

WELLNESS SPECIAL

# BOAT

International

## PORT OF COOL

INSIDE THE UNSTOPPABLE RISE OF PALMA

“They had guns and rockets pointing at our boat!”

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# THE SPACE RACE

## RIVA SUPERSIZES WITH NEW 50 METRE

PLUS: CRUISING THE CAYMAN ISLANDS; THE HOTTEST NEW DINING DESTINATIONS; YACHTING'S GREATEST LOVE STORIES; AND A WESTPORT'S HURRICANE RESCUE



12/24 SPECIAL

# SMALL WONDERS<sup>3</sup>

*They might have modest LOAs, but these three yachts have plenty to shout about when it comes to innovative tech and design*

PHOTOGRAPHY: NICO KRAUSS; KOS/KOSPICTURES.COM; BENOÎT STICHELBAUT





# Miami heat

*Refitting and reviving an iconic Magnum gave one owner a powerful boat that can handle any wind or swell. Andrew Johansson takes Hammer for a spin*



# #2

Just as supercars like the Lamborghini Aventador and Ferrari F40 were pin-ups for automotive buffs in the 1980s, Magnum Marine speedboats got pulses racing in the marine sphere. So when the opportunity arose for one owner to acquire a 2002-built Magnum 60 Furia – promoted as the “fastest yacht of this size in the world” by the Florida-based builder – it was too tempting to resist.

“We were in the market for a bigger boat,” the owner says. “I looked for something new but didn’t find anything that I was ready to go ahead with, which is why we restored this.” Named *Hammer*, the boat has now completed a year-long refit at Perini Navi. The thick fibreglass boat was gutted and restored but with a fresh new design, making this 18.3-metre a highly individual creation.

Moored in Cogolin marina, it will be used regularly as the owner spends four months of the year in nearby Saint-Tropez. It adds to his fleet of boats based in Europe and America, which includes 18.3-metre sailing boat *Spectre* and 25.5-metre classic *Kizbel*. *Hammer* is the second Magnum to have been revived by the owner, after a 13.4-metre 44 *Banzai*.

“As a kid, I always loved boats and thought I’d like to have a Magnum. I think the brand is great and the Magnum 60 is the most seaworthy boat in a big sea because of its hull shape: it is

incredible. Only eight or nine Furia were made I think, and it was a boat I felt I could get my teeth into and redesign.”

And that is exactly what he did together with the creative minds at Vripack. The Dutch studio was introduced to the owner by an industry friend, who found the speedboat sitting unloved in Sardinia. “It was in a bad state when the owner bought it,” says Harry Esson, who manages the owner’s fleet of boats in Europe and is captain of *Spectre*. “There was some delamination in the hull, luckily all outer skin though. Suffice to say no money had been spent on it and a large section of the under hull had to be ground back and repaired.”

On our test day, the twin MTU 16V 2000 engines come alive as we pick up speed. In its heyday, this boat would have achieved 55-plus knots, however we manage 41 knots on the day from the 1,800hp (1,342kW) rated engines. That said, I’m told that *Hammer* has reached higher speeds since the restoration. While studies are under way to see how performance can be improved, including the possible replacement of the engines, a faster boat isn’t necessarily the aim. “The speed I achieved before we restored the boat was 53 knots and I think we’ve been 48 knots on it now but I wouldn’t travel more than the late 30s anyway,” the owner says.

“I achieved 49 knots once since the restoration,” says captain Pierre-Yves Hemard



*Magnum calls its 120km/h 60 Furia “the fastest yacht of this size in the world”. There are also two cabins, a saloon and a galley below*

LOA: 18.29m  
 Beam: 4.80m  
 Draught: 1.09m  
 Fuel capacity: 3,800 litres  
 Freshwater capacity: 570 litres  
 Construction: Fibreglass  
 Engines: 2 x MTU 16V 2000  
 Max speed: 49 knots  
 Cruising speed: 38-39 knots  
 Year built: 2002  
 Builder: Magnum Marine  
 Year refit: 2019  
 Refit yard: Perini Navi

PHOTOGRAPHY: KOS/KOSPICTURES.COM



The owner's suite has custom storage solutions either side of the room to ensure the space is kept neat



as we create a pleasing rooster tail, "but I don't try any more because you can feel the strain it puts on the engines to get there. But as you can see, it is very easy to reach 40 knots."

I can't help but think about *Miami Vice* and the TV shows like it that made this type of boat famous. "It really is amazing compared to the other boats I've been on," continues Hemard. "With *Hammer* you really don't need to be too concerned about the wind or swell. If the owner wants me to go out with 25 knots of wind, I don't mind because I know the boat can handle it."

The new concept for the Magnum 60 is

sympathetic to the original design but is far more pleasing to the eye, with distinctive detailing throughout - from lighting features within the engine bay and around the boat to elegant storage solutions, finishes and artwork. "We wanted to create an American style from the 1950s, a Palm Beach and Miami styling," says the owner. "As we are sailors at heart, we wanted to have a light colour relationship with *Spectre*, which is a similar shade of off-white, and that was the general theme."

Marnix Hoekstra, from Vripack, says that an important part of the design process was to get



### Back to the drawing board

The Magnum 60 Furia was launched in 2001, designed by Magnum Marine's CEO Katrin Theodoli. It is said to be the most successful of the Magnum models. The opportunity to breathe new life into a Furia was an exciting proposal for the designers at Vripack. So how does a design studio go about conceiving a new look for such an iconic speedboat?

"These are the boats you fall in love with when you start drawing; they're the powerboats of my childhood," explains Marnix Hoekstra of Vripack. "We started the process by collating images and details for inspiration, and as the ideas began to flow it quickly became obvious that we were on the same page as the owners about the vision for the project." The result is a re-energised design that meets the owner's brief with strong detailing and lighting design to cater for any time of day.



50s-style touches include new air intakes to the engine bay along with a custom dial display in the helm station



on board the boat before works began, "to get an idea of what worked and what didn't, and to document the existing design". The Dutchman reveals how they kept the general layout and set-up of the boat but improved it where possible, such as widening the companionway from the saloon amidships to the twin and double cabins forward. They also added a dayhead so guests don't need to access private areas. "The fixtures and furnishings were all changed and I was keen to make it a sustainable interior by reusing a lot of the same wood from the boat and painting it matt white," says Hoekstra. "Contrast is added with hand-whitewashed European oak. A lot of detail went into this project to achieve the look you see today."

Thanks to this owner and team, this Magnum 60 Furia will live on for many years. And with a healthy fleet to play with, it seems likely there will be more projects to come.

The galley is clean and simple with a matt white finish on the walls and units and European oak



PHOTOGRAPHY: VRIPACK ROBIN DE VRIES



# A yacht for all seasons

*Lightweight, streamlined and built to last, the 22.3-metre sloop Basyc is perfect for cruising come rain or shine, says Andrew Johansson*

# #3



*The owner wanted an aluminium hull as that was what had served his father so well*

**A** strong weather system is at work at JFA Yachts' facilities in north-west France. The key element for a sail may be wind, but too much of it and all manner of undesirable scenarios will occur to any sailor – but especially to the owner of the 22.3-metre *Basyc*, his voyage to South America just a few days away. With a deep cyclone producing uncomfortable gusts, our day of sailing is relegated to a dockside exploration – but there's still plenty to see and feel on board this sloop.

Sailmaker X Voiles introduced the owner to JFA Yachts, while Brittany-based design studio Finot-Conq won the contract for the design and naval architecture of the project, which began as a 19.8-metre. "Originally I wanted a 65-foot aluminium cruising boat that was as lightweight as possible to make it easier to handle and control," begins the owner as we stand in the cockpit. "However, the project grew to 70 foot because I am 63 and maybe one day I will need a crew member to help me, so we included a crew cabin in the front. More basic than that, however, I wanted a boat that I could sail myself with my wife and it was important for me that it be built from aluminium."

Having owned five boats in his time, the last one being an 18.2-metre *Cigale 18* built by Alubat, he knew exactly what he wanted. "My

father had an aluminium boat and hit a rock off the coast of Greece, making a dent in the hull that caused no issues for him for nearly 25 years," he says, emphasising that a composite hull was never an option.

Touring *Basyc*, there is a striking feeling of size and space in the cockpit, which offers plenty of seating and tables, and can be enclosed from the elements. "I plan on travelling the world on this boat so it was important for me to have all controls close to the helm," says the owner. "Together with the architect and the yard, we ensured that all rigging was placed clear of this area, keeping all moving parts outside the seating and helm areas." To achieve this, an arch was built aft of the epoxy glass-infused cockpit, from which the mainsheet is attached, keeping it off the deck.

The base of the arch is hollow, allowing for the stowage of a 3.4-metre tender within the aluminium hull. It is accessed via a hatch on the transom that folds down to reveal a launch area doubling as a bathing platform. Fold-up hatches within the bulwarks either side of the central arch structure provide safe passage to the platform below.

To keep weight down, the composite cockpit, bulkheads and coachroof are paired with a strong carbon mast, boom and standing rigging. Even the deck is a synthetic lightweight



*An epoxy glass-infused cockpit and deck keep Basyc lighter than an all-aluminium yacht*

PHOTOGRAPHY: BENOÏT STICHELBAUT, ANNA BEAUGE

LOA: 22.3m  
 Beam: 6.28m  
 Draught: 2-4.4m  
 Displacement: 29 tonnes  
 Construction: Aluminium hull; composite deck  
 Sails, upwind: 364m<sup>2</sup>; downwind: 455m<sup>2</sup>  
 Engine: 1 x 180hp Volvo  
 Naval architect: Finot-Conq  
 Interior design: Pierre Forgia/Finot-Conq  
 Year built: 2018  
 Builder: JFA





Basyc has a master cabin forward of the saloon and a crew cabin forward again. Two guest cabins are aft

## Minimising risk

In a sailing world where the lifting keel is king, opting for a pivoting system might seem strange. However, for the owner, Finot-Conq and JFA Yachts, this was an important decision on a vessel that would be travelling great distances around the world. JFA's CEO Frédéric Jaouen points out that any damage caused by impact to a pivoting keel is lessened as the unit is designed to move fore and aft. This motion is controlled by a hydraulic rod-cylinder system mounted within the saloon.

"If you touch something, you have a security valve within the keel system that works with the extension of the cylinder, so when the keel is down the rod is in. If you hit anything, the keel pulls on the rod rather than pushing on it, avoiding the deformation of the rod, and helps to protect the keel and frames," says Jaouen. And this makes it a rather important safety feature on *Basyc*.



"I plan on travelling the world on this boat so it was important for me to have all controls close to the helm"

faux-teak by Flexiteek. "Reducing weight wherever possible on the rigging is important, and to have carbon standing rigging on a boat like this is unusual, as is the boom with its racing-style carbon construction," says JFA Yachts' CEO, Frédéric Jaouen. "As the weight above deck is linked to the lead needed in the keel, light rigging means less lead and therefore helps to reduce pitching."

Every aspect of this 21.3-metre has been carefully considered and overseen by the owner, and with good reason. When sailing great distances, it is those on board who have to locate and fix any potential issues that arise. "The owner worked closely with our project manager Vincent Balouin and all aspects of the build were overseen by the owner," says Jaouen. "He even specified the electric systems on board, from controls through to alarms and so on, which is quite a specialist field."

The electrical set-up includes a pair of Watt&Sea cruising hydro-generators fitted to the transom. The owner believes these will produce a third of his electrical needs, with the remaining power delivered by a 19kW Onan genset and solar panels. When these are combined with an electric cooker and heating system, there is no need for the storage of gas, making *Basyc* safer and more self-sufficient.

Below deck, we enter the heart of the boat with a full-beam saloon and open-plan galley. It is a light and airy space, thanks in part to windows on the sides and on top of the low-profile coachroof, which is also constructed from epoxy glass infusion. The structure of the saloon ceiling has been left exposed, providing additional head height and helping to keep weight down, as does the use of foam and veneer furniture and honeycomb panelling.

Two ensuite double bunks sandwich the engine room, which houses a 134kW Volvo engine, while the full-beam master is forward of the saloon, allowing the couple to invite family and guests to stay. The interior has been finished with zebrano wood furniture, alongside white lacquered panelling and orange leather seating. "The challenge on the interior was to get the right balance of zebrano with the other materials, as we wanted to create a modern interior and it is easy to lose that when you use too much of this veneer in a space," explains Pierre Forgia, interior designer at Finot-Conq.

With the weather set to improve, it is easy to see the excitement on the owner's face for what lies ahead. Transatlantic crossings can test the hardest of sailors and yachts, but this is what *Basyc* was built for and she will no doubt deliver a journey of a lifetime. ■



Interior designer Pierre Forgia limited the use of zebrano veneer to ensure Basyc still has a modern feel inside

