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the 46.7m *My Secret*



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MARTIN FRANCIS

Architect, engineer, and designer of *Eco* and *A*

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Fitzroy launches family-friendly sloop *Ohana*

▶ Meaning 'family' in Hawaiian, *Ohana* is a fitting name for Fitzroy Yachts' latest launch, which was designed as a family cruiser, regatta racer and charter yacht.

Built in aluminium with a fixed-bulb keel, *Ohana* is the eighth Fitzroy yacht designed by Dubois Naval Architects and at 50m she joins her sister *Zefira* as the joint-largest yacht from the New Zealand yard.

Stepping up from a 43m Perini Navi, *Ohana's* European owners approached the yard seeking a fully custom yacht with a focus on speed and performance. She boasts a Southern Spars carbon rig and high-performance Stratis sails from Doyle and will make her racing debut at the 2013 New Zealand Millennium Cup in February. After the race, she will travel to Fiji, Easter Island, Chile, Patagonia and Rio de Janeiro before crossing the Atlantic to the Med for the summer 2014 season.

The owners have a background in the textile industry and were hands-on with the interior design. They chose a clean palette of whitewashed oak and light marbles that would appeal to their taste and be neutral enough for potential charterers.



Next up from Fitzroy Yachts, an aluminium 37m sailing yacht is 50 per cent fabricated and interior details are being finalised. It will feature Hall Spars' first carbon fibre solid continuous rod aero-foiled rigging. A January 2014 launch date is planned.

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Trimaran 102m design beats seasickness and boosts speed



▶ Australian designer Misha Merzliakov has penned a 102m trimaran based on a fast, efficient, seasickness-banishing hullform by the shipbuilder Austal.

The design was conceived for an owner seeking a multihull that was economical to build and capable of high speeds. Merzliakov turned to the Western Australian yard Austal, whose platform has been operating successfully in a high-speed ferry since 2009.

'I have been involved previously in trimaran hullform development from a hydrodynamic and seakeeping perspective – it's a fascinating technology,' says Merzliakov. 'This yacht means business when at speed.'

The hydrodynamic second-generation hullform combined with a three engine propulsion train mean the yacht is expected to have a 39-knot top speed (as determined in trials of the 2009 ferry). The style of Merzliakov's superstructure, with an 'automotive aesthetic' reflects this performance: 'I wanted a design that "does what it says",' he notes.

The proven hullform also uses less power than other craft operating at similar speeds and maintains pace in waves. Further, its soft roll significantly diminishes seasickness on board. Studies by the yard have suggested that in head seas, incidence of motion sickness will be 56 per cent lower than on a 100m catamaran.

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