

# ocean

MAGAZINE

## REVIEWS

YD BRISTOLIAN 34M SUPERYACHT  
SHORELINE X64 SPORT YACHT  
FLEMING 55 PILOTHOUSE  
RIVIERA 70 FLYBRIDGE  
SUNSEEKER 86 YACHT

## OCEAN KEEPERS

NEW-AGE APPROACH TO EFFICIENT DESIGN

## HIGH TIME

FLYING THE NEW PILATUS PC-12 TURBOPROP

# Oceanfast

## sails again

NEXT GENERATION

AUSTRALIAN SUPERYACHT



ISSUE 21

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Plus

ocean  
PRO

### X-PAT FILES

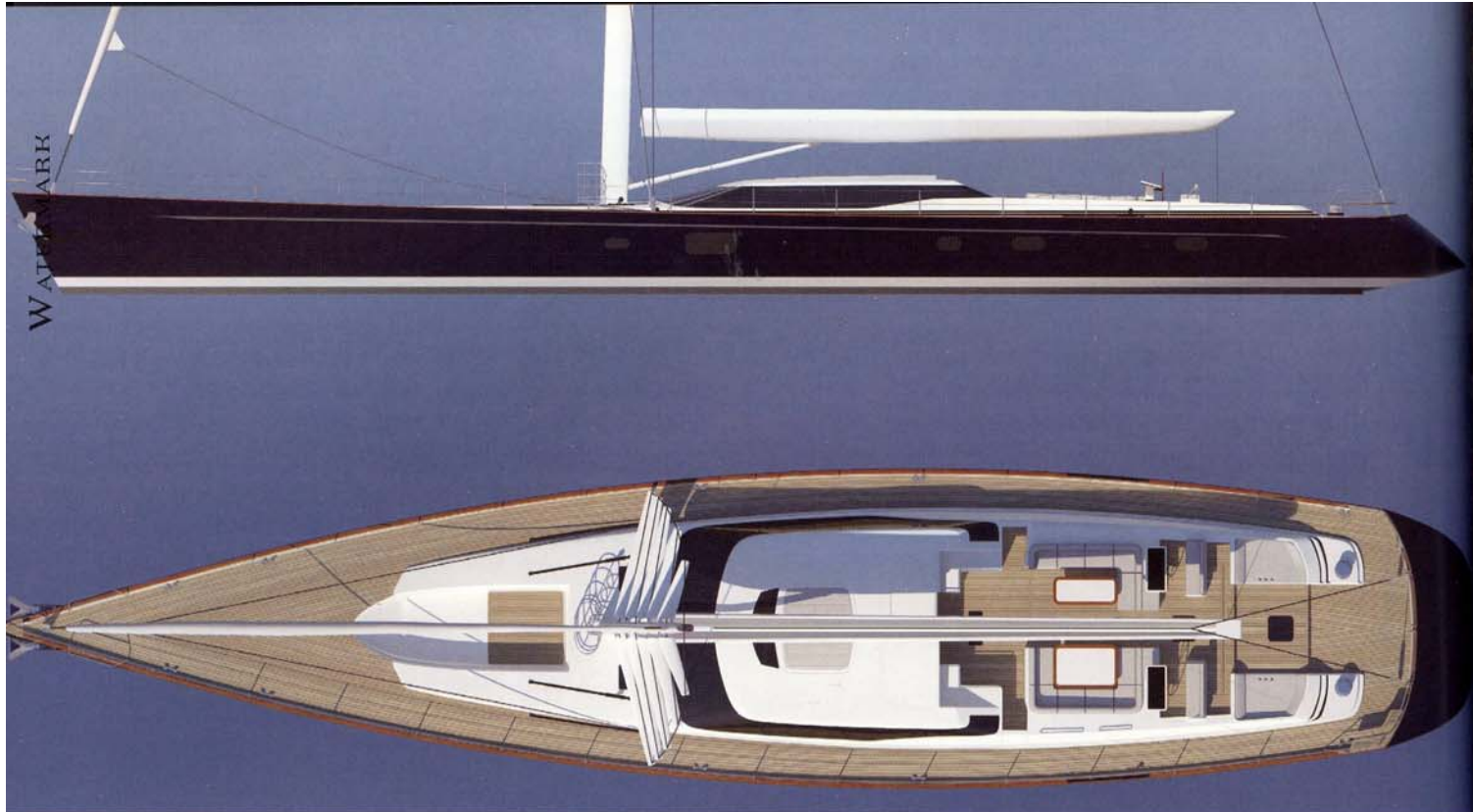
BIG AUSSIE CAPTAIN  
MAXX AINSWORTH

### CREW QUARTERS

SUPERYACHT CREW  
IN DEMAND

### HYDRAULIC ENGINEERING

WONDERS OF THE  
SUPERYACHT



## Alloy Yachts' big imaginings

The 44-metre (145-foot) performance cruising sloop *Imagine II* is currently under construction at Alloy Yachts in Auckland, New Zealand. *Imagine II* is a development of the highly successful 33.6-metre (110-foot) sloop *Imagine* built at Alloy Yachts and launched in April 1993. *Imagine* is one of Alloy Yachts' most extensively cruised yachts, having completed three and a half circumnavigations. *Imagine II*, for the same European owner, is a larger and more modern version. Both were designed by Dubois Naval Architects and share very sleek, low-profile lines. *Imagine II* has a beam of 9.38 metres (30.8 feet) and a design displacement of 260 tonnes. Her underwater appendages include a dagger board, with a draft of 4.3 metres (14.1 feet) with the board up and six metres (19.6 feet) with the board down. She will be built to Lloyds Classification and will comply with the Large Commercial Yacht Code LY2.

The interior will be undertaken by the Alloy Yachts Interior Design team and features contemporary styling with light-coloured timber joinery. Guest accommodation provides for an owner's suite and three guest suites, all with ensuite facilities. The crew layout has three cabins all with ensuites for six crew. *Imagine II* will be fitted with a carbon fibre mast by Southern Spars with in-boom furling and a complete composite EC6+ rigging package. Captive and vertical winches designed and built by Alloy Yachts will handle 3DL sails by North. Headsail furlers will be Reckmann hydraulic units. The main engine is a C18 873hp Caterpillar diesel driving a Hundested variable pitch propeller. 90hp TRAC bow and stern thrusters will assist in close-quarters manoeuvres. She will be fitted with two 67kw Northern Lights generators. The Alloy Yachts custom SeaTouch system will be installed with touch screen monitors to indicate systems and alarm status throughout the yacht. *Imagine II* is scheduled for delivery in February 2010.

For further information visit [www.alloyyachts.com](http://www.alloyyachts.com)



## Nordhavn goes super-sized

In early August, Pacific Asian Enterprises, Inc. (PAE) announced that construction on the Nordhavn 120, the company's biggest undertaking ever, was underway. PAE says its new 120-foot superyacht will offer the range, comfort and unmistakable expedition style Nordhavn has become known for.

The yacht is being built at Nordhavn's brand-new 21-acre shipyard at South Coast Marine in Xiamen, China. "This state-of-the-art seaside factory was built specifically for these new Nordhavn designs," says Nordhavn chief of design and co-owner Jeff Leishman.

The N120 becomes the flagship of Nordhavn's fleet of 15 ocean expedition yachts, with the smallest starting at 40 feet. One trait the N120 shares with its smaller siblings is an uncommonly low-carbon footprint in terms of fuel usage. The N120's fuel-efficient diesel engines and full-displacement hull come together to give an owner worldwide transoceanic range without unnecessarily fouling the environment. "While fuel consumption may not be a major concern for those fortunate enough to own a N120, a smaller carbon footprint and total luxury appointments have proven appeal to the yachting community," says Nordhavn President Dan Streech.

The N120 will be customised to the owner-appointed interior designer's specifications. The N120 is built to ABS-certification and is designed to fit in a marina anchorage. It will be sea-trialled and commissioned at the factory in the presence of its owner's crew, and it will then be delivered on its own bottom at a cruising speed of about 12 knots. The first hull is expected to arrive in California in early 2011.

For further information Tel: 1300 783 010 or visit [www.nordhavn.com](http://www.nordhavn.com)