

# INDIAN OCEAN, PACIFIC ISLES PROVE POPULAR GET-AWAYS

*Owners of large motor yachts and super sailboats highly valued stays aboard their vessels during the pesky pandemic, but cruising and chartering became a little more complex as captains sought to avoid lockdown ports and reduce peripheral risks.*

WORDS **BRUCE MAXWELL** PHOTOS **YARDS AND AS CREDITED**

*Latest Asia-Pacific owned 63m Amels Limited Editions 206 Stardust seen here exploring the Norwegian fjords soon after leaving the famous yard near the Dutch-Belgian border south of Rotterdam. The 55m Amels Limited Editions 180 is also proving popular for regional cruising, but demand for these semi-custom Tim Heywood-designed superyachts is steadily for larger LOAs*





Chartering the world's largest available superyacht, the Lürssen 136m *Flying Fox*, has a certain *je ne sais quoi*, and for less than €10 million for two weeks with family and friends, or business colleagues, in perhaps the exotic Maldives, it sounds like a bucket list special. Agents are Imperial Yachts of Monaco. Peter Lürssen emphasises online at Lürssen Live, however, that their major market is the 55m-95m bracket, and another Asia-Pacific owner is presently building with them to these parameters

In Asia-Pacific, we had looked forward to the Tokyo Olympics and the 36th America's Cup in Auckland. The latter from January to March 2021 should still take place, but an originally anticipated fleet of 70 superyachts is not going to be in New Zealand to watch.

Similarly the 2020 Tokyo Olympics has been rescheduled 23 July to 8 August 2021. Whether *that* burst balloon can be reinflated remains to be seen. Officials say the Olympics will take place no matter what the state of covid by then. Others are not so sure. Cruising and berthing in Japan needs pre-planning and local knowledge. The experience can, however, change one's outlook and taste-buds forever.

The annual *Top 100 Superyachts of Asia-Pacific 2021* reflects somewhat reduced passages in the region, although places like the Maldives and the Seychelles in the Indian Ocean, and Fiji and Tahiti in the South Seas, are providing welcome and relatively covid-free options in late 2020. Cruising and chartering in these waters is building momentum again.



This magnificent aluminium schooner, the 81m *Sea Eagle 11*, was recently launched by Royal Huisman for a Taiwan businessman and philanthropist who is a repeat client. The delivery emphasises a strong interest in super sailboats in Asia-Pacific waters, where passage-making can be considerably extended by wind power and solar energy to run electrical systems aboard. Bart Kimman of Camper & Nicholsons reports strong interest in pre-owned super sailboats, some built by now-closed Alloy Yachts, and others by Perini Navi in Italy

Private jets and commercial planes can easily reach the Indian Ocean island resorts from Europe, and procedures are now in place to ensure no-hassle covid-safe arrivals. Papeete in French Polynesia is accessible from both Europe and the Americas.

Some small outbreaks have occurred in Tahiti, traced to police and civil servants returning from the French summer season, but apart from the popular Society Islands, there is always the remoter and strikingly beautiful Tuamotus and Marquesas to see, or even the less-visited Gambier, Austral and Bass island atolls.

Getting away from it all is what the Pacific and Indian Oceans offer, and in archipelagos like Fiji, David Jamieson of Yacht Help has been given approval for trial systems that allow arriving vessels to count passage time as self-isolation periods, and owners and guests are thoroughly checked but also fast-tracked to ensure that they don't have covid symptoms. Then they can cruise freely, as long as they don't mingle with residents in local island villages.

The Maldives and Seychelles in the Indian Ocean are similarly set up, with lovely small islands and atolls that meander across hundreds of nautical miles of ocean, and colours above the coral reefs that range from light blue to turquoise to deeper blue hues in the passages.

Between these two, Australia saw nearly 1,000 deaths in 2020 but restricted to pockets such as urban Victoria, while New Zealand has had hardly any cases at all, as it contemplates arrival of the full-strength America's Cup camps, which has already begun.

Varied rules and regulations have applied at Asian ports, and some vessel movements are taking place there, as can be seen in the individual cameo stories that follow. Singapore at the crossroads of Southeast Asia probably has the strictest conditions, while resort ports such as Phuket in Thailand, Sutera Harbour in Borneo and Benoa in Bali in Indonesia, tend to be a little more liberal.

The 14,000-isle Indonesian archipelago and 7,000-isle Philippines are the world's two largest, and both thus also offer further sanctuaries and isolated anchorages, far from the madding crowd. Consider, for example, the 2021 Asian cruising plans of Lord Irvine Laidlaw's 69m Feadship *Lady Christine*, appearing at #24.

Leading this year's list is the Lürssen-built 136m *Flying Fox* offering charters in the Indian Ocean. This is by far the largest vessel to do so, handled by Imperial Yachts of Monaco. It could cost upwards of €3.5m a week, but then, if one has the money, why not? Even two weeks sounds relatively "reasonable" for such an experience, and quite a few guests can be invited.

At the lower end, minimum LOA has slipped back from 48m to 45m, so only slightly down, and this again brings in amazing vessels such as the McMullen & Wing-built *Big Fish*, which has made many long-range passages that vessels twice her size would not attempt. She was fearlessly heading from French Polynesia to Chile when we last looked.

Amels and parent Damen retained a leading role with vessels ranging from very large custom craft to the wildly successful Limited Editions designed by Tim Heywood and now Espen Øino as well, to Damen's support ships and sea explorers that are increasingly being used as stand-alone expedition boats, helping sometimes with important marine research and cleaning up the oceans.

Of the three big 100m+ Benettis launched from Livorno recently, *Lana* is taking charters in the Indian Ocean and *IJE's* James Packer was anchored off Bora Bora in French Polynesia.

Lürssen, Benetti and Feadship, as well as Amels-Damen, all had Asia-Pacific builds and deliveries as this was written, reflecting the fact that these yards have had a strong presence in the region for the past three decades.

The latest Wealth-X global report continues to show Asia-Pacific's inexorable rise compared with Europe and the Americas, and also vis-à-vis Russia and the Middle East.

Chinese billionaires are buying superyachts, but keeping them in established cruising waters abroad, and there are fleets of Asia-Pacific superyachts elsewhere, such as those owned by Australians and New Zealanders. Sales in India and Japan could be on the increase too.

SilverYachts, the aluminium builder based in the Australian Marine Complex south of Perth, is the largest individual superyacht yard, with 85m *Bold*, 77m *Silver Fast* and 73m *Dragonfly* listed, other explorers coming up, and an Espen Øino 35m SpaceCat facility starting production at Jiangmen near Hong Kong.

Next door at AMC Echo Yachts has a 50m catamaran under way after delivering 84m *White Rabbit G* and 52m support vessel *Charley* to Singapore, Pride Yachts of Yantai has 88m *Illusion Plus* in the Med, and in Taiwan, premier yard Horizon seems to be focussing on

Burgess continues to play a leading role among agents and brokers, with a wide range of offerings for sale and charter. They also handle new builds. One of the most successful charter yachts in recent years has been the 44m sailing catamaran *Hemisphere*, just missing the official list, but very popular among clients in the South Seas



Three 100m+ "gigayachts" delivered by Benetti from its Livorno yard was a remarkable accomplishment, and kept this historic Italian brand at the forefront of superyacht construction. Dockyard workers in the foreground give some idea of the scale of these vessels. Two vessels are in or headed for Asia-Pacific. Another Taiwan resident, Ambrous Young, is on his third 65m Benetti, *Ambrosia 111*

mid-range motor yachts after a dalliance with the superyacht sector. It remains the only Asian member of SYBAss, the superyacht builders association, apart from SilverYachts.

Among the superyacht agents and dealers, Burgess was the first to make sorties into Asia-Pacific waters, and that has stood them in good stead. As the third decade of the 21st century dawns, they appear to have a lion's share of "central" listings, although now Hong Kong-owned Camper & Nicholsons has thrown down the gauntlet, and Fraser and Northrop and Johnson are likewise well-represented locally.

On the super sailboat front, arrival of the 81m Royal Huisman schooner *Sea Eagle 11* for a Taiwanese owner is a monumental development by Asia-Pacific and indeed world standards, and it is interesting that Taiwanese are showing up among recent purchasers of other superyachts.

C&N's Bart Kimman says there is an active market in pre-owned super sailboats, although sadly New Zealand's super sailboat yard, Alloy Yachts, was forced to close some years ago, and after Perini Navi's recent struggles, Royal Huisman could have been the only yard left of what was considered "the big three".







*Friendly Fiji has a long-established role in marine tourism in the South Pacific, from cruising, diving and charters to sportfishing, five-star island resorts and fresh fruit and seafood cuisines. Below is Nawai Island’s managing partner, Michael Gann*



We highlight trends in the *Top 100* Overview, and this year draw attention to a new custom-built superyacht marina being constructed off Vanua Levu, Fiji’s second largest island after Viti Levu. Called Nawai Island, across a small strait from the tourist town Savusavu, it is due for a soft opening in May 2021. Altogether 130 berths are projected, and of these 20 are designated for superyachts to 85m. Developers believe it will be declared cyclone-safe for insurance purposes, and the layout does indeed look as though it is adequately

protected from sea surges. Californian Michael Gann, managing partner, is handling the development on the ground in Fiji backed by a consortium of heavyweight American investors. Submarine cables are being laid to relay power and other services across the channel from the national grid. Sailing yachts already congregate at Savusavu on their Pacific passages, and a local boatyard has a 75-ton travel lift with drydock and storage space. Building on this existing market, the project aims to provide viable berthing and facilities for superyachts. The only other choice is at long-standing Port Denarau Marina on Viti Levu, which has limited big berths, although more are planned. Nawai Island is classed as a US\$100m project, however, and is on a much grander scale, including a full-service yacht club and boutique hotel, estate homes, beachfront bures, villas and apartments. International air services are so far mostly into Suva and Nadi on Viti Levu, but customs staff are already at Savusavu on Vanua Levu, and apart from Fiji Link transfers, more overseas arrivals are expected to land directly at this third gateway airport.

[www.nawaiisland.com](http://www.nawaiisland.com)



*View of central Korovesa, Nawai Lailai and the foreshores of Nawai Island itself, seen from Savusavu, where the Nawai Island project is taking place. The graphic shows how planned superyacht berths are located, with both 35-55m superyachts and larger ones vying for facilities*



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## 1 Flying Fox

136m Lürssen

The world's largest superyacht available for charter, the lovely Espen Øino-styled Lürssen-built *Flying Fox*, is offered from €3.5m a week, but that would allow barely enough time to fully experience her facilities, so maybe two weeks is a better bet. She accommodates 25 guests in 11 superb suites. A preferred northern winter location for this second season vessel is again the Maldives or Seychelles in the Indian Ocean. A 12m transverse pool, 400 sq m split-level spa, gym, cinema, library, jacuzzis, beach club, helipad, jet skis, sea bobs and five tenders are among the divertissements. Mark Berryman handled the interiors. Agents are Imperial Yachts of Monaco.



## 5 Lana

107m Benetti

Imperial Yachts announced at our deadline for the 2021 edition that *Lana* will also be available for charter in the Indian Ocean. Two trends are noticeable. More owners of yachts in the 100m+ range are prepared to sublet their vessels, and there is a shift in interest from the Caribbean to the Indian Ocean, and to Asia and the Pacific beyond. *Lana's* exterior and interior designs were handled by ultra-experienced Benetti craftsmen, and she has accommodation for 12 in eight suites. Fittings are sumptuous, with all the latest accoutrements, including a classic Italian 14m wooden limo tender.

## 2 Motor Yacht A

118m Blohm & Voss

Quietly cruising Asia-Pacific and Indian Ocean waters in recent years, the distinctive plumb-bow motor yacht *A's* Russian owner has explored many lesser-visited locations in South Korea and Japan before two stops years apart at Singapore's Marina at Keppel Bay, where she ties up at the largest outer berth. Present satellite positions show her to be now in the Seychelles. Builders Blohm & Voss became part of Lürssen Yachts several years ago.

## 3 Ulysses

116m Kleven

New Zealand billionaire Graeme Hart is well-known for acquiring diverse companies, and superyachts. Featships in Europe and a Trinity in America marked his younger days, when he began showing an interest in less conventional construction, such as the partly-built 77m *Weta* imported from Chile. In recent years he built 107m and 116m expedition vessels at the Norwegian commercial shipyard Kleven. The first, re-sold and renamed *Andromeda*, has recently cruised in French Polynesian waters. The 116m underwent refit work at Fincantieri's enormous floating drydock in Trieste after the Med summer season. Kleven, a long-established builder which also branched into cruise ships during this period, declared itself bankrupt mid-2020, and was purchased by fellow Norwegian Green Yard, hereafter to be known as Green Yard Kleven. Hart, now 65, has bought a Gulfstream 650 ER.

## 4 IJE

108m Benetti

Named for his children Indigo, Jackson and Emmanuele by former wife Erica Baxter, this beautiful Benetti for former media mogul James Packer is one of three 100m+ vessels just launched from the Livorno facility. His ventures into casinos in Australia, Macau and America have been more troublesome, as *IJE* voyaged from Mexico to French Polynesia late 2020. Dining with his mum on another superyacht a couple of years back, she showed great concern for his well-being, and one hopes he will be able to fully enjoy this latest of many prior yachts.



## 6

## Andromeda

107m Kleven

As outlined in the *Ulysses* 116m entry this page, *Andromeda* is the former *Ulysses* 107m built at Kleven. She has been cruising in French Polynesia in the South Pacific, where covid cases among returnees from France have been a minor worry, but in general, there are many fabulous islands in this region's archipelagos in which to isolate.

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## 7 Tranquility

91.5m Oceanco

Currently in Malaysia and available for both charter and sale, this vessel is described by exclusive Burgess Hong Kong broker Mark Woodmansey as “extraordinary. I am so excited to bring this yacht to market”, he says. Built to the breakthrough Passenger Yacht Code, she can cruise with 22 guests in 9-11 cabins. Add an Ice Class hull and fully certified helipad, and she is “one of the most technically capable and safe explorer yachts available today”. A lift operates between decks. She is compellingly-priced at €149.9m, compared with a replacement cost of €200m today, and there is no four-year wait for delivery.



## 8 Illusion Plus

89m Pride Mega Yachts

Located at Tarragona near Barcelona after the Med 2020 summer season, *Illusion Plus* was built in 2018 by international designers and consultants as a Pride Mega Yachts vessel in Yantai, China. Her exterior is by Rainsford Saunders, naval architecture by Azure, and interiors by Sinot. Twelve guests in six staterooms. Notable features include a touch and go helipad, two oversized spa pools, a cinema, beauty salon and spa. Various agents have her listed for charter and sale with an asking price of US\$145m.



## 9 Barbara

88.5m Oceanco

With both her exterior and interior designed by renowned Fremantle, Western Australia-based Sam Sorgiovanni *Barbara*, built by Dutch yard Oceanco near Rotterdam, paid him a lengthy visit during 2020, gracing this part of the Indian Ocean coast south of Perth. Launched in 2017, Burgess notes that she has versatile deck spaces that easily convert into entertainment areas, and a vast “wellness” centre on the sundeck. She was, however, believed heading back towards the Med at our deadline.

## 10 Nirvana

88.3m Oceanco

Voyaging in the opposite direction was *Nirvana*, sailing south through Suez into the Indian Ocean. She is also a Sam Sorgiovanni project by Oceanco, but five years earlier. Charter agents Y.CO say the plan is to base annually in the Maldives, where her 28 crew have vast experience in seeking out “a Maldives that is not accessible to the average tourist”. Whether it is finding the most remote, picturesque sand bank or seeking out the ultimate surf break, they take such things in their stride. Rate is from €900,000 a week.

## 11 Asean Lady

88m Yantai Raffles

An unusual proa launched at Yantai in China in 2004, *Asean Lady* uses a second smaller outrigger hull to provide better stability in a seaway. Originally the concept of Asian superyacht pioneer Brian Chang, his former equity partner Tan Sri Vincent Tan of Malaysian conglomerate Berjaya now runs the vessel, and as the year-end nor’east monsoon approached he was at Kuala Terengganu in the South China Sea. The Changs earlier 48m Japanese-built monohull *Asean Lady* – brother Julian Chang and his wife Sandra are well-known at Monaco Yacht Show and in regional social circles – has been renamed *Lady Orient*. The 88m bases at Raffles Marina in Singapore.

## 12 Arctic P

88m Schichau Unterwesser

Large luxury converted tug that has been a floating home for Australia’s Packer family for many years continues her Med odysseys under the command of the Packer ladies now that James has his latest Benetti 108m *IJE*. Often anchored off Antibes and a patron of the Hotel du Cap-Eden-Roc, she was in Malta late summer.



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**13 Amatasia ex-Areti**  
85m Lürssen

Burgess represented the buyer when this Rendsberg-built Lürssen changed owners in 2019. She has since spent a considerable time cruising in Asia-Pacific waters, lately between Lizard Island and Cairns on the North Queensland Coast of Australia. Sporty-style exteriors and interiors are by Winch Design, and she complies with the latest Passenger Yacht Code.



**15 White Rabbit G**  
84m Echo Yachts

Another denizen of the Australian Marine Complex, Echo Yachts, recently delivered this spectacular and sophisticated trimaran to very experienced owners in Singapore. The hull shape is designed to provide greater stability in a seaway, and is developed by Steve Quigley of One2three naval architects from earlier vessels, notably *White Rabbit E*, which was built in Tasmania. Fremantle-based Sam Sorgiovanni handled exterior styling and interiors, which have seen some adjustments since. Captain Francois Voisin, probably the most experienced master in Asia-Pacific, has been sitting out somewhat onerous covid restrictions in Singapore.



**14 Bold**  
85m SilverYachts

Current flagship of the all-aluminium SilverYachts yard in the Australian Marine Complex south of Fremantle, Western

Australia, *Bold* is classed as a luxury explorer vessel. Imaginatively designed by Espen Øino, she was shown off in the Med during 2020. A sister ship is now taking shape, and a 100m global explorer is also afoot. These vessels are very fast yet ultra-economic to run. The series began with two 73m and two 77m models, and 35m Øino SpaceCats, equivalent to a 50m monohull superyacht, are now under construction at another yard in Jiangmen, upriver from Hong Kong and Macau.



**16 Air**  
81m Feadship

Presently in New Zealand as the America's Cup in early 2021 looms, she is one of the few superyachts that made it prior to the elections late October and 2020-2021 cyclone season. Listed for charter from €875,000 a week, she accommodates 12 guests in six large ensuite staterooms. This is a traditional Feadship designed by De Voogt and built at Royal De Vries, while interiors are by Remi Tessier.

**Ilona 17**  
81m Amels Custom

Usually kept in Spain in the Western Med, while other superyachts are used for Asia-Pacific voyages, this is the steed of family patriarch

Frank Lowy, a soccer-mad former Hungarian émigré who became a billionaire through Westfield shopping centres. Built as a custom vessel before Amels launched its Limited Editions 15 years ago, she has been lengthened, and other facilities added, during refits at Amels, and most recently at Abeking & Rasmussen, and still looks in great shape.



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**18** **Sea Eagle 11**  
81m Royal Huisman

A remarkable Taiwanese yachtsman now owns the world's largest aluminium sailing yacht. This vessel, designed by Dykstra naval architects and Mark Whitely, features a plumb bow and modern Panamax rig by Rondal, and was built at one of the world's most picturesque boatyards, Royal Huisman, just outside Amsterdam. Her well-known owner is also a philanthropist, and has floated an idea to introduce a Chinese version of the Nobel prizes. *Sea Eagle 11* was designed and built to operate in testing ocean conditions, and is described by the yard as "the beginning of a great adventure for her owner, family, friends and crew".

**19** **Amevi**  
80m Oceanco

Located at Phuket Yacht Haven and more recently cruising beyond Singapore's Raffles Marina to Belitung Island in Indonesia, *Amevi* has been owned by Indian steel magnate Lakshmi Mittal. Designed by Nuvolari and Lenard with interiors by Alberto Pinto, she is a full-displacement motor yacht that has won awards. Accommodating 12 guests, features include a cinema, gym, heated pool with exercise pump jet, massage and hair dressing rooms, and a pool table on a hydraulic stabiliser.



**21** **Silver Fast**  
77m SilverYachts

Southbound through Suez at our deadline, *Silver Fast* is the second of two aluminium 77ms built at this Australian Marine Complex yard in Western Australia. When she sailed to Europe on her maiden voyage, it took 21 days with one fuel stop, emphasising just how fuel-efficient and indeed economic these very big boats can be. Design is once more by Espen Øino, who has taken a great interest in this particular yard.

**20** **Rocinante ex-TV**  
79m Lürssen

Another superyacht that has made it to Westhaven, Auckland, during the covid crisis is the well-travelled *Rocinante*, which as *TV* has already spent some years in Asia-Pacific. Her latest name refers to Don Quixote's horse in the celebrated Miguel de Cervantes novel. Previous passages have included Osaka to San Francisco in the North Pacific, and South Pacific crossings to Fiji before this New Zealand swing.

**22** **Lady E**  
75m Amels

Burgess advises that this exceptional vessel is bound for Australia and New Zealand after an earlier 2019 season chartering in Southeast Asia. But it is not the same yacht returning. She has just completed a 6m extension at Pendennis in Falmouth, which has added 120 sq m to the already voluminous vessel, and she now has a large beach club with bar, sun loungers and another seating area. *Lady E* can accommodate 12 guests in seven cabins. Spa facilities include a Turkish hammam, massage and beauty room. There is an elevator between decks, and zero speed stabilisers reduce any motion when at anchor.



**23** **Dragonfly**  
73m SilverYachts

A famous American IT billionaire bought *Dragonfly*, second of the initial Silveryachts 73m series, and the vessel has been in the South Pacific virtually ever since, distinguishing herself by doing relief work after a devastating cyclone when island villagers were in desperate need of temporary shelters, food and water. Cyclones in the South Pacific are clockwise, incidentally, while typhoons in Asia and North American hurricanes are both anti-clockwise formations. Her sister ship *Rabdan* is often kept in Abu Dhabi.



**24** **Lady Christine**  
69m Feadship

Lord Irvine Laidlaw, a familiar figure in Asia-Pacific yachting circles, has decided to keep his latest Feadship, and after cruising the Adriatic and Greek and Turkish islands in 2020, he advises heading for the environs of Raja Ampat in Indonesia, to be followed tentatively by Vanuatu and Fiji, or possibly the Philippines archipelago, which he knows well from China Sea Races when he was Hong Kong-based. He has previously cruised these waters in Heesens and Oceancos also called *Lady Christine*, and keeps up an active interest in maxi yacht racing, mostly in the Med, although he has also sailed in Sydney-Hobarts.

**25** **Saluzi**  
69m Austal

Resplendent in her unique war horse livery, *Saluzi* was an Australian-built boutique cruise ship in French Polynesia before being converted by Miami-based designer Luiz de Basto and others into a luxury charter vessel by a very upmarket Beijing-based property company. She is ideally set up for potentates who may wish to have personal staff and security people aboard, or equally for large family gatherings, but arrangements are flexible, and she can adapt for other bookings. The war horse after which she is named belonged to an ancient Tang Dynasty emperor. Camper & Nicholsons list her in the Indian Ocean, and she is no stranger to Asia-Pacific waters elsewhere.



**26** **Samaya**  
69m Feadship

Cruising extensively in Asia-Pacific since her delivery a few years ago, *Samaya* at our deadline was exploring Taiohae in Nuku Hiva, largest island of the Marquesas in French Polynesia. Her owner keeps a low profile, but is known to be a keen diver. There is a well-equipped dive centre aboard, and the vessel has a manta ray insignia. She was sold and managed by Phuket-based Australian Joshua Lee.



**27** **Maria**  
67m Amels

This distinctive Terence Disdale design voyaged from Bali to Fiji recently, taking advantage of new procedures introduced by Yacht Help's David Jamieson to facilitate South Seas cruising despite some covid restrictions. Formerly *Shanti*, she explored New Zealand extensively in the past year, and can carry 20 guests and 18 crew. Powered by twin Caterpillars, her cruising range in 5,000+ nm at 12 knots.



**28** **Adix**  
67m Astilleros De Mallorca

Now also in Fiji, this beautiful three-masted schooner, built in Spain's Balearic Islands in 1984, recently underwent a four-month refit and Lloyd's survey at The Yard in Brisbane. Long-term captain Paul Goss had intended being at the 36th America's Cup in Auckland in early 2021, but like other superyachts and super sailboats scattered around the South Pacific and Asian ports, word was awaited on whether New Zealand's tight covid restrictions would be lifted in time for visitors.

**29** **Global**  
67m Bender refit Shadow Marine

This luxury expedition yacht was built in 1982 and refitted in 2007. Rated to MCA Bureau Veritas and SOLAS, she can accommodate 12 guests in six staterooms and amenities include a swimming pool, helipad, gym, movie theatre, library and formal dining room.





**30** **Van Triumph**  
65m Supercraft

David Lieu in Hong Kong was literally in the van of super yachting in Asia, building 33m and then 65m *Van Triumphs* at Tsing Yi Island to indulge his passion for hunting, fishing, shooting and offshore cruising. He also employed a young Ed Dubois to design his *Vanguard* racing yachts, which helped Hong Kong teams to twice place third in the Admiral's Cup at Cowes in the late 1970s, having led very strong international fleets at the halfway mark. His uncle JC was a founder of the Clearwater Bay Golf and Country Club, and its Marina. The historic 65m vessel is presently for sale by Simpson Marine.



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**31** **Ambrosia**  
65m Benetti

Ambrous Young is similarly in the forefront of the superyacht scene, spending much of his time between Kaohsiung, Hong Kong and Singapore but with sorties to other places. We had dinner at the Emirates Palace in Abu Dhabi during one of his longer voyages to the United Arab Emirates. Once a substantial equity holder in Italy's famed Benetti yard, he has bought three Benettis so far, and convinced Jade Yachts to start building proper superyachts in Taiwan, a role also undertaken by Horizon. Visiting owners often tie up at his favourite facility at the entrance to Love River in Kaohsiung. Agents Camper & Nicholsons.

**32** **SuRi**  
64m Halter Marine

Specialising in exotic passages to remote locations in the South Seas, *SuRi* was an original support vessel for a "mother" superyacht before Amels parent Damen latched onto the idea with their own large support craft and stand-alone luxury expedition yachts. She doesn't look particularly pretty, but is capable of going anywhere including Antarctica, with a full range of equipment and surprisingly sumptuous interiors. It doesn't matter if you are on the inside looking out. Clients give her a high rating.

**33** **Stardust**  
63m Amels

Delivered mid-2020 for an Asia-Pacific owner, this lovely Amels Limited Edition 206 voyaged immediately to the Norwegian fjords before winter weather closed in. She is once more the design of Tim Heywood, with Laura Sessa interiors, and her light grey hull on white upper decks emphasises long lines that extend from her Scimitar bow to aft swim platform. The vessel has a master suite, two VIP staterooms and three guests suites. Powered by twin Caterpillar 2,011 HP diesels, she has a top speed of 13.5 knots and range of 5,000 nm at 13 knots. Build captain Fraser Gow and Amels Sales Director Rob Luijendijk say this was another fast delivery using quality proven platforms, on time and on budget.



**34** **White Rabbit E**  
61m North West Bay Ships

After an around-the-world cruise, *White Rabbit E* made it back across the Pacific to Singapore just in time to be locked down by pandemic port restrictions. This is an earlier model of the trimaran concept owned by the same family, and she is clearly capable of the extended passages for which she was built. Add 52m *Charley*, a support vessel for 84m *White Rabbit G*, also at Marina at Keppel Bay, plus the catamaran *White Rabbit C* used for fishing trips, and another possible newbuild, and this could be one of the world's largest superyacht fleets. They owned two Feadships before the current vessels.



**35** **Diamonds Are Forever**  
61m Benetti

Often at Gold Coast Marina and Country Club in Hong Kong, *Diamonds Are Forever* is originally named after a James Bond movie, the penchant of a well-known American boat dealer currently on his next *Quantum of Solace*. Maybe *The Man With The Golden Gun* is still on the slips, as that was actually shot in Hong Kong Harbour and local nightspots. *Diamonds* has cruised extensively in the nearby Philippines archipelago, and was between Langkawi in Malaysia and Phuket in Thailand late 2020.

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**36 Event**

61m Amels

Burgess Yachts brokered the deal in which this Russian-owned Amels Limited Edition 199, designed by Tim Heywood and Laura Sessa and launched in 2013, was bought by a prominent Chinese property developer who is also a member of Gold Coast Marina and Country Club. The award-winning vessel has accommodation for 12, a touch-and-go helipad, aft beach club, exceptional 23 m sun deck with lounge and a spa pool, and al fresco dining on the bridge deck.

**37 Paraffin**

60m Feadship

Virtual “permanent resident” status in Southeast Asia has enabled *Paraffin* to elude the Singapore lockdown, and she has been cruising in Phuket and Andaman Sea waters of late. A classic De Voogt Feadship, features include a jacuzzi and gym with 360° views, and exceptional wine cellar, armada of toys, and a home cinema. Six staterooms offset an opulent interior. Burgess is exclusive central agent.

**38 Ramble on Rose**

60m CRN

Another exceptional charter vessel handled by Burgess, she comes with unabashed praise from clients. Sailing Cairns-Fiji as this was written, *Ramble on Rose* was meant to be heading for the States, but plans of most superyachts during the ever-evolving and receding pandemic are subject to change. Cyclone season in the South Pacific from November-March 2021 could prove a tipping point as to where owners and captains finally decide to go. Latest word is that she will head for the Galapagos Islands, and charter on the Pacific Coast of the Americas.

**Slipstream**

60m CMN

**39**

Canadian-Australian Jack Cowin of Hungry Jack's and Dominos Pizza chains built this latest *Slipstream* at CMN in France in 2009, and the ISS-awarded vessel, which has his trademark deep blue hull and silver topsides, has made regular Med season appearances ever since. Available for charter via Burgess, she can take 14 guests in 7 cabins. Interiors by Winch Design include distinctive Canadian and Australian artwork. Rates are quoted at US\$385,000 to US\$450,000 depending on time and location. Earlier *Slipstreams* were built at Australian East Coast yards.

**40 Formosa**

60m Benetti

This Fraser Yachts potential charter has already cruised in Japan, the Maldives, Southeast Asia and French Polynesia. Late 2020 she was back in the Maldives, where logistics are still favourable for owners and guests to turn up, and this could make her a popular choice in 2021. The vessel has three sumptuous suites on the upper and principal decks, and superb amenities throughout. The name *Formosa* means “beautiful” in Portuguese. It was bestowed on the island of Taiwan by early navigators and traders.

**41 Aqua Blu**

60m Brooke refit Vortex Marine

Camper & Nicholsons represent this 1968 and 2019 refurbished vessel that her owners say “offers varied, enjoyable and rewarding cruise itineraries in wild and stunningly beautiful places”, notably the 14,000-isle Indonesian archipelago. Komodo National Park, the Spice Islands and Raja Ampat are on the list for 7 and 12-night itineraries. Fifteen suites across five decks are offered. *Aqua Blu* is the former British Navy explorer *HMS Beagle*. She was used later as a private yacht by European aristocrats.

**42 Dream**

60m Abeking &amp; Rasmussen

Back in Papeete after exploring other exotic South Seas islands, *Dream* has cruised extensively in these waters. Her exterior lines are drawn by the innovative Donald Starkey, while interiors come from Bannenburg and Rowell. *Dream* was launched in 2001, and refitted in 2013. David Jamieson of Yacht Help in Fiji speaks highly of her, having looked after her visits to that island group.

**43 Senses**

59m Frers Schweers

Back in Auckland from Fiji, *Senses* has had an illustrious roll-call of guests and charter clients in the Med, as well as in Asia-Pacific. She turned up in formerly Portuguese Goa on the West Indian Coast south of Mumbai a year or so ago, on another expedition, but is presently focusing on the South Pacific. Like *SuRi* her lines are not especially pretty, but interiors are by Philippe Stark, and she has a certain *je ne sais quoi* that brings back an extraordinary range of people.

**44 Odyssey**

58m CRN

This is the former *J'Ade*, #51 last year, built by Italian yard CRN in 2013 and currently located in Auckland. She is said to be another acquisition of New Zealand billionaire Graeme Hart – see #3 *Ulysses* – who is also reputed to have bought the CRN 74m *Cloud 9*, star of the 2017 Monaco Yacht Show, and renamed her *Odyssey 11*. There is a smaller Princess called *Odyssey* as well. *Cloud 9s* and *Slipstreams* were both owned by Australians with Singapore interests for lengthy periods. Burgess handled *J'Ade*'s recent sales twice in 2016 and 2019.

**45 Pangaea**

58m Halter Marine

Known as *Pangea Ocean Explorer* after her purchase by Australian mining magnate Andrew “Twiggy” Forrest, this vessel has appeared in *Top 100* for years, initially when American-owned and carrying out marine research surveys in the Indian Ocean, with the occasional call to refuel and refit in Phuket. A recent voyage from Port Moresby, capital of Papua New Guinea, to Brisbane saw the crew self-isolating due to the covid pandemic, which has restricted her movements since. She is named after our first supercontinent, before it started breaking up in the Triassic Age.

**46 Kokomo**

58m Alloy Yachts

Built by the since-closed New Zealand superyacht yard Alloy Yachts, this super sailboat is the largest of many sailing and motor yachts of the same name owned by Australian property developer Lang Walker. Believed to derive from the Beach Boys song that starts *Aruba, Jamaica, oh I want to take ya to the lines Off the Florida Keys, there's a place called Kokomo, that's where you want to go, to get away from it all*. Walker has since added a luxury island resort in Fiji to his Kokomo stable, which is back in business after some passing cyclone damage. The super sailboat is available for charter, and took part in the 2020 Med summer season.

**47 Volpini 2**

58m Amels

Ordered by an existing Amels owner, this Amels 188 Limited Edition for a well-known Melbourne transport supremo was the first superyacht to comply with new IMO Tier 111 rules that subject yachts over 500 GT to strict emissions requirements. She also has an Amels Hybrid Power System, and so incorporates very advanced technology. Designer Tim Heywood has imbued her with individual exterior lines that are probably best described as classical, while Reymond Langton produced simple yet serene interior concepts. Last reported voyaging in the Med.

**48 Salila**

58m Kanasashi

Built in Japan in 1991, *Salila* underwent a full conversion in Jakarta in 2009-2012, and has since chartered in the 14,000 islands Indonesian archipelago, the world's largest, stretching the equivalent distance of San Francisco to New York. Capable of taking 20 guests, her itineraries include popular places such at Komodo Island, the Spice Islands and diving mecca Raja Ampat, but she can also venture to lesser-known but interesting places, and is very experienced in her home waters.







## 49 Dancing Hare 58m Amels

Presently in Auckland after cruising the Great Barrier Reef, this custom Amels by the late great Jon Bannenberg was delivered in 1986 and five years later held my rivetted attention when the media magnate, spy and ex-British MP Robert Maxwell went missing from her off Spain's Canary Islands in the Atlantic. She was then called *Lady Ghislaine* after his daughter, now held by American authorities in another sensational case. The vessel has long put these episodes in her wake, however. She became *Lady Mona K* after that, then did a major refit at Balk Shipyard in the Netherlands in 2017-2018 before re-emerging as *Dancing Hare* with a slow around-the-world passage planned.

## 50 Loretta 57m Aegean Yacht

This lovely three-masted schooner, usually berthed at Southport Yacht Club on the Gold Coast, has been chartering in Queensland for some years, handled by Cameron Bray of Northrop & Johnson. She sleeps 12 guests in a master suite, VIP stateroom, and two double and twin cabins, plus ten crew. Elegantly outfitted with beautiful furnishings, the yacht has all the usual amenities.



## 51 Lady Candy 56m Benetti

Hong Kong-based *Lady Candy* seems to have been everywhere but the China Coast recently. Her owner is an active voyager for nearly 50 years, progressing through Italian Versilcraft to this first custom yacht at Benetti. The Philippines, Malaysia and Indonesia are favourite cruising waters, with occasional longer passages. Paul Brackley of Central Yacht in Hong Kong handled the build, which features two large master suites on the upper deck, each with a private office and terrace. The salon, cinema, beach club and spa pool are other highlights.



## 52 Genesis 56m Benetti

Built virtually in tandem with *Lady Candy* at Benetti, again with Paul Brackley of Central Yacht at the helm, *Genesis* took advantage of some economies of scale, but nevertheless has a distinctly different interior décor, and is more often to be found at Gold Coast Country Club and Marina on Hong Kong's West Coast near the Pearl River estuary. Over the years numerous Hong Kong owners have bought "in pairs" to achieve cost savings, a concept with which they are comfortable, but this is only sometimes extended to custom yachts.

## 53 Fidelis 56m Perini Navi

A super sailboat passage-making in the Pacific, *Fidelis* has spent time in Southeast Asia and is one of only a few yachts to target French-run New Caledonia, less than 1,000 nm from the Queensland Coast. These islands, with a surprisingly very French capital of Noumea, recently held a second referendum in which inhabitants decided they would remain French. Encircling the principal island is the world's second largest barrier reef, after the Great Barrier Reef. *Fidelis* has been cruising in French Polynesia recently, and was headed next to the East Pacific coast of Mexico. Chloe Morin of Noumea Ocean acts as an agent in Noumea.

## 54 Galileo G 56m Perini Navi

This is a distinctively-styled Picchiotti motor yacht, an offshoot of Italian super sailboat yard Perini Navi in Turkey. The name Picchiotti was recently subsumed by Perini Navi, but then the parent yard found itself in financial difficulties, and at our deadline was in talks with private equity interests, after Sanlorenzo had also expressed interest. *Galileo G* is a much-lauded forerunner of the Picchiotti brand, and has been pursuing our recommended route south of Singapore to Sutura Harbour on the North Borneo Coast, and thence through the Makassar Strait to Benoa Harbour in Bali.

## 55 Papa 55m Amels

Her debut 2019-2020 Asia-Pacific charter season was handled by Burgess, but pandemic rules have since created problems, although Asia-Pacific has been relatively free of the virus apart from the original outbreak in China, and far-flung hotspots in South Korea and Indonesia. *Papa* recently left Singapore and is believed to be visiting Taiwan. Like her sister 55m Amels *Lili*, she has proved popular as a superyacht charter, and one can only hope that it will be "business as usual" soon. Accommodation is for ten guests, including a spectacular owner's suite on the principal deck, with its own spacious lounge, office and private balcony. A football table in games areas suggests the younger set are well catered-for.



## 56 Driftwood 55m Amels

Rose Damen confided at a recent Singapore Yacht Show that the Amels 180 Limited Edition, which translates as an Amels 55m, is by far the most successful of the Tim Heywood-Laura Sessa series started in 2007. *Driftwood* is yet another example. She has been roaming Asia-Pacific waters for some time, recently between French Polynesia and Honolulu in the North Pacific Hawaiian Islands, before a planned passage to Central America. At our deadline she was back in French Polynesia, now at Rangiroa, largest island of the northern Tuamotus.



## 57 Not Yet Named 55m Lürssen

Most of the leading superyacht yards have strong Asia-Pacific orders, and Lürssen, builder of the largest superyachts afloat, has been emphasising of late that its principal business is actually in "smaller" 55m to 95m vessels. Hong Kong sources not connected with the yard suggest this particular build at one of Lürssen's eight facilities in Germany is the next steed for an experienced owner there.

## 58 Not Yet Named 55m Picchiotti-Perini Navis

Similarly two Picchiottis now called Perini Navi motor yachts are known to be building for Hong Kong yachtsmen, reflecting the same penchant discussed in the 56m *Lady Candy* and *Genesis* cameo stories. Perini Navi's bankruptcy mid 2020 was obviously a cause for concern, but assuming the private equity talks go well, it is understood these projects can be completed without further problems.



## 60 Samax 55m Feadship

The Sultan of Brunei's 55m Oceanfast *Bolkiah* and his brother Prince Jefri's 55m Feadship *Tits*, which the late Feadship agent Bob Lavoo told us stood for Travels in Tranquil Seas, were among the largest superyachts in Southeast Asia 20+ years ago. This seems to be the most favoured LOA now, for efficiency and economy, of many new-breed owners. *Samax* is the former *Tits*, and while she regularly heads to the Med for summer seasons, favouring the Greek and Turkish Rivas, she always returns, and was back at Phuket Yacht Haven for the pleasant Asian nor'east monsoon period.

## 61 Marie 55m Vitters

Arriving in French Polynesia in early 2020, she has pursued her original game plan to be at the 36th America's Cup, sailing from Bora Bora to Auckland recently. This classic ketch looks absolutely perfect for a relaxed sojourn afloat, and even has a grand piano in the lounge. Built in 2010 to an André Hook design, and refitted in 2015, the ketch-rigged craft combines beautiful lines and modern technology, and has already won the famous St Barth's Bucket in the Caribbean. Eight guests can be carried in four suites, and other permutations are possible.







**62 Ark Angel**  
55m HYS Explorer

Harbour Yacht Services in Subic Bay, the former enormous US West Pacific naval base in the Philippines, which retains many maritime refit, repair and reconstruction workers, has undertaken quite a few conversions in recent decades, not least *Ark Angel*, originally a Japanese cadet training vessel. Local hardwoods are extensively used in interiors, and the vessel accommodates 16 guests in eight cabins. She has a remarkable range of 12,000 nm and two helipads. HYS also handled 49m *Western Isles*, presently in Sai Kung in Hong Kong with Bangkok refit *Toy Heaven*, a 61m Brooke yacht for the same owner. The latter two are no longer listed as they are less active.

**63 Keri Lee 111**  
54m Trinity

Back in Brisbane after a sojourn often based in Genoa enjoying Med summers, *Keri Lee 111* has chartered widely in Asia, Europe and the Caribbean as well as in Australia. Local Gold Coast superyacht agent Grant Torrens and son Mitch, now running Torrens Luxury Collection, were closely involved with the owners when this project got under way, and charter clients have been impressed with her interior design, original artworks and French Antique furnishings by Keri-Craig Lee. She accommodates 12 guests in four double cabins and two twins, and attractively is offered from US\$275,000 a week.



**64 Maridome**  
54m Brooke Marine

Retailer Solomon Lew of Premier Investments is literally a legend in his own lifetime in Australia, and interestingly he has refused to part with his principal superyacht, the 1989 Brooke Marine-built *Maridome*, which was distinctively styled by another legendary Australian, Jon Bannenberg. She was in the Balearics in Spain at last report, but not as recent news stories suggest “trapped” by the global pandemic. Like Westfield’s Frank Lowy and his custom Amels *Ilna*, Lew has kept *Maridome* aboard for many years, and if he wants to cruise locally, there is always the 45m *Texas* once at Docklands in Melbourne but now spending more time in Sydney. We recall seeing him in Phuket nearly two decades ago, raising a glass in salute to the aft deck as we said hello *en passant*. He seems to enjoy his boats.

**65 Mischief**  
54m Baglietto

Steed of Australian Ian Malouf, initially for the 2015 Rugby World Cup in London, and it was quite a party. Vessel has continued in the same vein since, albeit now back in Sydney after a refit at BSE Maritime Solutions in Cairns. Chartering under the banner Ahoy Club, she is listed by Edmiston at €290,000 a week. Recent promos speak of the 36th America’s Cup in Auckland in March 2021, and the postponed Tokyo Olympics in mid-2021. Also mentioned is that Cairns’ Marlin Marina can take superyachts to 140 m.

**66 El Leon**  
54m Mangusta

Cruising the Queensland Coast late 2020, this super sleek Mangusta built by Overmarine in Italy was launched two years earlier, and is capable of 30 knots, or a 3,800 nm range at 12 knots. She can take ten guests plus crew. Not the usual sort of sports vessel to be seen so far from home, but James Packer had a slightly smaller 50m one a decade ago called *Z Ellerston*, and indeed he has chartered the Baglietto *Mischief* above, which is similarly not really a conventional around-the-world cruiser, so new trends and capabilities may be emerging.

**67 Elysium**  
52m Benetti

This too was a former *Quantum of Solace* ordered by that remarkable American superyacht dealer John Staluppi. He has another of the same name currently under construction. Bought by very experienced Malaysia and Singapore property developer David Eng, *Elysium* cruises mostly on the Andaman Sea coast of Thailand. He previously owned the American-built custom Palmer Johnsons *La Baroness* and 60m *La Baronessa* in the 1990s, the latter the largest all-aluminium vessel ever built there. Renowned dealer Mike Kelsey Snr was still alive then, and we ventured out across the Great Lakes from PJ’s Wisconsin yard for sea trials under a captain whose mum was a Borneo princess.



## WELCOMING SUPERYACHTS FROM ALL OVER THE WORLD



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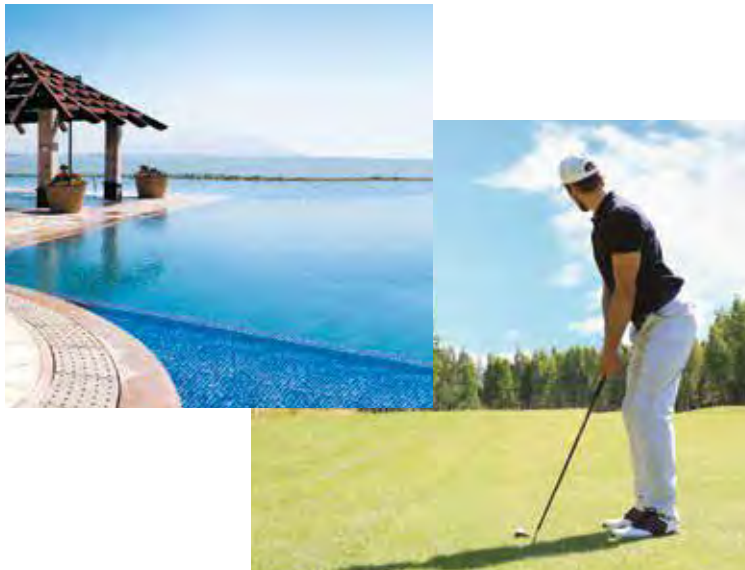
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Lantau Yacht Club is set to welcome all that wish to enjoy the relaxed, luxury lifestyle on offer!







**68** **Sea Shaw**  
52m Cheoy Lee

Sadly Singapore-based owner Shaw Vee King also passed away recently. He and Hong Kong's Run Run Shaw were founders of the Asian film industry, with Vee King concentrating more on distribution, although at occasional lunches aboard, one did find young actors and actresses well represented. This second *Sea Shaw's* hull was built at Brian Chang's Yantai Raffles and completed at Cheoy Lee near Macau under a Frank Mulder-Dee Robinson design. Vee King went for extra stabilisers rather than proa or trimaran hulls for an easier ride in a seaway. Family and friends have long ventured out every fortnight from Republic of Singapore Yacht Club. Presumably that will continue.

**69** **Jade 959**  
52m Jade Yachts

Offered for charter in the Med last year, agents suggest this popular steed of Taiwan's Han family may return to Asia-Pacific waters in 2021. They own shipyards in Kaohsiung, build naval and commercial vessels as well as white yachts, and own a deep-sea fishing fleet. VP Memphis Han saw his dad's school friend Ambrous Young launch *Ambrosia 111* at Benetti, and exhibited for several years at Monaco Yacht Show, but superyacht builds are presently in pause mode.



**70** **Charley**  
52m Echo Yachts

This is a composite catamaran built as a support vessel for 84m *White Rabbit G* delivered in 2019 by the same Echo Yachts yard in the Australian Marine Precinct south of Fremantle. Now based in Singapore, she is part of a remarkable fleet amassed by one seagoing family, who have also owned Feadships. *Charley* is a special-use vessel for tenders and toys, and is also the largest private composite craft built in Australia lately. She reflects Echo Yachts capabilities in composites, aluminium and steel at this yard once run by well-known superyacht brand Oceanfast.

**71** **Atlas**  
51m Codecasa

Formerly called *Aldabra*, this Ao Po Marina vessel in Phuket is again handled by Burgess, first of the European and American superyacht agents to begin operations in Asia-Pacific, and now the largest. We're told Ao Po near Phuket Yacht Haven, run by friendly Derrick Van Deventer, has a tonnage limit these days due to its relative exposure to the nor'east monsoon, although it remains a popular abode for all but the biggest superyachts. "*Atlas* has a huge range of outside spaces, from a vast sun deck, a Portuguese bridge of the foredeck for scenic sundowners, a specious lounge on the main deck aft, and a private balcony in the master suite. She has an elevator serving all guests decks too", says Burgess. Master and VIP suites are on the principal deck, with two double cabins and two wins below.

**72** **Double Haven**  
51m Feadship

Refitted at Rivergate Marina in Brisbane and lately cruising to Bali and Singapore, *Double Haven* is surely the epitome of a fine Asia-Pacific cruising experience. She was commissioned by then Hong Kong-based businessman Merle Hinrichs, creator of *Asian Sources* and later a proprietor of *Forbes* magazine. He took literally years in planning his vessel, which became a design classic and the subject of a book when she was launched in the mid-1990s, and she became the template for many vessels that followed. His cruising schedule in the Philippines archipelago and Micronesia pioneered many superyacht destinations, and as *Double Haven* was also used as a live-aboard office, Merle demonstrated what could be done successfully in that respect. If there was a superyacht hall of fame, *Double Haven* would be a shoo-in.

**73** **Promise**  
51m Feadship

Recently in fairly virus-free Brisbane in Queensland, *Promise* launched in 2018 is a completely different concept to *Double Haven*, as by now the era of semi-exploration yachts had arrived. She is the first ice-class vessel in the Feadship fleet, and is already venturing off the beaten track, with the Antarctic and Arctic both possibilities. De Voogt and Bannenberg & Rowell combined on this 4,500nm range vessel, which is designed to take 12 guests on autonomous cruises in all conditions in absolute comfort.



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**74** **Umbra**  
51m Damen

A sophisticated support vessel that has sailed in tandem with the 48m Delta *Rochdale* on the Australian coast, *Umbra* also carries out marine research work for the likes of Woods Hole Institute in the States, and lately is based in Fremantle, Western Australia. She has a certified helicopter deck, large fuel capacity, accommodation for considerable crew, and a heavy-duty crane. She is used in disaster relief operations.

**75** **Endless Summer**  
50m Delta

Positioned in Papeete late 2020, Y.CO shows this 2017-built vessel is available for charter, alternating between the South Pacific and Australia, and the Pacific Coasts of Central and South America. Rate is US\$250,000 a week. Accommodation is for 12 guests in six well-appointed staterooms, including a full beam master suite forward on the principal deck, and a full beam VIP suite on the lower deck. Interiors feature oversized windows, neutral-toned soft furnishings and exotic woods. A highly experienced captain and crew specialise in remote locations.

**76** **Legacy**  
50m Westport

This semi-displacement GRP vessel built in 2011 has cruised extensively in the Indonesian archipelago, Papua New Guinea, the Solomon Islands, Australia and New Zealand, and the South Pacific. She is lately on the Pacific Coast of Mexico, calling at Cabo San Lucas and Puerto Escondido, but otherwise keeps her intended itinerary as quiet as possible. Exterior and interior styling are by the renowned Donald Starkey.



**77** **Sapphire**  
50m Trinity

Not to be confused with the 74m Nobiskrug yacht of the same name, this vessel was originally *Red Sapphire* when she arrived from the Gulf for a Hainan Rendezvous some years ago. She has since cruised and chartered in Southeast Asian waters, believed linked to “a consortium of Bangkok-based businessmen”, but after a refit at Echo Yachts south of Perth, she positioned in the Greek islands for the northern summer.

**78** **Braveheart**  
50m Swedeship

Long based in Hong Kong, *Braveheart* makes occasional sorties to China Coast ports, and separately to Southeast Asia. Her interiors are the work of the late Dutch designer Peter Beeldsnijder, who handled many superb super sailboats produced by the Royal Huisman yard.

**79** **Northern Sun**  
50m HYS

One of the most popular charter vessels in Southeast Asia in recent years, *Northern Sun* was originally built in Japan, then completely refitted by Harbour Yacht Services in Subic Bay in the Philippines. See also 55m *Ark Angel* entry. A knowledgeable captain and crew help introduce guests to unique getaways in otherwise well-known cruising spots, such as the Andaman Sea.



**80** **Blue Sea**  
50m Mie Shipyard Japan

Privately cruised, and recently offered for charter in South Korea, this 1982 build was refitted in 2014. She can carry 12 guests, with a master cabin on the principal deck. Based at Incheon on the West Coast, she could visit various SW islands, or South Korea’s second port city Pusan, or offshore holiday isle Cheju. A decidedly different boat and possible itinerary.



**82** **Unnamed**  
50m Echo Yachts

A custom Yacht Support Vessel announced mid-2020, this aluminium craft is actually 56m LOA if one counts the tender lift platform. One2Three Naval Architects, which handled the 84m aluminium trimaran *White Rabbit G* at the same yard recently, is again involved. Sales and Marketing Manager Chris Blackwell says the vessel is being built and finished to very high standards for stand-alone adventure cruising, and superyacht support functions in remote regions. She can accommodate 20 guests and 17 crew, and has a large array of tenders and toys, as well as a dive store and hyperbaric chamber, and a large helicopter pad.

**83** **Asteria**  
49m Anastassiades

Reported in San Diego on the US Pacific Coast, *Asteria* has cruised Australia, New Zealand, the Antarctic and the South Pacific for some years. She was used by Chinese entrepreneur Tony Fong between his casino projects on Australia’s East Coast. The vessel was an ocean-going salvage tug built by a Greek yard in 1970 before her conversion in New Zealand in the early 2000s into a luxury expedition yacht.

**84** **Aurora A**  
49m Admiral

This 1993-built vessel hasn’t moved much from the Bund in Shanghai recently, and we are told she is currently being used more for entertainment purposes than cruising. The famous city is quite accessible via the Yangtse and Huangpu River that runs through it, with berths available along the banks, but superyacht skippers who have inquired about making Yangtse passages further inland have encountered red tape. Not to be confused with the 74m Lürssen *Aurora* which has been in Asia-Pacific waters too.



**81** **Kalizma**  
50m Ramage & Ferguson

A lovely classic motor yacht built in 1906, *Kalizma* recently had a complete overhaul in Sri Lanka and is presently available for charter in the Maldives. She is well-known in Southeast Asia waters too, particularly in Phuket. Back in 1967, Richard Burton bought her for Elizabeth Taylor during one of their marriages, and she was tied up in the Thames. The vessel is named after Burton’s children Kate, Liza and Maria.







**85** **Lady Orient**  
48m Sterling Yachts

Ideally based in the Langkawi Islands on the Malaysia-Thailand border, *Lady Orient* née *Asean Lady* first visited this group long before Langkawi had an airport. Pioneer superyacht owner Brian Chang then ran a large Malaysian conglomerate, and encouraged by PM Dr Mahathir Mohamad, was looking to build a watersports theme park and hotels on the northeast shore of the principal island.

**86** **No Comment**  
48m Christensen

Lately in Brisbane, *No Comment* has voyaged extensively in the South Seas from French Polynesia to the Fiji and Solomon Islands, the latter two little explored beyond established cruising waters but offering many attractive and secret hideaways. She is MTU-powered and has a 4,300 nm range easily able to handle such Pacific crossings. Twelve guests can be accommodated. The vessel was previously called *Lady Janet* and *Scott Free*. Maybe one of the agents can enlighten us as to how she came by her present name. Sounds like it could be a non-attributable story.

**87** **Azul V**  
48m CRN

Two *Lady Azuls* were built by Heesen and motored to Malaysia by the affable French Captain Etienne Gaudrial, whom we gather now works in the offshore oil industry. This was two, maybe three decades back, and the owner kept them at Port Dickson, halfway between Kuala Lumpur and Singapore. Now an *Azul V* is arriving in Thailand for a Malaysian owner, this the former *Lady Ellen 11* built by CRN in Ancona in 1966, and we are told she will be available for charter. She takes 12 guests, and has master and VIP suites.

**89** **BG**  
47m Feadship

Seventh season of the American reality TV series *Below Deck* was shot aboard this vessel in Phuket when she was called *Valour* in 2019. The program features life aboard assorted superyachts for crew and their “demanding” charter clients. *BG* called the Andaman Sea home for nearly two years, but sources advise she plans heading Down Under.

**88** **Ocean Dreamwalker 3**  
47m Sanlorenzo

Finally in the Pacific after sojourns in Europe and the Caribbean, including a stay at Atlantis in the Bahamas, this Sanlorenzo EXP500 has an extended helicopter deck and is ice-classed. These are advances as the Italian yard turns out ever-larger vessels. Her rugged exterior was designed by Francesco Paszkowski and is matched by a modern and sophisticated interior. Range is 4,500 nm. Late 2020 she was voyaging between Cabo San Lucas and Los Cabos on the Pacific Coast of Mexico.



# THE AUTHORITY ON SUPERYACHTS IN ASIA PACIFIC



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**90** **Princess Iolanthe**  
46m Mondo Marine

Long-time resident of lovely superyacht base Sutera Harbour in Malaysia's Sabah, on the North Borneo Coast, *Princess Iolanthe* moved on to Subic Bay in the Philippines. She was built in 2006, with exterior styling by Luca Dini and interiors from Jean-Pierre Fantini. The vessel sleeps ten guests, and is set up for long-distance cruising.



**91** **Perfect Persuasion**  
46m Oceanfast

Known locally as "PP" and showing up recently in Indonesian capital Jakarta, presumably taking in the Hundred Islands just offshore, *Perfect Persuasion* was styled in and out by the innovative Donald Starkey, and built at Oceanfast in Western Australia in the late 90s. That yard only survived into the early 2000s, and facilities are now run by Echo Yachts.

**95** **Forwin**  
46m Sanlorenzo

*Forwin* was delivered in 2013 by Sanlorenzo as part of the shipyard's 46M range. She was refitted in 2016, and completed her five-year survey in 2019. The yacht accommodates a total of 12 guests in six suites, including two Master suites, one with a private deck terrace. *Forwin* is now for sale with Fraser Asia.



**92** **Jinlong**  
46m Huludao Yachts

Chinese and Western film action man Jackie Chan was recipient of this Frank Mulder design built in Northern China. She has an aluminium hull, sleeps 12 guests, and powered by MTUs, can reach a top speed of 21 knots. Range is 3,000 nm and amenities include a gym and beach club. Dutchman Mulder has played a role in other China-built craft, among them *Sea Shaw* now in Singapore.

**93** **Skade**  
46m Holland Jachtbouw

Reported in Bali when this was written, *Skade* is a quite recent build by Holland Jachtbouw to an American Bill Tripp design, with interiors by Rhoades Young. Rigged as a racy-looking sloop, she is built in aluminium with teak decks, and draws 6.5 m, which can be daunting in some relatively shallow anchorages. She has been in the South Seas and Asia for some time.

**94** **Trident**  
46m Sanlorenzo

Sold in 2019 with Camper & Nicholsons representing both buyer & seller, this 2014-built steel-aluminium Sanlorenzo has a distinctive gold hull and white topsides, and late 2020 had cruising around Asia. She has an elevator, beach club, cinema and many other state-of-the-art amenities.

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**96** **Apries W**  
46m Sanlorenzo

Previously *Achilles F*, this vessel kept in Tansui, northern Taiwan, is technically a sister ship to *Forwin* in Hong Kong, but she looks quite different, with a golden hull and white topsides, rather like *Trident* above. Simpson Marine is the regional Sanlorenzo sales agent.

**98** **Moatize ex-Ilonka**  
45m Pendennis

Frank Lowy bought back his original *Ilona* some years ago, and after an extensive refit, renamed her *Ilonka*. She was used along with other “local” Lowy family superyachts until 2019, when she was sold on to a mining entrepreneur, and is now called *Moatize*, last reported in Brisbane. Many superyachts have gravitated to Queensland, known as “the sunshine state”, as it offers interesting coastal cruising, and seems to have so far eluded the worst of the global pandemic.

**97** **Blue Sky**  
45m Feadship

Built in 2013 and officially delivered to her Hong Kong owner at one of the Hainan Rendezvous events, *Blue Sky* is one of a semi-custom series built at Feadship’s Royal Van Lent yard, but she was still given many individual touches, despite a build program that saw the yacht delivered quite quickly.



**99** **Big Fish**  
45m McMullen & Wing

Commissioned by an expat Hong Kong owner at New Zealand yard McMullen & Wing, *Big Fish* was the star exploration yacht of her generation, making some amazing voyages that few other 45m owners would even contemplate at the time. She is still making them, last showing up in French Polynesia, bound for Chile. Her skipper back then, Winston Joyce-Clarke, stayed with the vessel after her sale, but recently turned up in Singapore aboard the equally adventurous *Sea Wolf*, another lovely luxury exploration vessel.



**100** **Sunone**  
45m Horizon

An original EP 148 by Taiwan’s largest boat builder Horizon in 2012, *Sunone* has divided her time between Shanghai, Kaohsiung, Hong Kong and Singapore, and late 2020 was locked down, due to the global pandemic, in the latter. Former Horizon Singapore agent Annie Lin has looked after the vessel and owner with great care. ☼

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