

BOAT INTERNATIONAL GROUP

presents

WORLD
SUPERYACHT
AWARDS

VENEZIA
2006

SOUVENIR
programme



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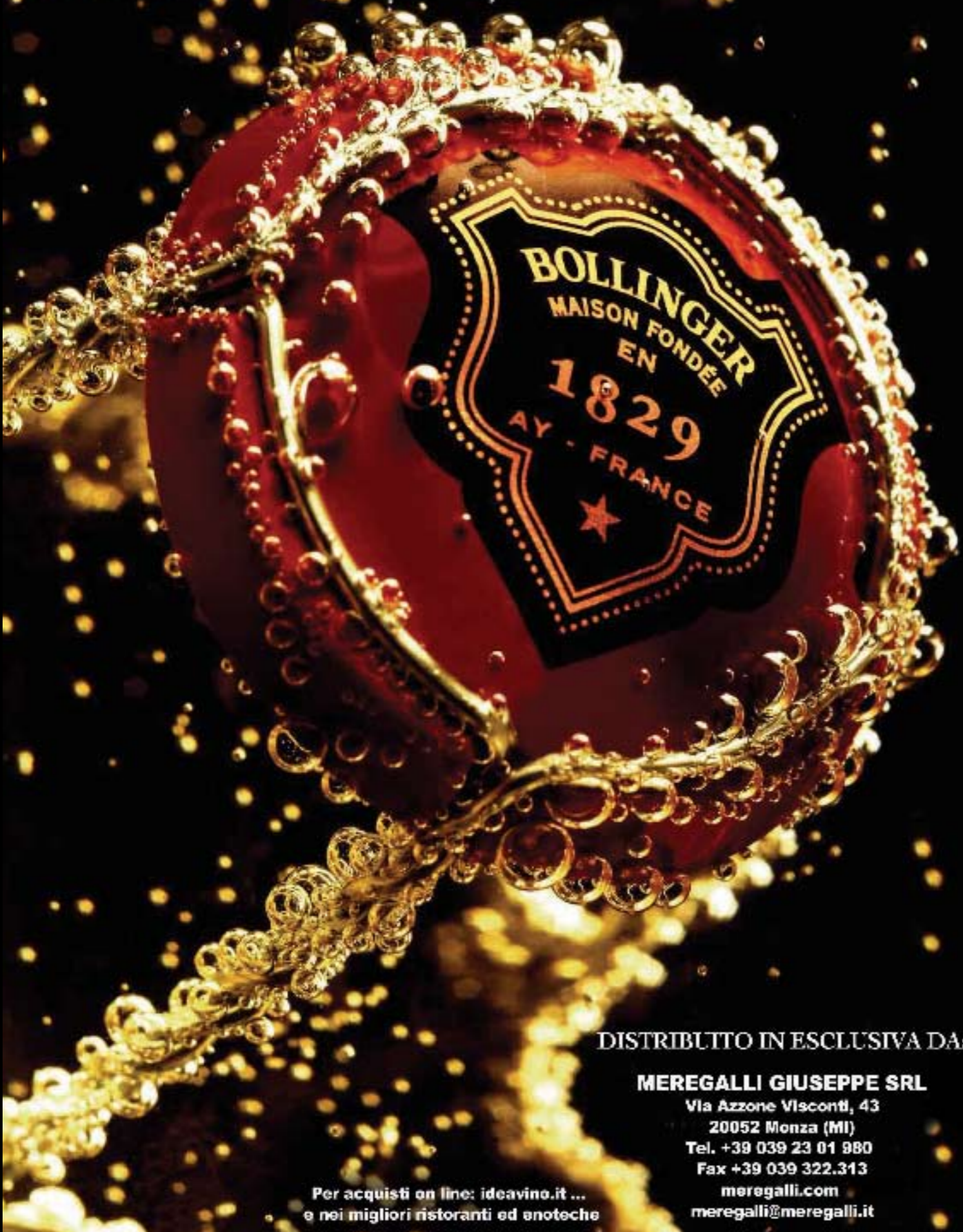


CASINO DI VENEZIA



RBS
The Royal Bank of Scotland

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Introduction



Welcome

Publishing a magazine is easy. Conceiving, designing, building, managing and operating superyachts is not.

These awards are designed to recognise the talents of naval architects, designers, builders and, ultimately, the vision of the owners who bring together the teams that work to create these masterpieces of modern design and manufacture.

The yachts will live on, many past their creators' lifetimes and stand testament to the countless hours that have gone into their development.

These awards were conceived to celebrate excellence in innovation and technological advances, as well as recognising the quality and beauty of the very best superyachts in the world today.

We wanted to set the same exacting standards for our judging process as owners apply to the design and creation of their yachts. To enable us to do this we recruited a top panel, made up

primarily of superyacht owners who have dedicated countless hours over the years to the process of building and operating superyachts.

My thanks go to all of our judges (they are listed elsewhere in this programme), who have supported our awards and given up their precious time to work with our chairman Roger Lean Vercoe, until a verdict was met.

My congratulations go to all those who made it to the shortlists as well as tonight's winners. Many thanks also go to our sponsors, who have helped us turn this spectacular evening from an idea into a reality.

I hope to see you all again in Venice next year at our 2007 event.

Tony Harris
CEO Boat International Group

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Welcome

At Boat International we have always been eager to present the very best yachts to our readers, and we strongly believe that those who create these amazing vessels should be recognised for their achievements. Last year we considered that the time had come to set up an awards scheme that is totally transparent in its judging, and combine this with a Gala Dinner

from within the superyacht industry itself, and we would like to express our gratitude to all such supporters for making the awards and the Gala Prize giving possible.

In the pursuit of the transparency that we set out to achieve, I feel that I should also reveal the method by which the winners were selected. The World Superyacht Awards, which will be

impressive. Following this nomination phase, the senior editors of the Boat International Group (who, arguably, see more superyachts than anyone else) prepared a short list of yachts in each category.

This shortlist was then presented to a carefully chosen judging panel (whose composition is shown to the right of this page) at a meeting in London on the 23rd and 24th of March. As you will see, the jury consisted of six owners of significant yachts, and three eminent members of the superyacht industry, while I acted as chairman. In almost every case, at least one, and usually far more, members of the jury had personal knowledge of each of the shortlisted yachts. In addition, prior to the meeting, each jury member had been presented with a weighty dossier containing photos, specifications and comment from the designers and builders of each of the shortlisted yachts.

At the meeting itself, after a round-table discussion on the finalists in each category, judges completed a ballot paper in which they awarded marks under several different headings for

each yacht. The sum of these scores was then added to create a grand total, and the highest scoring yacht was declared the winner.

I would like to thank the members of the jury for generously donating their time and knowledge in arriving at what I believe are very equitable decisions. I hope that you will agree.

The awards were presented on the 28th April 2006 during a Gala Evening in the historic and elegant surroundings of the Fondazione Cini, a Palladian palace on San Giorgio Maggiore Island just across the water from Saint Mark's Square in Venice. I am now glad to be able to announce the winners of the first World Superyacht Awards in this souvenir programme, which was not only handed out at the event itself but will also receive worldwide distribution with copies of *Boat International* magazine.

Roger Lean-Vercoe
Chairman of the Judges

SUPERYACHTS ARE SHAPED BY THE DREAMS OF THEIR OWNERS

and Prizegiving that will truly reflect the extremely high standards to which both we and the superyacht industry aspire. Because superyachts are shaped by the dreams of their owners, we felt that owners should form the backbone of the judging panel that would be given the task of selecting the winners.

In launching this new endeavour, I am also happy to report that we received enormous support from our generous sponsors, from yacht owners, and

presented on an annual basis, are open to all superyachts of over 30 metres in length that were delivered in the year prior to the awards ceremony. This year's awards, therefore, were open to superyachts delivered between the 1st January and the 31st December 2005.

Yacht owners, readers of the Boat International Group of magazines, yacht designers, and builders of superyachts were all asked to make nominations, and the resulting list was both long and

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THE JUDGES

INEKE BRUYNNOGHE
(owner of *SS Delphine*)

JONATHAN BECKETT
(managing director of Nigel Burgess Group)

WILLIAM COLLIER
(managing director of GL Watson & Co)

ALASTAIR DUNN
(owner of *SY Victoria of Strathearn*)

HENK KOSTER
(owner of *MY Grace*)

LORD (IRVINE) LAIDLAW OF ROTHIMAY
(owner of *MY Lady Christine & MY Seaflower*)

TOM PERKINS
(owner of *SY Maltese Falcon, MY Atlantide*)

SOPHIE PIGOZZI
(an experienced sailor and potential owner of a sailing superyacht)

MIKE WORTHINGTON-LEESE
(senior partner at yacht surveyors at John Winterbotham & Partners)



Performance Award – Sailing Yacht

Presented by
BOAT INTERNATIONAL GROUP

WINNER ADELE
LENGTH 54.64 METRES
BUILDER VITTERS SHIPYARD
NAVAL ARCHITECT HOEK DESIGN
STYLIST HOEK DESIGN
INTERIOR DESIGNER HOEK DESIGN

High performance sailing yachts usually involve aspects of the uncomfortable mixed in with more than a dash of danger. Huge racing catamarans, for instance, where toothpaste and fresh meals are banned because of their weight, or swing-keel monohulls with stripped-out interiors immediately come to mind. But in the title of this award, the emphasis was equally placed on 'superyachts' as it

began with a 50m yacht of classic appearance, and this was eventually extended to 54.64m in order to properly accommodate the owner's needs. One such owner-requirement was to be able to make good speed during long voyages, so ensuring excellent sailing performance, even in light airs was always a most important aspect of her design.

Although classical in style above the

A THOROUGHLY MODERN HIGH-PERFORMANCE, WORLD ROAMING CRUISING VESSE

was on 'performance', so the judges were looking for a high degree of in-built cruising comfort and a dash of superyacht design flair in addition to the more obvious attributes of performance. In the end the points stacked up in favour of *Adèle*, whose classical external appearance may not have made her the obvious winner, but read on to find out why she took the Neptune.

The design process for *Adèle*

waterline, *Adèle* has a highly efficient rig and thoroughly modern underwater sections which were optimised in tests carried out at the Southampton University's Wolfson Unit and at the Delft University of Technology. The latter were carried out using a 1:20 scale model of the hull, using separate tests for five different types of keel and two different types of rudder. By separately measuring the forces on the hull, the



Rick Tomlinson

keel and the rudder, and carrying out model tests with just the keel, just the rudder and with neither keel nor rudder, it is possible to measure the interaction between keel and rudder, keel and hull, and rudder and hull. Five different keels were tested in this way: Deep; shallow, with and without wings; and with an extremely wide bulb. Rudders of two different dimensions were also tested with various rudder angles. Various sail configurations, as well as the efficiency of the running sails, were also tested in the wind tunnel.

One special reason for this extensive research was the owner's wish to be able to manually steer *Adèle* using cable steering, which again, was

unprecedented on a yacht of this size. Resulting from this successful research, *Adèle's* rudder balance is, in practice, ideal in all conditions. She can sail upwind with full rigging in perfect balance, and can be steered manually even in strong winds. Her sailing performance exceeds theoretical calculations, with the yacht sailing a knot above true wind speed in practically all wind conditions up to her maximum hull speed of 18 knots. Due to the large sail area to displacement ratio incorporated in her design, she also sails well in lighter airs.

Adèle may be classic in her looks, but hidden technology makes her a thoroughly modern high-performance, world roaming cruising vessel.

OTHER FINALISTS

AQUARIUS ALFA
Length 31.00m
Builder Nautor's Swan
Naval Architect Germán Frers
Stylist Germán Frers
Interior Designer Alessandro Loni



GHOST
Length 37.25m
Builder Vitters Shipyard
Naval Architect Luca Brenta Yacht Design
Stylist Luca Brenta Yacht Design
Interior Designer Lissoni Associati



PARSIFAL III
Length 53.80m
Builder Perini Navi
Naval Architect Perini Navi/Ron Holland
Stylist Perini Navi
Interior Designer Rémi Tessier



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