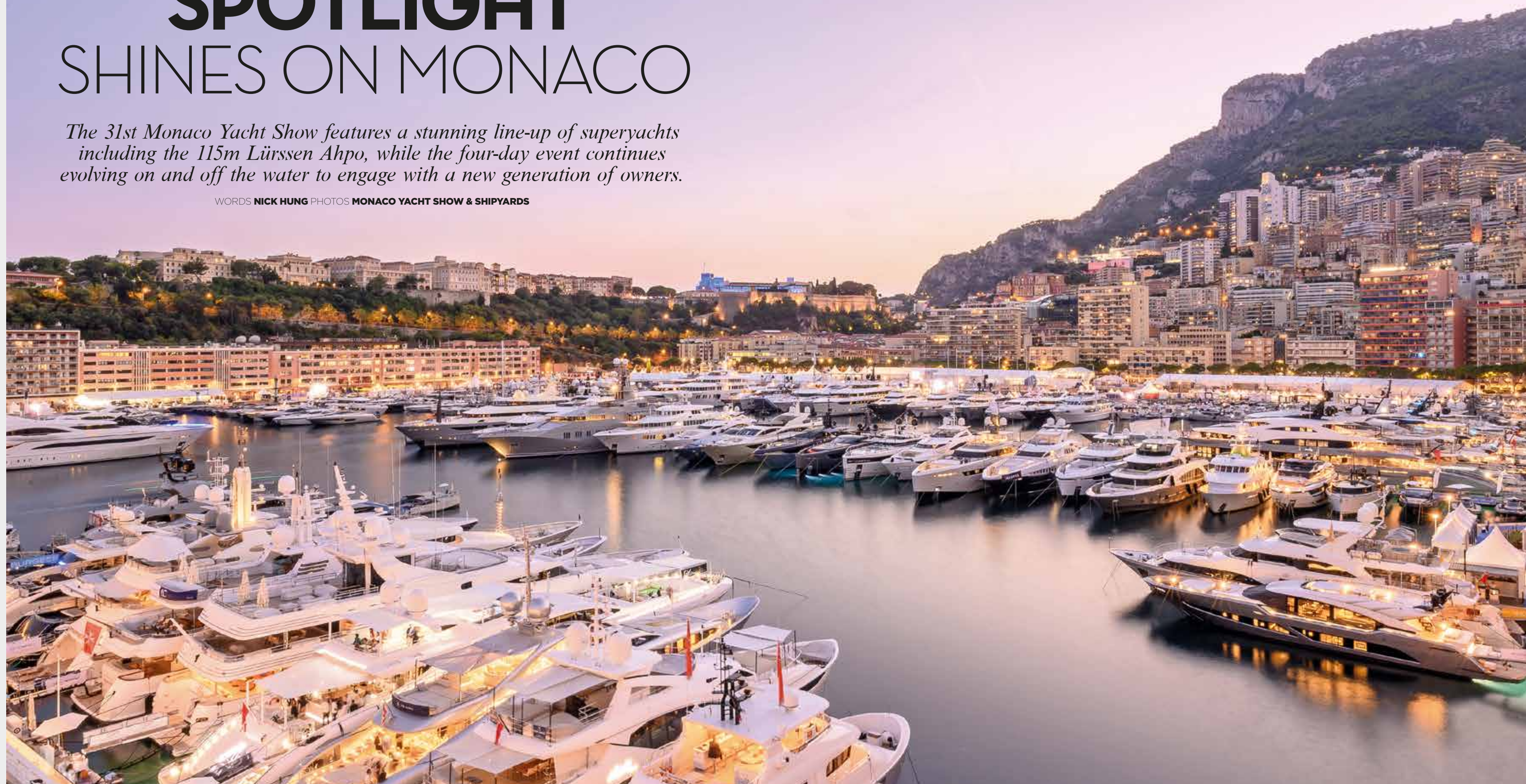
Edward Tan and Della Pearce

www.hongsehmarine.com.sg
www.sunreef-yachts.com

SUPERYACHT SPOTLIGHT SHINES ON MONACO

The 31st Monaco Yacht Show features a stunning line-up of superyachts including the 115m Lürssen Ahpo, while the four-day event continues evolving on and off the water to engage with a new generation of owners.

WORDS **NICK HUNG** PHOTOS **MONACO YACHT SHOW & SHIPYARDS**





CRN 62m Rio

As reviewed in *Yacht Style* Issue 66, the 115m *Ahpo* by Germany's Lürssen is lined up to be the biggest yacht at this year's Monaco Yacht Show from September 28-October 1, as the superyacht spectacle continues its three-year development programme 'to promote superyachting among a new generation of clients'.

With no event in 2020, the 30th edition was held last year against the backdrop of slowly-easing restrictions for international travel, with the first post-pandemic edition attracting 19,000 visitors and 101 yachts to Port Hercule. It was a well-received return for the show, although figures were down on the 31,000 visitors and 125 yachts of 2019, then described as the biggest edition since the show started in 1991.

This year, organisers expect over 450 exhibitors and around 115 superyachts including about 40 new models. The show is again preceded on the Monday (September 27) by the Monaco Yacht Summit at Yacht Club de Monaco, where show visitors with a yacht project (purchase, charter or construction) receive advice and insights from industry experts including designers, brokers, builders and financial advisors.

Reserved for yacht owners and charterers, future clients or their representatives, the event brings together industry professionals and pre-qualified clients brought by MYS organisers before they meet the next day on board yachts at the show.

The first day of the show is invitation-only, with private clients holding 'Discover' passes and their parties ('Advise' passes) granted access to the Dockside Area while other areas are open to all passes. From the Thursday to the Saturday, the Dockside Area is open to all visitors.



Benetti 65m Triumph

ADVENTURE AREA, SUSTAINABILITY HUB

This year, organisers have introduced an Adventure Area and a Sustainability Hub. Dedicated to adventure, exploration and leisure activities on board a superyacht, the Adventure Area spans two sites at Port Hercule.

Quai Antoine 1^{er} on the south side of Port Hercule includes an Adventure Area linked to the former Car Deck and Tenders & Toys exhibitions, bringing luxury cars and motorbikes, yacht tenders and water toys together in one location. The other Adventure Area features about 20 tenders moored at Quai Jarlan, as in previous editions.

The Sustainability Hub is for companies specialising in technology aimed at reducing superyachts' environmental footprint and covers 200sqm in Darse Sud, the southern tent dedicated to equipment, technology and yachting services.

Other changes this year include an upgrade of the Dockside Area, the relocation of the Sailing Yacht Area to the protected inner side of Quai l'Hirondelle, and a doubling of the size of the Yacht Design & Innovation Hub, which includes a new 100sqm conference area at Virage Louis Chiron. The three themed areas were introduced last year as part of the organisers' three-year revamp.

On the west side of Port Hercule, themed areas include the Parvis Piscine tent for yacht interior design and decoration companies, while its Upper Deck Lounge displays luxury products and services. On the south side, the Quai Albert 1^{er} tent is for yacht-related equipment, maintenance and service companies.

HIGHLIGHTS ON SHOW

However, it's the superyachts and megayachts in the water that are the show's major attractions. As well as the world premiere of the 115m *Ahpo*, Lürssen builds include the 97m *Carinthia VII* (2002) exhibited by Fraser, the 61m *Marguerite* (2004) and 46m *Lucy III* (1992).

Damen Yachting is showing its new custom Amels 78 *Energy* and the first Amels 60 *Come Together* as well as *Here Comes The Sun* (2019), which the Dutch builder extended from 83m to 89m as part of a refit completed last year. Meanwhile, Burgess is exhibiting the Amels 55 *Papa* (2019).

Builds by Germany's Abeking & Rasmussen include the 86m B2 (2009) and 68m *Soaring* (2020), while other big yachts on show include the new 88m *Project X* by Greece's Golden Yachts and 72m



Adventure Area

Solo by Italy's Tankoa. Dutch builder Heesen is staging the world premiere of its 60m *Lusine* after being delivered this year, while Sanlorenzo is exhibiting new 52Steel and 62Steel hulls.

A year after its 108m 'gigayacht' *IJE* headlined the show, Benetti is showcasing a trio of new builds, with the world premieres of the custom-built 65m *Triumph* and the first B. Now 50M (*Iryna*) joined by the first B.Yond 37M (*Goga*) following the latter's world premiere at this year's Cannes Yachting Festival.

Sister builder Azimut is showing its 38m flagship Grande Trideck along with two new models, the Grande 36 Metri and Magellano 30 Metri, both fresh from world premieres at Cannes.

Italy's CRN, part of Ferretti Group, is staging the world premiere of its 62m *Rio* (see Review), which has spent the summer in the Mediterranean. Another new CRN on show is the 52m *Ciao*, exhibited by Ocean Independence.

Ferretti Group is displaying the Custom Line 140', the brand's new 42m flagship that debuted at Cannes, along with a new hull from the Navetta 37 series, while a Navetta 42 (*Botti*) is exhibited by Denison Yachting.

Ferretti Group's world premieres include Riva's 130' *Bellissima*, the brand's largest model since the flagship 50Metri, while Riva is also showing a 110' *Dolcevita*. A *Wallywhy200*, a model unveiled at Cannes last year, is also on show.

British builder Sunseeker is showcasing a 95 Yacht, 116 Yacht and a 131 Yacht, while Gulf Craft's Majesty 120 *Rocket One* is also appearing following the UAE-built model's European debut at Cannes.

Among brokers, Camper & Nicholson's has one of the largest

displays, with five yachts including the 65m *Feadship Callisto* (2006), the 55m *Forever One* (2014) by Italy's Isa and the 55m *C* (2021) by Italy's Baglietto.

SAILING YACHTS

Among the sailing yachts line-up at Quai l'Hirondelle, Camper & Nicholson's is exhibiting the 45m *Blush* (2007) by Italy's Perini Navi and the 51m *Borkumriff IV* (2002) by Dutch builder Royal Huisman. Further sailing yachts from both shipyards include Royal Huisman's 57.5m *Twizzle* (2010) and Perini Navi's 39m *State of Grace* (2013).

New sailing yachts include the 36m *Perseverance 1* by Finland's Baltic Yachts, the 35m *Sorvind* by South Africa's Southern Wind and the 24m *Advanced 80* by Italy's Advanced Yachts. Finland's Nautor's Swan is exhibiting both the new ClubSwan 80, *My Song*, and Swan 98.

Celebrating its 20th anniversary, Polish catamaran builder Sunreef is exhibiting a new hull from its 80 Power line, the 24m *Kokomo*, and its new 80 Eco sailing catamaran, *Marie-Joseph*, which debuted at Cannes.

The 80 Eco showcases Sunreef's groundbreaking green tech solutions including solar panels built into the hull sides, superstructure, hard top and even mast. The propulsion is 100 per cent electric and while under sail, the yacht keeps producing power due to a hydrogeneration system.

Organisers also expect about 50 tenders, which continue to be exhibited at Quai Jarlan and Quai Antoine 1^{er}, and as part of the new Adventure Area exhibition. ☞

www.monacoyachtshow.com



Lürssen 115m Ahpo

© GUILLAUME PULISSON

NEW, IMPROVED AND READY TO ORDER

Yacht Style covers the year's hottest new models including many world premieres at the Cannes Yachting Festival and Monaco Yacht Show, as well as debutants from the Miami, Palm Beach, La Grande Motte, Palma and Venice shows to Southampton, Genoa and Fort Lauderdale. Dive in!

WORDS **CLAIRE LIM** PHOTOS **SHIPYARDS & DEALERS**

Azimut has followed up last year's launch of its flagship Grande Trideck with two new Grande superyachts in 2022, as the first hulls of the 36 Metri and 26 Metri models launched just ahead of their world premieres at the Cannes Yachting Festival. Both feature exterior styling by Alberto Mancini and interiors by Achille Salvagni, the same designers behind the 38m Trideck, which is joined in the Monaco Yacht Show line-up by the Grande 36 Metri.

Azimut's second-biggest model, the 116ft Grande 36 Metri is distinguished by a semi-walkaround upper deck, which runs on the same level from the stern almost to the tip of the bow. The skylounge side doors can slide out of view, transforming the upper deck into a huge open space offering panoramic views.

The Grande 26 Metri's signature feature is the Deck2Deck™ terrace, where the transom rises to adjoin the main deck and expand the cockpit, which can be used either as a lounge or dining area. Convertible furniture adds to the flexibility, while a main-deck owner's suite with full-height windows is among other features. The 86-footer is fitted with the new 4600 Pod propulsion system developed by ZF and, like the 36 Metri, is among Azimut's new generation of Low Emission Yachts.

The Magellano 30 Metri was Azimut's other major world premiere at Cannes and is the new flagship of the builder's long-range series. The 97ft model features exterior styling by Ken Freivokh and interior design by Vincenzo De Cotiis, the same design team behind the Magellano 25 Metri released in late 2020.

Azimut's other new models at Cannes included the Magellano 66,

a 20m model that had its debut at this year's Venice Boat Show, and features in-house exterior and interior design.

Sister company Benetti has also had an exciting year for new models, staging the global debuts of the Oasis 34M and B.Yond 37M at Cannes before the latter model also appeared at Monaco, where the builder's other new yachts included the B.Now 50M *Iryna*.

The steel-hulled B.Yond 37M has a remarkable five decks and was conceived by Azimut-Benetti owner Paolo Vitelli and designed by the late Stefano Righini, who passed away in October 2021 having worked with Vitelli since the 1980s. While the enormous space offered by five decks is an obvious appeal, Benetti is proudest of the model's technology, describing it as "the greenest model ever built in its class".

The E-Mode Hybrid system by Siemens Energy optimises on-board energy consumption and results in "unprecedented CO2 and NOx emissions reductions for a yacht in this category", Benetti states. The system combines with SCR catalytic filters, a gas-control technology that uses a urea-based liquid solution, while the yacht has four operating modes including Full Electric for zero-emission navigation.

The Oasis 34M is the little sister of the Oasis 40M, a 134-footer with tremendous sales around the world including in Asia-Pacific. Also featuring exterior design by UK firm RWD and an interior by New York-based Bonetti & Kozerski, the 112ft Oasis 34M is similarly distinguished by the 'Oasis Deck', with opening wings either side of a beach area featuring an infinity pool integrated into the sunbathing and lounge area.

Benetti B.Yond 37M



Jeanneau Merry Fisher 1295 Fly



Beneteau Swift Trawler 48



Jeanneau DB/43



Prestige X60

balustrade and long covered cockpit, although unlike its widebody big sister, it does have one side deck, to port. Other new features include a sliding door on the port side of the saloon.

Prestige's M48 was among the most anticipated world premieres at Cannes, as one of the first powercats by a leading monohull builder, albeit one with Lagoon as a sister company. Designed by long-time Prestige designer Garroni Design of Italy with French naval architect Philippe Briand, the 14.8m yacht is tall and thin, with just a 6m beam, while options include a full-beam master suite forward.

Jeanneau's DB/43 was another exciting premiere at Cannes as the brand entered the premium dayboat market with its flagship motorboat, reuniting Garroni and American naval architect Michael Peters, who collaborated on current Leader and NC models. Drop-down sides expand the width to 18ft 6in, the flexible aft sofa can fold down to become a sunpad, while the two cabins below include an aft master with a double and a sofa or single bed to starboard.

Jeanneau's Cannes premieres included the Cap Camarat 10.5 CC and Merry Fisher 1295 Fly, which is 7ft longer than the series' former flagship, the Merry Fisher 1095. The 1295 Fly features three 300hp Yamaha outboard engines, while eye-catching features

include a drop-down platform to starboard and three integrated sun loungers on the foredeck.

Beneteau debuted its Swift Trawler 48 at Miami before the model was part of the builder's 16-boat line-up at Cannes. The model by Andreani Design succeeds the 47 as the flagship of the Swift Trawler range of seaworthy passage makers. A MICAD-designed hull helps provide a 600nm-plus range at nine knots with twin Cummins engines, with the 425hp options giving a top speed of 25 knots.

SAILING ZONE

At Cannes, Port Canto hosted the world premieres of new sailing flagships from Beneteau and Jeanneau. Beneteau's Oceanis Yacht 60 is designed by Italians Roberto Biscontini and Lorenzo Argento, who also collaborated on the First Yacht 53 and Oceanis Yacht 54, and notable features include a master cabin in the bow with a forward-facing bed.

The same design team are behind the Beneteau First 44, a cruiser-racer that debuted at Cannes and is offered in a performance version with a different mast and rig. The shipyard's first new sailing yacht of the year was the First 36, which debuted at Palma and exhibited at Cannes, and has received rave reviews for its



Leopard 46 Powercat



Prestige M48



Beneteau First 36



Jeanneau Yachts 65

performance, the result of an international design team including Argento, naval architect Sam Manuard, Slovenia's Gigodesign for the interior, and New Zealand's Pure Design & Engineering.

The Jeanneau Yachts 65 (*Review, Issue 66*) is the brand's new flagship, the model appearing a year after the 60 and ahead of the upcoming 55, all three models designed by Philippe Briand and Winch Design. Like the 60, the 65 offers numerous semi-custom options, including a hard top with sliding sunroof.

Meanwhile, Port Canto was also home to many of the key new catamarans released this year including Sunreef's 80 Eco (*Review, Issue 66*), the first sailing model from its Eco series featuring an integrated solar panel 'skin' integrated into the hull sides, superstructure, hard top and even mast.

Other green tech includes a hydrogeneration system, ultra-light lithium batteries and ultra-efficient air-conditioning. Sunreef has also launched the first 60 Eco this year, with more Eco sailing and power models to come.

The Lagoon 51 (*Review, Issue 67*) debuted at this year's International Multihull Show at La Grande Motte before starring in the brand's strong display at Cannes. New features include integrated solar panels in the coachroof and hard top, while the mast has been shifted forward to the front of the saloon, increasing the

seating area inside.

Fountainie Pajot debuted its Aura 51, which also features integrated solar panels and is the first model released as part of the La Rochelle builder's Odyssea 2024 strategic plan. The model's impressive new features include a much wider saloon opening that helps connect the interior and exterior, while the official world premiere at Cannes featured the model's Smart Electric version.

Bali's new model is its 4.4 (*Review, Issue 65*), which debuted at La Grande Motte and exhibited at Cannes. The latest of five sailing models launched by the brand since 2020, the 4.4 features all the brand's key features including the 'Bali tilting door', opening saloon windows, enormous fridge/freezer capacity, and a rigid foredeck with sunbathing areas and a sunken lounge.

Cannes hosted the world premiere of the Excess 14, arguably the young brand's most pioneering design yet. Like the 11, 12 and 15, the Excess 14 has twin helm stations aft, while innovations include asymmetric hulls with redesigned windows. The model has an-almost 44ft waterline length, while her overall length can range between 46ft-52ft depending on the bowsprit and swim platform.

The model has an aft-set coachroof, while a 'skylounge' option offers lounging space on the top for use while the boat is anchored or moored. Enjoy the search, because there's a boat out there for you! ☺



Lagoon 51



Sunreef 80 Eco



Fountainie Pajot Aura 51



Excess 14



Sunreef 80 Eco



Bali 4.4



TWO DECADES OF SUPER CATS

As Sunreef Yachts celebrates its 20th anniversary, founder and President Francis Lapp looks at how the company's focus on "superyacht DNA" helped it become the world leader in large, luxurious catamarans, a brand of choice for sports stars and a pioneer in green technology.

WORDS JOHN HIGGINSON PHOTOS SUNREEF YACHTS

Sunreef's decision to stage its 20th Anniversary Celebration at the Yacht Club de Monaco (YCM) during this year's Monaco Yacht Show seemed fitting. After all, last year, YCM had hosted a signing ceremony between Sunreef's President Francis Lapp and Fernando Alonso as the latter commissioned a new 60 Sunreef Eco, before Rafa Nadal and Nico Rosberg had a table-tennis showdown for the Sunreef Ambassadors' Cup at the 2021 Monaco Yacht Show.

The Polish builder's relationships with high-profile owners and ambassadors appears to have evolved quite naturally, although their appointments have been steadily unveiled and highlighted the builder's rapid expansion and evolution in recent years.



Former F1 world champion Nico Rosberg and tennis star Rafa Nadal on the latter's 80 Sunreef Power; Sunreef's new eight-hectare shipyard (top)

Nadal, who won his 22nd Grand Slam at this year's French Open, had seen the Sunreef 80 sailing catamaran at the 2018 Cannes Yachting Festival, which inspired the tennis superstar to buy an 80 Sunreef Power, a model only unveiled the following year. In the summer of 2019, his order was announced by Sunreef before he joined the yard for a party at the Cannes Yachting Festival and the following summer, he received *Great White* in his native Mallorca.

Rosberg, a sustainability entrepreneur since retiring from F1 after winning the 2016 world title, was announced in 2020 as the ambassador for Sunreef Yachts' Eco range of solar-power catamarans, with a particular focus on the sailing models, having tested the Sunreef 60's 'E' electric



Francis Lapp, who founded Sunreef Yachts in 2002, with Fernando Alonso after the two-time F1 world champion signed for a Sunreef 60 Eco

version in Monaco and, more recently, the first Sunreef 80 Eco in Dubai.

Alonso – a two-time F1 world champion and currently driving for Alpine – followed in 2021 when he ordered the first 60 Sunreef Power Eco, which will be among the first motor yacht models in the Eco range. And as if the celebrity roll call wasn't long enough, professional explorer Mike Horn was announced this year as the ambassador of the builder's new Explorer line of yachts, with designs already revealed for 40M and 50M models.

"We like to work closely with our ambassadors. Most of them found their way to Sunreef Yachts by simply looking for a boat that would meet their needs. The synergy we found with Fernando Alonso or Rafael Nadal is something that lets us express our brand spirit – we like competition, we are a dynamic company," says Lapp, who was born in France and holds two passports, having obtained Polish citizenship in 2014.

"With Nico Rosberg we explore the potential of green technologies and highlight the importance of the electric revolution in yachting. Mike Horn helps us promote the Explorer range and encourages people to discover new destinations, as he's the best person to voice that kind of message. It's all about finding the right synergies."

A FRENCHMAN IN GDANSK

Following particularly rapid growth in the past four years, Lapp now oversees a company with 2,000 employees split quite evenly across the company's original facility in the historic Gdansk Shipyard and its new site further east along the Martwa Wisla river. In addition, Sunreef is currently developing a third site in the United Arab Emirates.

An electrical engineer, motorsport fan and keen rally driver, Lapp first visited Poland in 1991 to compete in an off-road championship before moving to Warsaw the following year to further his career.

"Post-communist Poland was a country full of great opportunities," says Lapp, now 64. "When I moved to Warsaw, my friends in France were surprised. They couldn't understand my decision, but I knew this was my chance to evolve as Poland offered a fresh, dynamic business environment with plenty of room for growth and talented workforce."

Lapp's company developed electrical equipment for global brands, and later designed and installed electrical, sanitary and air-conditioning systems for large industrial facilities. He also developed an interest in sailing, first with racing catamarans, before developing a side business chartering cruising catamarans in the Indian Ocean.



An 80 Sunreef Power and a 60 Sunreef Power, the most popular models in the builder's 'New Beginnings' range of power catamarans

As clients asked for larger, more luxurious catamarans, Lapp couldn't find what he was looking for, so decided to build his own after recognising a gap in the pleasure boating market.

"Back then, pleasure catamarans were very basic. When I bought my first power catamarans for my charter business, I realised their quality and finish could be improved. I started to ask around and searched for shipyards that could build me a customised multihull, but nobody wanted to do it, so I decided to build on my own," he says.

"The idea from the start was to inject superyacht DNA into twin-hull yachts. I found my own market gap and introduced a new type of boat – a luxury catamaran. We started a trend."

Lapp founded Sunreef in 2002 after finding a suitable production facility at the historic Gdansk Shipyard, where Lech Walesa – also an electrician – famously led a strike then negotiations between workers and the government in 1980, leading to the Solidarity movement and the fall of communism by 1989 before he was elected President the following year. Walesa has been a good supporter of Sunreef, appearing at the brand's events on multiple occasions.

"After the political changes in Poland, the Gdansk Shipyard was in a difficult position with many workers being laid off," Lapp says. "The place needed new energy and I like to think we breathed new life into the docks."

Lapp admits building there is both 'a privilege and a challenge', as the pride in constructing yachts in such an historic shipyard is balanced by restrictions on modernising or upgrading the facilities due to the site's heritage status.

"Many buildings are monuments, so we have to adapt to the existing infrastructure," says Lapp, who decided to expand and build a new shipyard a few years ago after exhausting capacity at the Gdansk Shipyard.

FIRST AFTER FIRST

In 2003, Sunreef launched its first yacht, the Sunreef 74 *Che*, which was the first luxury oceangoing catamaran of that size with a flybridge. Lapp proudly showed the 74-footer at the Monaco Yacht Show, where both catamarans and Polish-built luxury yachts were an unfamiliar sight.

The new Sunreef 80 Eco had its world premiere at this year's Cannes Yachting Festival before appearing at the Monaco Yacht Show

"Launching the first Sunreef 74 was obviously a big moment," he says. "At the time, boat building was a kind of hobby for me, but it quickly grew into a business once I realised the potential. The Sunreef 74 was the world's first luxury sail cat and on top of that, she had a flybridge – an industry-first in the world of multihulls."

More world firsts followed. In 2008, the company launched the 70ft power catamaran *Jambo*, the world's first double-deck powercat.

Having developed 25m-plus carbon masts, Sunreef unveiled two huge models in 2010: the Sunreef 102 *Ipharra*, the world's first double-deck sailing cat, and the Sunreef 114 *Che*, the world's biggest sloop-rigged catamaran and what Lapp calls the company's entry into the 'monohull-dominated world of superyachts'.

"Sunreef's key has always been the innovative mindset. We started out by basically inventing a new type of yacht and kept innovating all the way. We were the first to come up with double-deck cats, aft garages, folding masts and so many other solutions. I think this is what distinguishes us the most."

For about a decade from 2008-2017, Sunreef's most popular sailing and powercat models were in the 58-74ft range, with sales to Asia including the Sunreef 70 *Feng* to China in 2013 and the Supreme 68 *Eagle Wings* and Sunreef 62 *Annette* delivered to Singapore in 2016 and 2017 respectively. The builder's launches in 2017 also included the one-off Sunreef 88 Double Deck.

NEW BEGINNINGS

Launched under the 'New Beginnings' banner, the company's current range of sailing models was first seen in 2018 with the Sunreef 60 and Sunreef 80, before the first units of the 50 and 70 followed in 2019 and 2020 respectively.

Remarkably, the Sunreef 80 has proved the most popular of the four models, underlining Lapp's focus on large catamarans. Likewise, the 80 Sunreef Power – which premiered at Cannes in 2019 – is the most popular of the current range of powercats, which also includes 60 and 70 models. A blue-hulled, three-cabin 80 Sunreef Power for a China-based client was launched in 2020.

"I felt we needed to reassess our offer and create a whole new range of power and sail yachts, which have proved bestsellers and led



In 2010, Sunreef launched the 102 *Ipharra*, the world's first double-deck sailing cat, and the 114 *Che*, the world's biggest sloop-rigged catamaran





Sunreef employs 2,000 staff across its two main sites at the Gdansk Shipyard and the new facility further east along the Martwa Wisla river

to our further growth,” Lapp says. “These models are also the base of our Eco range of electric solar cats, which has been another big step forward for us.”

It’s also worth emphasising that Sunreef’s powercats are built on different hulls to the sailing models, and are notably wider. For example, the 80 Sunreef Power is 23.95m long with a 12m beam, while the Sunreef 80 sailing model is 24.4m long and has a 11.5m beam.

ECO FUTURE

At Cannes in 2019, the builder revealed the Sunreef 60 E electric sailing cat, as the fully fledged Eco range was being developed behind the scenes. This groundbreaking series offers a wide range of green technology and materials that can be implemented on the existing ‘New Beginnings’ models.

The most obvious and arguably most innovative technology is the solar panels, which have been developed in-house, are less than a millimetre thick and can be curved to wrap around parts of the yacht.

As well as being used on flat surfaces like a hard top, this ‘solar skin’ can also be integrated into the hull sides, superstructure and even the mast of sailing yachts, as shown on the first Sunreef 80 Eco, *Marie-Joseph*, that debuted at this year’s Cannes Yachting Festival. The first Sunreef 60 Eco was also launched earlier this year and began cruising this summer.

Optional power-generating green tech includes hydrogenation,

wind turbines and high-performance kites, while the Eco range’s other highlights include lithium battery packs described by Sunreef as the lightest in the industry, an ultra-economic air-conditioning system and smart energy management. The result is silent, emission-free cruising and reduced running costs and maintenance.

The Eco range also offers the option to use sustainable materials not only for the décor and finishing materials but, with the likes of basalt fibre and linen fibre, also in the hulls, superstructures and furniture. Lapp has been overwhelmed by the response to the range.

“Most of the enquiries we get today are for Eco yachts. People realise they offer so many advantages. The environmental aspect is obvious, but Eco yachts also represent a new philosophy of enjoying time at sea. Once you try an electric yacht, you probably won’t go back to diesel engines,” he says.

“The silence and the absence of fumes and vibrations take the cruising experience to another level. When you’re in a quiet bay, the last thing you want to hear is your genset running. In the coming years, I expect even more interest. Electric boats will become a new standard.”

BIG IS BEAUTIFUL

Sunreef has also been challenging itself with the scale of its boats, launching the first 100 Sunreef Power late last year, with the yacht featuring on the cover of *Yacht Style* Issue 65, this year’s ‘Multihulls Issue’.

Earlier this year, the builder announced the sale of a second hull

The 100 Sunreef Power is the biggest model the shipyard has launched to date and led to the sale of a second hull this year



Lapp on the balcony of Sunreef’s new offices, where he even has a luxuriously finished room in a shipping container that allows him to sleep at the shipyard

that will also feature twin 1,300hp engines but will be a bespoke version distinguished by a white hull and superstructure that includes an enclosed flybridge.

The company wants to go bigger and can, as evidenced by the fact it can fit the hull of the 49M Power at the builder’s new purpose-built facility, which has dedicated halls for superyachts.

The company has released designs for the Sunreef 100 sailing model – based on a slightly slimmer hull than the 100 Sunreef Power – and a 150ft Sunreef MM 460 Cat designed with Malcolm McKeon.

More recent concepts include the Sunreef 43M as well as an Eco version of the 140ft sailing model, whose appealing features include a 50ft-plus beam and stunning three-sided ‘ocean lounge’ beach club.

Always looking ahead, Sunreef has this year revealed its plans to develop an Explorer line, following the release of 40M Explorer and 50M Explorer concepts. Billed as the ‘next generation of expedition superyachts’, Sunreef’s new Explorer series of powercats will feature a shallow draft, enormous storage capacity and vast entertainment areas.

“Nowadays, luxury is about finding that quiet spot, somewhere far away from all the crowds. It’s about truly getting to know the place you’re visiting,” Lapp says.

“To do this, you need a safe, well-equipped yacht that will never fail, and catamarans seem to be the perfect choice for exploration. They offer inherent stability, great storage capacity and wide aft decks. Furthermore, every system is doubled because of the twin-hull structure. That’s why we came up with an entire series of Explorer yachts.”

NEW FACILITIES

Lapp says Sunreef’s in-house control over all aspects of a yacht’s production has enabled the company to quickly build and deliver its new models and subsequent production, which has helped retain clients and attract new customers.

“Because we rely on in-house work, we’re fast, so the time to market is fairly short with us,” Lapp says. “We carry out every stage of the process ourselves, so have the means to craft our ideas into reality on time and in sync with customer expectations. This is how we keep pole position.”

Sunreef has managed to accommodate its astonishing rising demand because of its new 80,000sqm riverside site that has enabled them to design and develop a purpose-built facility, a world away from the red-brick halls in the Gdansk Shipyard.

Design, engineering, production, finishing and carpentry are all handled in the brand-new facility, with the office building and the covered production facilities already covering 15,000sqm.

As well as superyacht halls big enough to build models up to 50m, the high-tech production facilities include an impressive carpentry and CNC workshop, plus a vast, brand-new paint shop with advanced technology including light, humidity and temperature control.

Meanwhile, the offices at the entrance to the shipyard neighbour one line of production halls and are a short walk to the other. The three-storey office building has almost a Google office vibe, with young staff in casual clothing working and conversing in an open-plan design, with big windows, sleep pods and even free fruit.

“The new facility is simply a different world. We still rely on in-house production, but now we’ve taken it to another level with new machinery, manufacturing halls and bridge cranes. In addition, our offices and manufacturing site are interconnected, which means our engineers and designers have easy access to the production,” Lapp says.

“For the offices, we wanted to create open spaces where people can feel at ease. At the same time, there are many spots in the office where people can focus on tasks requiring silence and concentration. I believe we created a good environment where all the departments can communicate and interact easily.”

Sunreef does have the ongoing challenge of sourcing workers and has had to recruit from neighbouring countries for several years. Lapp says the two shipyards are on a constant search for more staff, while there are plans to acquire more land to supplement the new Gdansk site and provide more production halls and a warehouse.

Meanwhile, Sunreef recently added Singapore-based Hong Seh Marine to its dealer network and is investing over US\$27 million in its Ras Al Khaimah (RAK) site in northern UAE, its first overseas production facility and one with good access to the Gulf and Asia-Pacific countries.

“We have a growing number of enquiries coming from the Middle East, Asia and Australia,” Lapp says. “Expanding to RAK will help us build a stronger bond with those markets. In a longer perspective, we plan to build every model of the Sunreef range there, including the Eco series.”

www.sunreef-yachts.com



Renderings of the 60 Sunreef Power Eco (left), 80 Sunreef Power Eco (middle) and 50M Explorer (right)

EUROPE'S QUIET ACHIEVER

Poland remains Europe's leading producer of outboard motorboats, many for international brands, yet the country remains a hotbed of innovation and ambition. This year alone, Galeon has released three models ranging from a 50-knot outboard to an 83ft flagship, Sunreef has launched two sailing catamarans from its pioneering Eco series, while Conrad is launching its biggest luxury superyacht to date.

WORDS JOHN HIGGINSON PHOTOS POLBOAT & SHIPYARDS



Six of the seven Galeon models at the third Polboat Yachting Festival, with the 375 GTO arriving just before her world premiere on the third day, where it was displayed beside the 325 GTO

Marking four decades since it was founded in 1982 during Poland's communist era, Galeon has been celebrating its 40th anniversary this year with a bang. One of the world's leading mid-range luxury yacht builders, Galeon has about 1,600 staff working in Gdansk on 30-49ft models in its inland site in Straszyn and yachts 50ft upwards at its bigger site along the Martwa Wisla river, where it has its own marina.

This year's new models from its two facilities in and around the north-coast city have included the 375 GTO, 440 Fly and long-awaited flagship 800 Fly, the latter a possible world premiere at the Fort Lauderdale International Boat Show from October 26-30.

The 375 GTO and 440 Fly had their global debuts at this year's Cannes Yachting Festival, although seven weeks earlier the former was unveiled for its Polish premiere at the third Polboat Yachting Festival in Gdynia, a nearby sister city to Gdansk.

Galeon was again the leading exhibitor at the Polboat Yachting Festival, which was held at Marina Yacht Park and organised for the third year by Polboat (Polish Chamber of Marine Industry and Water Sports). The builder displayed the 375 GTO alongside the 325 GTO, the first model of the brand's Grand Touring Outboard series, and also showed a 400 Fly, 460 Fly and 680 Fly, a 425 HTS sport cruiser and a 510 Skydeck.

However, the 375 GTO was the star attraction, as the first example

of the new GTO series growing in length. There was also extra interest because the unit on show was built for speed... serious speed.

Engine options on the 38-footer include triple 300hp or 400hp Mercury outboards, but if you really want to muscle up, you can upgrade further to twin 600hp Mercury V12 Verado outboards. This was the case on the second hull, chosen for the model's Polish premiere, with hull one already sent to the US ahead of the Fort Lauderdale show.

Pawel Gorski, Galeon's Business Development Manager, said the effect of these twin beasts was astonishing. "We almost touched 50 knots. We were basically at 49.5 knots," he said. "It's sharp, very stable but very fast, so you have to hold on when you're turning at speed. It's a really nice ride."

BOATBUILDING FORCE

Sunreef Yachts, which employs 2,000 staff across its two shipyards in Gdansk, displayed a 60 Power catamaran at the Gdynia show, but otherwise the models were typically smaller, more in keeping with the Central European country's status as a world leader in the production of small outboard motorboats.

Boasting a population of 38 million, Poland has 112 yacht builders employing 48,800 staff plus 121 boat accessory and marine equipment manufacturers with a further 6,780 employees,



Galeon's 325 GTO (left) with twin 350hp Mercury outboards; the 375 GTO (right) with two 600hp Mercury V12 Verado engines



Galeon staff (left) at the third Polboat Yachting Festival, which also featured fellow local builders like Balt, Northman and Parker (right)

according to figures from Polboat.

Last year, the country's production of 24,000 boats included 22,000 outboard motorboats up to 39ft, with small sailing boats making up two-thirds of the remaining 2,000, according to Polboat figures. Most are for foreign brands and 90-95 per cent are exported, whether it's north to Norway, west to Germany, Netherlands and France, or across the Atlantic to the USA.

Since its modern economy emerged post-communism, Poland has become home to production facilities for many leading international brands including several from yachting's two biggest conglomerates – France's Groupe Beneteau and USA's Brunswick Group. In 1992, Jeanneau became one of the first foreign companies to build boats in the country.

Most yachts are built in four northern regions: Western Pomerania (Szczecin), Pomerania (Gdansk, Gdynia), Warmia-Masuria (Ostroda, Olecko, Gizycko) and Podlasie (Augustow) to the east.

An hour's drive southeast of Gdansk, Groupe Beneteau has a huge facility in Ostroda that builds Beneteau and Jeanneau boats. In 2018, Groupe Beneteau added a second facility in Poland – and another brand – when it bought Delphia Yachts, one of the country's biggest

yacht builders and now focused on motor boats at its Olecko facility.

Brunswick brands like Sea Ray, Bayliner and Quicksilver are also built in Poland, while other foreign companies with boats built in the country include Germany's Hanse, Denmark's X-Yachts, Norway's Windy and Askeladden, and Finland's Axopar and Saxdor.

THIRD POLBOAT FESTIVAL

International brands at this year's Polboat Yachting Festival included the likes of Nimbus, Bayliner, Saxdor and Windy, but the show is a far bigger occasion for local builders such as Parker, Northman, Balt, Cobrey and emerging companies including D-Boat, Vulcan, Nautic and VTS.

Parker showed four models, Cobrey showed three including its 50 Fly, Vulcan presented its JP 47, Balt debuted its flagship 37 Grand, while the Northman 1200 was among other boats in the water.

In the mid-1980s, Parker entered the leisure boat business in Poland as the distributor for Mercury Marine then started building boats in the 1990s, initially focused on RIBs. Today, the company has about 1,000 staff split between building Parker boats up to 38ft and for foreign brands including Nimbus and



The third Polboat Yachting Festival featured about 100 boats at the Marina Yacht Park in Gdynia, a sister city of Gdansk



A 60 Sunreef Power hosts the opening ceremony, where Polboat President Sebastian Nietupski addresses the audience

Windy at its Model Art boatyard.

Meanwhile, D-Boat co-founder Szymon Zielinski was proud to announce 16 sales to date – including four to the US – of the 37-knot Diamond 550, an impressive return since exhibiting the first hull at the show's predecessor in Gdynia in 2019. Back then, Zielinski was a first-time boatbuilder and part-time DJ, but is now fully focused on D-Boat, proudly making the step from start-up to production builder.

This year's exhibition also offered lively watersports demos and a variety of toys including SeaDoo and Kawasaki water scooters, RIBs from Sportis, Airslide hovercraft, as well as Awake jetboards and Hobie kayaks presented by Passionautica. Mercedes-Benz BMG Goworowski was among the event's luxury partners, while Marina Yacht Park owned by PHN Group was a strategic partner.

"Poland is one of the world's best-performing exporters of boats and yachts, so it became obvious that we should have an exhibition like the Polboat Yachting Festival," said Michal Bak, General Secretary of Polboat, whose representatives are attending this year's Cannes Yachting Festival and Monaco Yacht Show, before hosting a booth at Metstrade in Amsterdam in November.

"The third edition was a huge success. We see a lot of improvement compared to last year and have been receiving great feedback from exhibitors and visitors. This year, we brought in more luxury brands and international exhibitors, and truly believe next year will provide an even greater experience for visitors."

LUXURY CATS FROM SUNREEF

A Sunreef catamaran hosted the opening ceremony for the second year, with the 60 Power playing the role a year after *Double Happiness*, the Sunreef 80 sailing cat that was the star of last year's show.

Like Galeon, Sunreef is hosting a notable anniversary this year, having been founded in the Gdansk Shipyard in 2002 by Francis Lapp. The French entrepreneur, who has also held Polish citizenship since 2014, has overseen the company's growth to become the world's premier builder of large luxury catamarans, highlighted by the launch of the 100 Sunreef Power late last year.

As the company celebrates its 20th anniversary, Lapp reflected on why he chose to build in Poland, where he had already been



Cobrey, founded in 2004, showed three motor yachts including its 50 Fly and 42 Fly; Mercedes-Benz cars from BMG Goworowski, among the show's luxury partners



The four-day show featured regular water toy demos and trials (left); Polish builder Vulcan presented its stylish JP 47 (right)

working for a decade before building his first luxury sailing cat, the Sunreef 74 *Che* launched in 2003.

"Poland has a lot of experience in boat building," Lapp said. "When I started Sunreef Yachts, I was already established in Poland with my business. I knew the country's potential and had no doubt that it was the right place to start building yachts."

Sunreef currently employs about 2,000 staff across its Gdansk Shipyard site and its new 80,000sqm site further east along the Martwa Wisla river.

Over the summer, during a tour of the two shipyards, Sunreef was building 36 yachts simultaneously, a remarkable figure considering the best-selling models are the Sunreef 80 sailing cat and 80 Sunreef Power, while the smallest models are the Sunreef 50 and 60, and 60 Sunreef Power.

Furthermore, the complexity of models has increased with the launch of the Eco range, in which an advanced solar-panel 'skin' is integrated into the hull sides, superstructure, hard top roof and even the mast on sailing models. Other green tech on Eco models can include hydrogeneration, wind turbines, ultra-light lithium batteries, and sustainable materials used in the finish and décor or even superstructure. This year, Sunreef has launched the first 80 Eco and

60 Eco sailing models, as the builder works hard to keep up with demand.

"The Gdansk Shipyard has a great reputation and has access to many skilled workers, although finding enough workforce for both sites has been a challenge recently," Lapp said. "That's why we employ many workers from abroad and are on a constant search for more staff."

SUPERYACHTS FROM CONRAD

Conrad Shipyard, named after Polish-British writer Joseph Conrad, was founded in Gdansk in 2003, a year after Sunreef. However, it was actually a new luxury-yacht business for the Marine Projects shipyard established in 1989 and today the companies have about 400 staff between them.

Mikolaj Krol, son-in-law of the shipyard's owner, is CEO of Conrad and has overseen the company's up and downs for almost 20 years.

"I was green when I started, but my father-in-law had faith in me running the company. If I had known at that time how hard the work would be, I would never have done it," laughed Krol, who was initially an architect. "Anyway, after many years of superhuman



The 60 Sunreef Power in front of the tented booths, which offered boating accessories, clothing, navigation equipment, and yacht financing and insurance



Conrad's 44m C144S features a plumb bow; the first hull is expected to be delivered to its Swiss owner in early 2023, with a second hull to follow for a French client

effort by everyone, I'm proud of where we are. We've outlasted some competitors elsewhere in Europe."

There's good reason for his optimism. Conrad's business started with the 27m Bill Dixon-designed *Escape S* (now *Chillin*) launched in 2005 and has included a hugely diverse range of custom motor and sailing yachts, refits and short-lived series.

The early years also included two stylish 15m tugboats developed with Polish designer Juliusz Strawinski, the jet-powered Capo series of aluminium motorboats, and the 55-knot SUC Docksta line of luxuriously finished patrol-boat-style vessels built for Middle East clients.

Later models included *Lunar* (2013), the 35m aluminium ketch motorsailer, and *Bellkara* (2016), a 28m aluminium sloop, while in 2014 the yard completed a refit of the classic 46m steel schooner *Malcolm Miller* launched in 1968.

However, it was the 40m *Viatoris* for a repeat client that put Conrad on the luxury superyacht map, especially following its world premiere at the 2018 Monaco Yacht Show. Featuring an exterior by UK-based firm Reymond Langton and naval architecture by Dutch studio Diana Yacht Design, the C133 model won multiple awards and inspired the upcoming C144S that has received not one but two orders.

Like the 393GT *Viatoris*, the C144S is designed by Reymond Langton and Diana Yacht Design but is bigger in every way, with an

overall length of 44m, a beam of 8.9m and a volume of 494GT. The S is for 'straight bow', with the plumb bow adding extra volume for a yacht with an owner's suite, four VIP guest cabins, four double cabins for crew and a captain's cabin on the bridge.

Notably, the C144S is the first Conrad yacht to not feature interior design by Krol himself, with Italy's m2atelier taking on the role. The first hull is due to launch in October and handed over to its Swiss owner by the end of the year, while the second hull sold to a French client will launch in mid-2023.

"The C144S is like a big sister of the C133," Krol said. "The first hull is for someone who liked *Viatoris*, but wanted a more modern silhouette, a plumb bow and more volume for crew. Both have timeless designs and I think both *Viatoris* and the C144S will still look great in years to come."

After years of one-off superyachts, Conrad will mark its 20th anniversary in 2023 with ongoing production of their biggest model to date while promoting the C133, C133S, C144S, C155 and other designs on the board.

"We're now in a position to start building customised superyachts on a more regular production scale," said Krol. "However, there's a special spirit at Conrad because we're not too big and every client can still discuss everything with me directly. I'm personally connected with each yacht – they're like my babies." 5



The 40m *Viatoris*, Conrad's first C133 model, is among Poland's most famous superyachts, won multiple awards and inspired the new C144S



AWARD-WINNING POLBOAT NIGHT

The Polboat Night was an opening-day highlight of the third edition of the Polboat Yachting Festival in the north-coast city of Gdynia, a sister city of the historic city of Gdansk, home to the likes of the Sunreef, Galeon and Conrad shipyards. Held at the Courtyard by Marriott Gdynia Waterfront overlooking Marina Yacht Park, venue for the four-day boat show, the Inter Cars / Exide cocktail party included live entertainment and the annual Gdynia Polboat Awards, and was organised by Polboat (Polish Chamber of Marine Industry and Water Sports). ʘ

www.yachtingfestival.pl
www.polboat.eu

