

BOAT

JUNE 2004

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“EVERGREEN” 302’, EVERGREEN JAPAN 1999

Built in Japan. EVERGREEN provides accommodation for 28 guests plus 21 crew divided over 6 decks. Features include helideck, swimming pool, emergency medical room, beauty salon and a variety of reception areas. Continuously upgraded by her meticulous owner, she is in as new condition. A rare opportunity to acquire a truly unique motor yacht.

LIGAYA

Ocean Pacifico, Philippines, 2002

124'8" / 38m, 10 guests

2 x 624hp Caterpillar, steel hull

Designed by Diana Yacht Design of Holland and built with enormous pride in the Philippines, Ligaya is outstanding value. MCA certified, with a steel hull and aluminium superstructure, she is ideal for charter with a high specification that includes a long list of features and equipment. Price US\$12.75m

INCA ROSE

Ocean Pacifico, Philippines, 2000

124'8" / 38m, 10 guests

2 x 624hp Caterpillar, steel hull

Ligaya's sister ship, these yachts both have trans-Atlantic range and classic mahogany panelled interiors, good sized cabins and marble bathrooms. With slightly different accommodation plans, the yachts sleep ten guests and would be ideal as a mini fleet or for two individual owners. MCA certified. Price US\$10.5m





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sends word that after 17 years of sterling service to both YPI and the yachting community, particularly MYBA, Nick Dean is leaving the industry on an extended sabbatical. He will be much missed.

Northrop and Johnson's Boston office announced Robert Leslie's new central agency listing *Navigator* – a 31m steel/aluminium classic motor yacht that launched in 1964. Over at the Fort Lauderdale office, the fast 34.7m Derecktor motor yacht *MITSeaAH* had her price reduced by \$1 million. She has five staterooms and a cruising speed of 23 knots and Kevin Merrigan is now offering her at \$6.95 million. *Rogue*, the recently refitted 31.4m Trehard sailing yacht designed by Giles Vaton, has also had a price reduction. This centreboard yacht is now asking \$3.45 million and is listed through Michael Nethersole.

From the Newport office comes news that Bruce Leffers has sold Feadship's 31m *Endeavor*, built in 1969.

Denison & Daves joined the long list of brokers celebrating last month after it sold Christensen's 41m motor yacht *Atlantica* (built in 2000) and Broward's 33.5m *Lorelei* (built in 1993) and 30.4m *Sea Bear II*. Oceanco's 59m *Pegasus* is now available for sale and charter, while Hakvoort's 44.8m *Campbell Bay* is for charter only.

4Yacht Inc have sold Benetti's 35m *Natalin* (ex *D'Natalin D*), built in 1979. The new owner is retiring and plans a cruising itinerary that takes in New England and the Mediterranean. As the 85.3m *Annaliess* prepares for the forthcoming summer cruising season, the president of Fraser Yachts Worldwide Carlo Agliardi is the first to buy a share in **Seachange's** partial ownership plan. Agliardi says: 'I now

have all the benefits of a superyacht with a much smaller investment and hugely reduced running costs. In effect, I am paying only for the time that I will spend on her – in my case chartering the yacht to third parties to get a return on my investment.'

Seachange is marketing four-week packages aboard for the lifetime of the yacht at \$7 million per share. The Swiss office of **Ocean Cruise** announces its appointment as central agency for the sale of the 32m *Cassiopeia* at €2.9 million, VAT paid. Well known under her former name of *Hedgi*, this traditional wooden ketch was originally built as a marble carrier before being converted at the Valdettaro yard in 1946. She was restored by Camper & Nicholsons in 2001 and is available for inspection in her summer homeport in Sardinia. How many years does it take before an event becomes an institution?

Baum & Konig believes it will achieve this status this year with its seventh annual Classic Yacht-In-Water Boat Show, to be staged in June at Flensburg near the Danish/German border. More than 180 classic yachts are expected to be on display, and plenty of beer, fireworks and good food will also be on offer.

After 20 years, the co-directors of **Med Sale UK**, Doug James and Bill Dineen, are coming full circle by opening a new office in Antibes that is just a few doors away from where they started their brokerage business. □



followed by a commission for a considerable amount of re-design work on the massive 106 metre motor yacht *Le Grand Bleu*. Currently, the company is working on the refit of a 51 metre Feadship for an American client in the entertainment industry, and it has also produced the exterior and interior designs for a new 58 metre motor yacht in contractual negotiations at a North American yard. The company is also involved with a superyacht marina clubhouse that is being built at Cartagena in Spain, and with an unmistakable bachelor's apartment overlooking Kensington Palace – continuing the link with land-based architecture and design that marked Jon's earliest years in the design world. Since Rowell joined the company, Bannenberg Design has completed all the preliminary work on *Whistlejacket*, an innovative shared ownership vessel. Martin Francis designed the exterior of this remarkable 130 metre vessel, which features 25 members' staterooms, and Bannenberg is responsible for all of the interior.

'I think these exciting new designs are recognisably Bannenberg, but at the same time we are not trying to produce a pastiche of my father's work. Over time, the look will inevitably move on and will perhaps become a little more metropolitan', says Dickie. 'It's been a tough two



Opposite page:
Top: *Talitha G*, one of Jon Bannenberg's favourite projects, which he put his heart and soul into
Centre: how styles have changed, from this classic 70s layout to one of the latest interiors from the team for the *Whistlejacket* (this page: bottom)
Bottom left: the 86m *Nabila*
This page:
Other projects include the 54m *Stefaren* (top) and the 96m *Limitless* (left)

years', he continues. 'To a certain extent we have had to start again, because there was only one Jon Bannenberg and people have taken a while to see how on earth he could

be followed. We have to pitch for every job on price and performance, not reputation or history – but we're getting there, and I am sure the company has a great future.'

