



ON BOARD

We take you on board and speak with the builder and designers behind one of Oceanco's most innovative superyachts to date - *DAR*. p.22



AT THE YARD

Juan Ignacio Entrecanales shares with us his journey from serial yacht owner to shipyard investor. p.24



PROFILE

Mark Dalio, Founder & Creative Director of OceanX Media, discusses the importance of ocean exploration and their new vessel, *Alucia2*. p.16

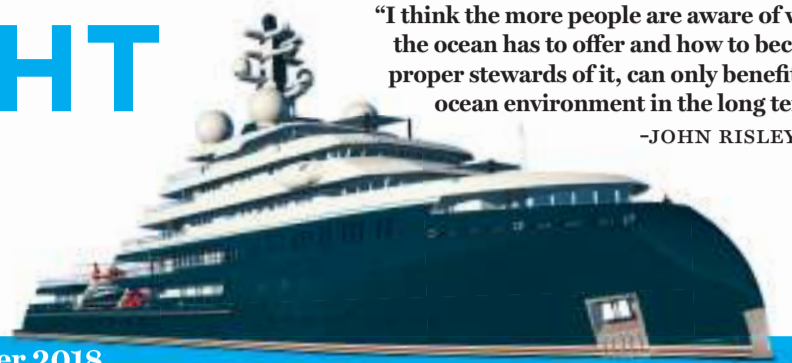


SUPERYACHT TIMES

THE INTERVIEW

"I think the more people are aware of what the ocean has to offer and how to become proper stewards of it, can only benefit the ocean environment in the long term."

-JOHN RISLEY p.6



Issue 23 November | December 2018

The Exploration Issue



Read more on *Galileo G* and her owner Silvio Scaglia traversing the four corners of world. p.31

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Depicted image is her sister ship Omaha

Displacement

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EDITOR'S WORD

Welcome to our special SuperYacht Times issue on Exploration. Although the rise of the Internet and smartphones may make us feel like we have the world at our fingertips, there are still many unknown and unexplored areas left to be discovered. As the yachting industry continues to evolve, more owners are seeking new routes away from the familiar hotspots of the French and Italian Riviera, cruising near Greenland, the Arctic, Alaska and more.

But not every yacht is capable of travelling to these remote regions, which has led to an increase in explorer yachts. While the late Paul Allen is said to have created what is widely regarded as the 'original explorer yacht', the 126.2-metre superyacht *Octopus*, together with Lürssen and designers Jonathan Quinn Barnett and Espen Oeino in 2003, debate as to what exactly defines an explorer yacht continues. However, there remains a category of yacht whose exploration credentials remain undisputed, which we explore on page 14.

Today, most builders agree that explorer yachts must include long-range, autonomy and Ice-class certification, as they travel through the most difficult climates in the toughest conditions while ensuring their guests are comfortable, warm and safe. Silvio Scaglia, the owner of *Galileo G*, a 55-metre Perini Navi motor yacht, made sure her explorer capabilities were penned in her contract. "It was in my contract with Perini Navi that the yacht should be suitable for transiting the Northwest Passage," says Scaglia on page 31. Having cruised around the world twice and successfully completed a transit of the Northwest Passage, she is an explorer yacht in every way possible.

However, when it comes to ocean and deep sea exploration there are not many vessels that match the capabilities of the 55.75-metre *Alucia*. Owned by Ocean X, the ocean research and media initiative, *Alucia* has been used in countless scientific expeditions, from Australia to the Antarctic. "People think that the oceans have been vastly explored... but it hasn't. We need to change this mindset," says Mark Dalio, Founder and Creative Director of OceanX Media, who tells us more about their new exploration yacht, set to be the most advanced to date, *Alucia2* on page 16.

Those who have explored the ocean also realise the growing importance of protecting it from some of the dramatic climate changes taking place. John Risley, entrepreneur and yacht owner, tell us on page 6 all about the 107-metre Lürssen-build *Iccap*, his next and most innovative explorer yacht to date. But as someone who remains at the forefront of financial activity from the ocean, he is keen to spend more time at sea. "I want to be close to that, and aware of it all while at the same time being a responsible steward of the ocean and what it has to offer."

As someone who strongly believes that ocean exploration can only benefit conservation in the long run, putting together this issue on yachting exploration was a real pleasure. I hope that some of our readers will be inspired by the stories in this issue to explore a new, off-the track region while conserving our ocean.

Vivian Hendriks

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COVER PHOTOS

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Chao Yono during the MYS 2018

JULIEN HUBERT/SUPERYACHT TIMES

First Tecnomar Evo 120, Chao Yono, is Completed

During the Monaco Yacht Show we spotted an unusual looking superyacht anchored outside the harbour, which turned out to be the first Tecnomar Evo 120. Unveiled to a select number of guests during a private event, the 36.6-metre superyacht has been named *Chao Yono*. The all-aluminium motor yacht, designed by Gian Marco Companion, was sold to a client from the Far East.

Alicia following her relaunch



SMS(2)

Classic Yacht *Alicia* Completes Major Rebuild

Iconic 1930s superyacht *Alicia* completed a major, three-year restoration project this autumn at SMS in Southampton. The yacht arrived at the facility in March 2015 under the name *RS Eden* and was rebuilt from the keel up over the next 40 months to her original launch day state. Originally built by Defoe Shipbuilding Co. her former naval architecture was by John H. Wells.

The 50-metre superyacht was relaunched under her new name and set off on a voyage through the Mediterranean before attending the 20th Les Voiles de Saint Tropez.

Kanga catches fire near Dubrovnik

Following her maiden voyage through the Mediterranean earlier this summer, the 40-metre motor yacht *Kanga* met an unfortunate fate after catching fire near Dubrovnik, Croatia. All 13 people on board were safely evacuated from the CCN built vessel, but her entire superstructure and most of her interior were damaged. Following the fire, she was transported to Prapratno Ferry Port for further examination. Investigations into the cause of the fire are still ongoing. The cause of the fire has yet to be determined.

Mystery Yacht



Welcome to another edition of our series *Mystery Yacht*, where we take a closer look at the vessels that were rarely mentioned or photographed in their day, taken from the archives of our yacht historian, Malcolm Wood.

The Mystery Yacht in issue 22, the Ownership Issue edition, is the 40-metre motor yacht *Albecaro II*, owned by Prince Rainier and Princess Grace of Monaco. Delivered to her royal owners in 1963, *Albecaro II* was built by Kerstholt shipyard in Groningen, the Netherlands. Named after two of their children, Princess Caroline and Prince Albert, *Albecaro II* was delivered after a two-month delay following an accident during her sea trials. The engine room caught fire, but all 80 passengers on board were safely evacuated thanks to Captain Caruso. The yacht, which included a salon complete with a phonograph, featured two engines of 550 HP, giving her a top speed of approximately 13 knots.

The Royal couple sold *Albecaro II* a few months after delivery to Sheikh Shakbut, Ruler of Abu Dhabi.



SPOTLIGHT: SPARKLING STELLA DI MARE

At just under 40 metres overall and 430GT, *Stella di Mare* was among the smaller custom superyachts at the Monaco Yacht Show. But small can be beautiful and a tour on board soon revealed her true vocation: a steel and aluminium passagemaker designed to the exacting requirements of her experienced Italian owners.

The family had previously owned a Darwin 96' (Cantiere delle Marche), but as they spend up to four months on board each year they wanted more interior volume and storage space, not least because next year they are planning a trip to the Arctic Circle. This required a rugged yet comfortable, long-range explorer adapted to colder climates and able to be autonomous for weeks at a time. They approached HydroTec for the naval architecture and exterior design, and Fossati Design Bureau for the interior styling. Construction began at Mondomarine in Savona in early 2015,

but when the shipyard ran into financial difficulties last year the project was relocated to CBI Navi in Viareggio for completion.

Keen to make use of all the usable exterior space, a specific request of the owners was the small observation deck perched in front of the radar arch. On the foredeck is a large sunbathing area above the rescue tender garage and a cosy seating area that has been kept safely separate from the mooring station in the bow. The round bilge hull with a bulbous bow was CFD-optimised and tank tested to focus on fuel economy. Indeed, at a cruising speed of 10.5 knots the twin CAT C32 ACERT main engines (745kW) burn just 55 litres/hour for an effective range of 7,000nm, thanks also to the high diameter/ high-efficiency propellers.

Like her purposeful exterior styling, the interior design is



A + B PHOTO DESIGN(3)

classical and low-key yet fresh and tastefully Italian. The principal wood is warm walnut, cut variously to expose the flame pattern and densely striped grain, and tinted cherry with wenge inserts for the flooring. Walnut tends to darken over time and this was taken into account when specifying the soft furnishings and accessories. Although certified for 12 passengers, *Stella di Mare* can carry 14 guests in a master suite on the forward main deck and four cabins on the lower deck. Pullman beds provide the extra berths in the twin cabins, including a children's cabin with bunk beds.

"When the family disembarked they told me they felt completely at home as if they had owned the yacht for years," says interior designer Umberto Fossati. "And they're already talking about their next yacht!" ♦

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