

ASIA'S AWARD-WINNING YACHTING LIFESTYLE MAGAZINE

YACHT style

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REVEALING THE HOTTEST
NEW YACHTS OF 2019



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EXCLUSIVE: LURSSSEN'S 111M *TIS* AND ITS CHINA SEAS SUITE
REVIEWS: SWAN 48, LAGOON 46, PRESTIGE 590 FLYBRIDGE
POWER UP: SUNSEEKER HAWK 38 LEADS NEED FOR SPEED
SHIPYARD: MONTE CARLO YACHTS' SECOND GENERATION
LEADER: HANS SCHAEDELA, CEO, ABEKING & RASMUSSEN
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ISSUE 49



RIVA 50 METRI, RACE

MADE IN POLAND FOR THE WORLD

Renowned as the home of luxury yacht leaders Sunreef and Galeon, Poland is also home to other thriving boatyards and production facilities for dozens of famous foreign brands, building 23,000 boats a year and exporting 95 per cent of them. The country is even the world's second-largest producer of motorboats up to 36ft, yet its boating industry leaders are keen for continued growth across all sectors.

WORDS JOHN HIGGINSON



Tennis legend Rafa Nadal with Sunreef founder Francis Lapp

Sunreef Yachts has been helping raise the international profile of Polish yacht building since Frenchman Francis Lapp founded the luxury catamaran builder in 2002 in the historic Gdansk Shipyard, on the country's north coast.

The Central European country's profile as a major player in the yachting world is now taking another leap after Rafa Nadal was announced as a future owner of the new 80 Sunreef Power.

Nadal – one of tennis's all-time greats, with 18 Grand Slam titles – is set to see model's world premiere at this year's Cannes Yachting Festival,

although his customised version, hull number three, is due for delivery in 2020.

"As someone from an island, the sea is part of our lives and it's not a secret that I love the sea," said the Spaniard, who has previously

visited and chartered Sunreef catamarans.

"When I'm at home in Mallorca, I try to go out and find that time where I can just enjoy my time on a boat. I am very happy to be on board with the Sunreef Yachts family and would like to thank Francis Lapp for making this possible."

Lapp's company has been on a roll in the past year and has already sold over a dozen units of its 80 sailing catamaran, which only made its debut at Cannes last year. From producing about 10-14 units a year, Sunreef completed 17 in 2018 and this year expects to produce about 24, a company record.

"It has been a spectacular year for us," says PR and Marketing Director Karolina Paszkiewicz.

Sunreef now has over 720 employees, with about 500 from Poland and over 200 from Ukraine, a remarkable head count for a company that customises the layout and interior of every yacht.

Yet Sunreef's super-luxurious catamarans are a stark contrast to the historic but decaying brick-walled sheds in which they've been built for the past 17 years. The company is now in a transition to a nearby four-hectare (40,000sqm) facility, with the move from Gdansk Shipyard set to be complete by 2020.

LECH WALESA: FROM SHIPYARD ELECTRICIAN TO PRESIDENT

Lech Walesa, the 1983 Noble Peace Prize winner and former President of Poland, has an unusual connection to Sunreef in that he also worked at the Gdansk Shipyard, although in a very different era.

Born on September 29, 1943, Walesa started work as an electrician at the then Lenin Shipyard from 1967 and became noted as a trade-union activist, for which he was persecuted by Communist authorities, placed under surveillance and arrested several times.

In 1970, following an increase in food prices, he helped organise protests at the shipyard, which were joined by protests at other yards including in neighbouring Gdynia and resulted in dozens of protesters being killed.

Walesa was fired from his job in 1976 for anti-government activities, but famously returned to the shipyard in 1980 to take control of new – and peaceful – protests following price increases and the dismissal of female crane operator Anna Walentynowicz.

He was instrumental in political negotiations that led to the ground-breaking Gdansk Agreement between striking workers and the Government, then co-founded the Solidarity trade-

union movement.

After martial law was imposed in Poland and Solidarity was outlawed, Walesa was again arrested. Released from custody, he continued his activism and was prominent in the establishment of the 1989 Round Table Agreement that led to semi-free parliamentary elections.

Despite being leader of the Solidarity movement, Walesa wasn't allowed on the ballot, but on June 4, 1989 – following the Tiananmen Square protests in China – Solidarity representative Tadeusz Mazowiecki was elected as the first non-communist Prime Minister for 40 years, which began not only the end of communism in Poland but started a domino effect across Europe.

In the Polish general election of 1990, Walesa successfully ran for the newly re-established office of President of Poland and led the country until 1995.



POLISH BOATING INDUSTRY

1,000 related companies • 45,000 people employed
23,000 boats per year • 95% of production exported

BOATING IN POLAND

440km of coastline • 7,000 lakes • 631 marinas

VALUE OF BOAT EXPORTS (2017)

Norway €69.9m • France €55.1m • USA €51.5m
Netherlands €49.4m • Germany €48.9m

GDANSK BECOMES BOATING HUB

The enormous shipyard is situated on the side of the Martwa Wisla river and on Ostrow Island, and established Gdansk as one of northern Europe's leading shipbuilding cities.

It was also the site of iconic protests in 1980 led by former shipyard electrician Lech Walesa that led to the foundation of the Solidarity movement and eventually the end of communist rule (see separate box for more details). In the mid-2000s, Jean-Michel Jarre and then Pink Floyd guitarist David Gilmour played big concerts here in tribute to the Solidarity movement.

Gdansk Shipyard was founded as a state-owned company in 1945 on the sites of former German shipyards considerably damaged in the Second World War, while other large-scale shipyards emerged in neighbouring Gdynia, as well as Szczecin to the west.

Poland also developed as a boatbuilding nation after the Soviet leadership chose it to produce yachts, among other products, for all countries from the Eastern Bloc. Even today, many yachts cruising the waters of the former Soviet states – Russia, Ukraine, Belarus, Lithuania, Latvia, Estonia – are labelled as 'Made in Poland'.

In the 1980s, yachts built in Poland started to be exported, primarily to northern and western Europe, and North America. However, with the political changes following the end of communism,



Sailing boats by prolific Polish builder Delphia Yachts, which was acquired by the Beneteau Group late last year and is now focusing on motor boats

many of the biggest yacht-building companies went bankrupt and new privately owned companies emerged.

BOAT FACTORY OF THE WORLD

Poland became home to production facilities for many foreign brands, including several from yachting's two biggest conglomerates – France's Beneteau Group and USA's Brunswick Group.

In 1992, Jeanneau was among the first foreign companies to build boats in Poland. Today the Beneteau Group has a 16-hectare (160,000sqm) facility in Ostroda, an hour's drive southeast of Gdansk, that employs about 900 people and builds Beneteau and Jeanneau boats, including the Merry Fisher 895 Marlin that features in this issue's *Islands & Coasts*.

Last year, Beneteau Group 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 facility in Olecko in the northeast of this country of 38 million people.

Sunreef, founded in Gdansk in 2002, displays its cats in the Old Town for the Pomorskie Rendez-Vous; the Sunreef 80 (facing page, top) has sold over a dozen units





MAKING WAVES!

While most yacht builders are focusing on space and volume with their new designs, some have also been releasing super-fast boats focused on fun and performance, as the need for speed grips the waves.

WORDS **JIM LOE** PHOTOS **AS CREDITED**



© SUNSEEKER INTERNATIONAL

Sunseeker's 62-knot Hawk 38, a world premiere at this year's Cannes Yachting Festival, joins the high-performance dayboats released by British builders



© JEFF BROWN

A star at Cannes last year, the Diamond Limited Edition of the Polish-built 40 Open Sunreef Power has hit 56 knots with twin 860hp Mercury Racing engines

Maybe it's all the talk of the upcoming *Top Gun* movie sequel, but several yacht builders have recently been gripped by the need for speed. A diverse collection of seriously quick motor yachts has defined a small but significant trend in the last couple of years, which flies in the face of the overall move towards yachts of greater size, volume, economy and range, rather than power.

Both Sunseeker and Fairline are staging the world premieres of their fastest – and smallest – models at this year's Cannes Yachting Festival, a year after fellow British builder Princess unveiled its smallest and fastest at the same event. And all three models are a significant departure from their respective brands' other designs.

Powered by two Mercury 400R V6 outboards, Sunseeker's first Hawk 38 tops 62 knots (see *Review* in this issue) and is the Poole shipyard's fastest boat by some distance. It's also its smallest model by quite a margin, 12ft shorter than the Predator 50 and almost a quarter of its weight.

Already, Sunseeker is contemplating how fitting the new Mercury 450R V8 outboards or even more powerful engines in the future could add a few knots, so challenging the 65-knot top speed of the yard's fastest-ever knot, the XS 2000 racing boat.

Fairline's F//Line 33, the yard's latest design by Italian Alberto Mancini, is about 13ft shorter than the builder's Targa 43 Open, so another big shift in design.

Fairline expects most clients to choose one of the twin 430hp V8 petrol options, either Volvo Penta or Mercruiser, which are expected to deliver a top speed of 45 knots, while 33 knots is predicted with the two other Volvo Penta options, twin V6-240 petrol or D3-220 diesels.

Princess's elegant R35, unveiled with great fanfare at Cannes last September, was the first of the British trio out of the blocks and is listed as reaching 50 knots with its Active Foil System, which was developed with Ben Ainslie Racing Technologies, while Italian car design firm Pininfarina oversaw the styling in its first yacht project.

Hunton, which, specialises in luxury performance yachts and tenders, expects to unleash its H55 in 2020, predicting a top speed of 55 knots with twin Man V8-1,000 engines and Arneson ASD11 drives.

There's certainly a notable trend among the leading British yards, according to Sean Robertson, Sunseeker's Sales Director. Robertson has been with the company since 1986 and says it's

“almost doing a bit of a circle back” with the Hawk 38 as the iconic builder targets a new generation.

“We're seeing a change in that we've now got sons and daughters – even grandchildren – of our clients starting to look at boating. In the Med in the last three to four years, I've seen money suddenly going into properties and new boats. There has almost been a reset in the market, with a new, affluent group of boaters coming through,” Robertson says.

“They're buying a holiday property and a boat, and want to do the same things their parents did, like go to a favourite bay, beach or restaurant, but they want to get there in speed and comfort, and do it in something that looks different.

“The Hawk starts that journey again. It's easy to use, the side tubes act as fenders, so people just jump on and get there quickly. They might go to the beach and restaurant, play on the Seabobs and paddleboards, come back to the boat for a sunbathe and a drink, shower off, and then head to the next location or home. The Hawk gives you style and speed, and gets noticed.

“As for the other [British] builders, everybody's gone a different way in terms of design, but I think they've all looked at client demands and done similar market research.”

FLIERS FROM POLAND AND THE UAE

Sunreef entered the performance market last year when it launched its first day cruiser with the eye-catching 40 Open Power, staging the world premiere of hull one at the Dubai International Boat Show and then showing it in Singapore a month later.

The Polish catamaran builder then released its fastest-ever boat with hull two, the pimped-up Diamond Limited Edition that exhibited at Cannes last September.

This second hull not only featured a diamond-encrusted coating and a cabin instead of foredeck seating but was also armed with twin 860hp Mercury Racing engines that fast became two of the stars of the show when revved up, and have generated a top speed of 56 knots.

Francis Lapp, founder and CEO of Sunreef, said: “We didn't see many fast luxury multihull dayboats, so the idea was to have a speedy dayboat but with all the multihull benefits such as a massive beam and space, excellent stability and a shallow draft, as well as the fold-down bulwark platforms. It provides a great platform for day cruising and socialising.

“Speed is important as it can spice up the cruising experience. Cruising at full speed is a real thrill and the Mercury Racing engines

Built by Enata in the UAE, the 40-knot Foiler has been billed as 'The Flying Yacht' due to four foils that lift it up to 1.5m above the water, providing great stability



© CHRISTOPHE PONCHANT / WATERLINE MEDIA



© QUIN BISSET

Fairline's 45-knot F//Line 33 is being unveiled at Cannes in September, one year after the Princess's 50-knot R35 was showcased at the same show



© BULLAUME PUISSON



© JEROME KELAGOPIAN

French giant Beneteau has released the new Monte Carlo 52 designed by Carlo Nuvolari and Dan Lenard

FRENCH HOMEBOYS

Beneteau is among a huge range of French builders – many of them part of the Beneteau Group – staging multiple world premieres at the Cannes Yachting Festival. The iconic builder's new models at the motorboat display in Vieux Port include the Monte Carlo 52, designed by Carlo Nuvolari and Dan Lenard, with an interior by Andreani Design.

At 16.25m (53ft 4in), the Monte Carlo 52 is longer than the Monte Carlo 5 she succeeds, as well as wider, with a beam of 4.6m (15ft 1in). The V-hull, designed in partnership with Micad, has helped create a larger saloon, which features a minimalist décor of light woodwork and linings.

Huge saloon windows create a bright interior, while the open aft galley connects well with the cockpit once the doors are open. The lower deck features a full-beam owner's suite with en-suite midships, a guest cabin and a VIP in the bow, and a shared bathroom, while

there's also the option of a crew cabin aft.

Beneteau's other premieres includes the Swift Trawler 41, which is available in either Fly or Sedan versions, and sits in the middle of a series of passage-makers ranging from 30-50ft.

The 41 has a 12.5m hull and is 13.4m overall, with a 4.2m beam. The cockpit has an L-shaped sofa, while the interior features an aft galley, a C-shaped sofa and a dining table. The helm bench seat rotates 90 degrees, allowing eight passengers to sit down for dinner or socialising.

The sofa and table can convert to a double berth, while there are three cabins below: a master in the bow, a double and a single. The foredeck has a large sunpad and a high, protective pulpit, while the Fly version has a good flybridge, with a helm station, L-shaped sofa, table, second sofa, wet bar and open space aft.

Beneteau has also released the Gran Turismo 32, which is the



Jeanneau has introduced the Fly version of its Merry Fisher 1095; Lagoon's Sixty 7 is a big addition to the brand's range of power catamarans

entry-level model for the series and will be joined next spring by the 36, sitting below the existing 40, 46 and 50 models. The GT 32 is available with inboards or outboards, and is based on layout of the Flyer 10, with an Airstep hull.

Prestige features three world premieres at Cannes, including the 420 and 420S, the smallest models in its Flybridge series and S-Line range of sports boats.

The 420, also showing at Southampton, has an L-shaped sofa and a table in the cockpit, while the saloon features an aft galley, a C-shaped sofa with dining table – which can become a double berth – and a two-seat sofa to starboard. The lower deck has a full-beam master suite midships, a VIP double in the bow and the choice of one or two bathrooms.

The large flybridge has a full helm station to port, a large lounging area forward, a galley, and an L-shaped sofa aft with a dining table. The foredeck has three adjustable sunpads, while aft is a hydraulic swim platform with access to a large storage area for toys. The 420S has a large opening sunroof instead of a flybridge.

Prestige's other world premiere at Cannes is the 590S, which is the sports version of the excellent 590 (see *Review later in this issue*). Instead of the 590's flybridge, the S version features a smaller flybridge aft of a large, electrically controlled opening sunroof.

Jeanneau is staging the world premiere in Vieux Port of its Merry Fisher 1095 Fly. Almost 33ft in length, the Merry Fisher 1095 was among the first of its size to use outboard engines and also boasts three

lower-deck cabins. The model is now available with an impressive flybridge with a portside helm station, forward sunpad, table and a co-pilot bench seat that can fold down to extend the aft sunpad. There's also the option of a bimini.

Lagoon is releasing its Sixty 7 power catamaran in Vieux Port, while the brand's sailing catamarans berth in Port Canto. The motor yacht follows the Seventy8 that premiered at Cannes last year and features an exterior by Patrick le Quement, an interior by Italy's Nautica Design and naval architecture by VPLP Design (Marc Van Peteghem and Vincent Lauriot-Prevost).

Sunreef is not French, even if its founder Francis Lapp is, yet the Polish yard's 80 Sunreef Power is one of the most eagerly awaited premieres of 2019, with the third hull already ordered by Spanish tennis legend Rafa Nadal.

The enormous model, which follows the premiere of the Sunreef 80 sailing catamaran at Cannes last year, measures 78ft 7in in length and has a beam of 39ft 4in. Like most Sunreefs, it offers a huge range of options for decor, hull colours and interior layouts, including a large range of accommodation choices in the hulls.

The huge, full-beam bow terrace is accessible from the saloon, while the immense flybridge can house a spa pool as well as multiple social areas. Designed for long-range cruising, the yacht is fitted with twin 1,200hp engines, while the massive garage and aft platform can combine to accommodate a dinghy, jetski and water toys.

Rafa Nadal is among the first buyers of the 80 Sunreef Power, premiered a year after the Sunreef 80 sailing catamaran starred at Cannes last September



Beneteau's Swift Trawler 41 is available in Fly (left) and Sedan versions; Prestige's 420 (right) and 420S are entry models to its Flybridge and S-Line ranges



Designed by the legendary German Frers, the Swan 48 is the smallest model in the Finnish builder's Swan Yachts range and has already sold over 17 units

NEWCOMERS SET SAIL

Nautor's Swan started the year by unveiling the Swan 65 at Boot Dusseldorf and has now added the Swan 48, the second of that name designed by German Frers, and the third iteration of a model that first appeared in 1971. Today, the Swan 48 is the smallest in the range of Swan Yachts, which is led by the 78 launched last year.

The three-cabin 48 is one of the major premieres in Port Canto – location of all sailboats at this year's Cannes Yachting Festival – and is also exhibiting at the shows in Southampton, Genoa and Annapolis. At least 17 units had been sold by the time hull one was being trialled over the summer, when it showed the word-class design, build quality and finish that the Finnish yard is renowned for (*see Review later in this issue*).

Beneteau is launching a brand-new range with its First Yacht 53, a model that's also showing in Genoa, Barcelona and Annapolis. Sitting above the First range from 14-27ft, the First Yacht was two years in development and features a hull by Roberto Biscontini, a long-time designer of America's Cup boats, and an interior and exterior by Lorenzo Argento.

Beneteau says two people can handle the 17m yacht, which features a full plumb bow, twin rudders, a 2.5m or 3m draught, and a garage that houses a 2.4m (8ft) tender. The interior has a dining table for four or five, an L-shaped sofa and coffee table, three guest cabins – with owner forward – and two or three heads.

Jeanneau, meanwhile, is staging the world premiere of its Sun Fast

3300, after several prototypes were tested during the year, including in the Rolex Fastnet Race in August. The 33ft production racer succeeds the popular 3200, which sold 250 units since 2007.

Daniel Andrieu, who worked on the 3200 and 3600, is responsible for design along with Guillaume Verdier, who has worked on advanced projects including Emirates New Zealand's America's Cup-winning cat from 2017. The yacht is constructed by infusion-moulding, so is light and rigid, with a light, powerful hull, twin rudders and straight keel. The yacht can be adapted to single-handed, double-handed or fully crewed racing.

Jeanneau is also offering a new swing keel on its Sun Odyssey 410, which the French builder says is 'the only 40ft cruising sailboat equipped with this system, which was until now reserved for race boats'.

Sunreef is staging the world premiere of its Sunreef 50, the smallest model in the Polish builder's new range of sailing catamarans, which includes the 80 premiered at Cannes last year and the 60, and will be joined by the 70. The brand is also unveiling an Eco-Electric version of the 60. The Sunreef 60 E features fully electric propulsion and an energy-management system for more economic cruising.



*Beneteau
First Yacht 53*



© JEAN-MARIE LIOT



Jeanneau's Sun Fast 3300 has been thoroughly tested this year in tough conditions and races; the Sunreef 50 is the latest addition to its new line of sailing cats