

Delivery of Mangusta Oceano – ALISA

[Moran Yacht & Ship](#) has announced the 164' (49.9m) Mangusta Oceano ALISA delivery.

The first hull in this revolutionary series, ALISA, was sold by Moran Yacht & Ship in 2019. Designed by Alberto Mancini and the team at Monaco-based AM Yacht Design, she features a full displacement steel hull, accommodations for 12 guests in 5 staterooms, and has a top speed of 16 knots.



Exterior Features

She features two cockpits, one fore and one aft, for a better all-around driving experience. The tender garage is in the vessel's bow, leaving the stern free for a spacious beach club. Sitting beneath the forward cockpit, the garage has room for a six-metre tender and two Jet Skis. Once all the toys and tenders are launched, the garage basin has a unique feature. It can be filled with water and converted into a swimming

pool.



Key Information

- Builder: Mangusta
- Length: 163'9" / 49.9M
- Beam: 29'11" / 9.12M
- Draft: 8'8" / 2.65M
- Built: 2021
- Hull: Steel
- Top Speed: 16 knots
- Interior Designer: ALBERTO MANCINI
- Exterior Designer: ALBERTO MANCINI

Build Highlights

- Moran Yacht & Ship was in charge of selling the project, negotiating the technical requirements, and overseeing the vessel's completion.

- The third project sold in collaboration with the Mangusta shipyard is ALISA.
- ALISA was one of 11 projects that the Moran Yacht & Ship team was working on in 2021.



For the latest superyacht news, click [here](#).

Dynamiq Presents Stefania

Dynamiq presents Stefania, the 41-metre gold Superyacht. This GTT135 was completed at the company's shipyard in Massa, Tuscany, after 24 months of designing and construction. This golden beauty looks every inch a superstar!

[Dobroserdov Design](#) developed the elegant exterior of the

aluminium superyacht. Her unique colour scheme of shiny gold and dark brown differentiates her from the other white superyacht in the ocean. Her reverse bow looks impressive and fresh and expresses the innovative, chic soul of Dynamiq yachts. Just as important, she performs at the top of her class.



Dynamiq GTT 135

Details

M/Y Stefania's efficient fast-displacement hull was designed by Dutch naval architects [Van Oossanen](#) to give her minimal resistance and low fuel usage while still capable of high speeds. She uses as little as 50 litres of fuel per hour thanks to twin MAN V12 1650 engines.

- Top Speed: 20 Knots
- Range: 5000 Nautical Miles
- Cruising Speed: 10 Knots

With this range, the owners can enjoy two seasons during the year, the usual Med and Caribbean. Still, she is also capable of greater freedom when navigating remote locations like South-East Asia with no bunkering facilities. Stefania's shallow draft of 1.8 metres makes her perfect for cruising the Bahamas' remote cays and shoal waters.

The Hull Vane®, a patented fixed foil located under the stern of the boat, is one of Stefania's distinguishing characteristics. This innovation results in a considerable reduction of pitch and hull resistance, allowing for the installation of smaller engines, lowering fuel costs and increasing range.



Dynamiq GTT 135

Sergei Dobroserdov founder of Dynamiq Says:

“Superyacht Stefania is the evolution of our full-aluminium Gran Turismo Transatlantic concept and represents everything you would expect in a medium-sized product from a boutique

family shipyard: exclusive looks, advanced technologies and attention to detail”

“The basis of the GTT 135 is the lightweight full aluminium hull, but every element has been perfected, from the top-notch soundproofing components by Dutch experts Rubber Design, including a torque compensation system for the gearboxes, to the Bowers & Wilkins hi-end sound system. Dynamiq has even developed an exclusive pen with Montegrappa for the owner. The difference from our previous models is that the design and engineering has now been developed to the utmost degree. I am very happy with how the GTT135 looks: she’s modern and elegant with lots of design details and interesting elements. We are happy to state after the sea trials how her many technical innovations take performance and comfort to the next level.”



Dynamiq GTT 135

Inside M/Y Stefania

The spacious 5-cabin layout is positioned in the most comfortable location, amidships on the lower deck, guarantees that all passengers have a comfortable ride on board. Her interior is designed by Miami-based Giuseppina Arena in a modern Art Deco style, with Fendi furniture. Stefania has handmade OT carpets, soft gold and natural mother-of-pearl accents, ensuring ultimate luxury and originality.

The interior has a 2.2-metre ceiling height, which is a significant feature, making the interior feel open and spacious. Stefania has a 10-person pool with a capacity of 4,500 litres, located on the main deck in an open-air beach club complete with a second bar allowing owners and guests to enjoy a close-to-the-sea lifestyle.



Dynamiq GTT 135

Among other stand-out design features is the real fireplace in the main salon and a unique atomiser system featuring scents

from the iconic Ferragamo brand, with its latest collection of home perfumes “Bianco di Carrara” for a subtle and luxurious aroma on board.

Dynamiq also collaborated with Klassen, a German VIP vehicle outfitter, to create a unique wheelhouse that features the same quality and design as Klassen’s ultra-luxury shuttle vans.



Dynamiq GTT 135

To complete, Stefania meets the most rigorous RINA Commercial Class requirements and prestigious Comfort and Green Star Plus notations, making her safe, comfortable, and environmentally friendly.

MAIN SPECIFICATIONS OF GTT 135:

- Length: 41 metres
- Beam: 8.3 metres
- Draught: 1.8 metres

- Material: Full aluminium
- Tonnage: 299 gross tons
- Speed: 21 knots
- Range: 5000 NM at 10 knots
- Guests: 10 in 5 cabins
- Crew: 6



Dynamiq GTT 135

Video Tour:

To see this big, bold and gold beauty in action, find her on YouTube [here](#)

For the latest Superyacht News, click [here](#).

Amara: Classic 57m refit at Feadship

The [Feadship](#) yard in Makkum has successfully completed the refit of the 57-metre *Amara* (ex. *Cacique*) fully on schedule. The owners took the Lloyd's 35-year survey as a foundation for a wide range of alterations and upgrades to suit their way of life at sea. Committed to retaining the original lines and preserving pedigree [Feadship](#) character, they chose to send *Amara* 'home' to the Netherlands to have the refit carried out at [Feadship](#).

After buying the yacht in 2020 and enjoying a season in Alaska, the owners decided to update and reinforce *Amara*'s helideck for the type of craft they intend to land in future. The new helideck was engineered by Francis Gumbs at [Feadship Refit & Services](#), and neatly finished with the *Amara* logo instead of the standard H.

New Layout and Teak

Another significant change has been the development of a new layout for the sun deck. This necessitated the removal of a bulwark to create an open plan deck and add aluminium lockers. New teak was laid throughout this area as well as on the foredeck and parts of the bridge deck. The Feadship painters then brought everything back to new in every part of *Amara* affected by these improvements.

Below decks, the original main engines were given an extensive overhaul. All turbos, pumps and heat exchangers fully revised. The rudder shafts were replaced and new bronze rudder shaft bearings fitted. Other significant work that will go largely unseen but add significant value to the yacht included; Replacing the black/grey water holding tank in the engine room. This is the kind of specialist task where [Feadship](#) excellence pays dividends in the long run as the yard's metal and assembly teams replaced all pipelines and pumps as well as welding a new tank in place.

Second to None

Amara was originally launched as *Cacique* in 1986 and is one of a fleet of [Feadships](#) Classics, modern and all styles and ages in-between, that have enjoyed the premium care offered by the [Feadship Refit and Services](#) division.

Tim Rowland said: *"I've been involved with five new builds in my career and multiple shipyard periods. The project management team on the Amara refit has been second to none. In fact, the entire workforce. From the people in the canteen to the craftsmen working on the boat and the various sub-contractors. They gave us a very warm welcome from the moment we arrived. I am delighted that the owners chose to have the work carried out at [Feadship](#)."*





Pure Bliss – New Hybrid Feadship Launched

The [Feadship](#) yard in Makkum has launched project 1009 Pure Bliss.

Pure Bliss is the new 95m Hybrid [Feadship](#) Superyacht. She has been described as a “timeless family yacht” benefitting from the very latest hybrid propulsion and is set to be a world traveller.

The owner’s involvement has been essential to the success of both the exterior and interior design. With incredible attention to detail. The exterior is designed by Jan Schaffers of [Studio De Voogt](#) complimented perfectly by the elegant interior design courtesy of [Rémi Tessier](#).

Key features

The high ceilings onboard give this Superyacht a spacious feel with nine luxurious guest cabins. Large lounges, and an extensive gym and wellness area. Combined with expansive exterior deck areas, and large pool. Plus a commercially certified helideck which converts into a full sports and games deck. *Bliss* is prepared for endless family fun. Leisure facilities aside, this is a [Feadship](#) built for serious exploration. She is fully equipped and certified to cruise Polar regions, anchor in deep water, or keep position with her dynamic positioning system. *Bliss* sails with a top speed of 17 knots and has a range of 6000 nautical miles at a cruising speed of 12 knots.

What the Project Manager says

Project Manager Alber Abama has said: “[Feadship](#) is renowned for offering a unique experience to owners who wish to become personally involved and, in this case, the client embraced

every opportunity to play a role. He also thoroughly enjoyed meeting the craftspeople and learning about our processes at the yard. Bliss really is a Feadship built with as well as for her owner."





The Tech

This Hybrid Feadship has state-of-the-art technology and engineering covering all onboard systems. Advanced security and life-safety systems have been discretely incorporated. De Voogt Naval Architects has been heavily involved in the design and engineering of the hybrid propulsion system to enable the yacht to sail in diesel-electric mode. Exceptionally flexible in terms of its ultra-efficient energy consumption and offering major fuel savings. This package helps to protect the environment and provides premium comfort for all who step aboard.

To learn more about new builds, yards or tech have a look at some of our other news articles [here](#).

The World's most expensive yacht

The World's most expensive yacht is a battle fought by very few. In reality there are only a small number of people in the world who can play this game. Fewer still who actually want to.

But, when it comes to spending your hard earned cash on something a bit Flash, well a Superyacht is the top of the list.

The yacht reputed to cost the most is called History Supreme but it's not a superyacht in our book. There is also a LOT of doubt as to whether it is real. See more [here](#).

A REAL Yacht!

So, let's talk about Superyachts that actually exist. In this category the one regarded as being the world's most expensive yacht is Eclipse.

Some statistics:

We love the Stats here at [Superyacht Content](#) and so here are some for all you Superyacht Fans out there;

Built: 2009 by [Blohm + Voss](#) Hamburg

LOA: 162.5m

Beam: 22.0m

Draft: 5.90m

Power: 4 x MTU 20V 1163 TB93 Diesel engines: 39,700hp

Speed: 22 Knots

GRT: 13,564

Guests: 36

Crew: 60 – 70

Designed by: [Terence Disdale](#)

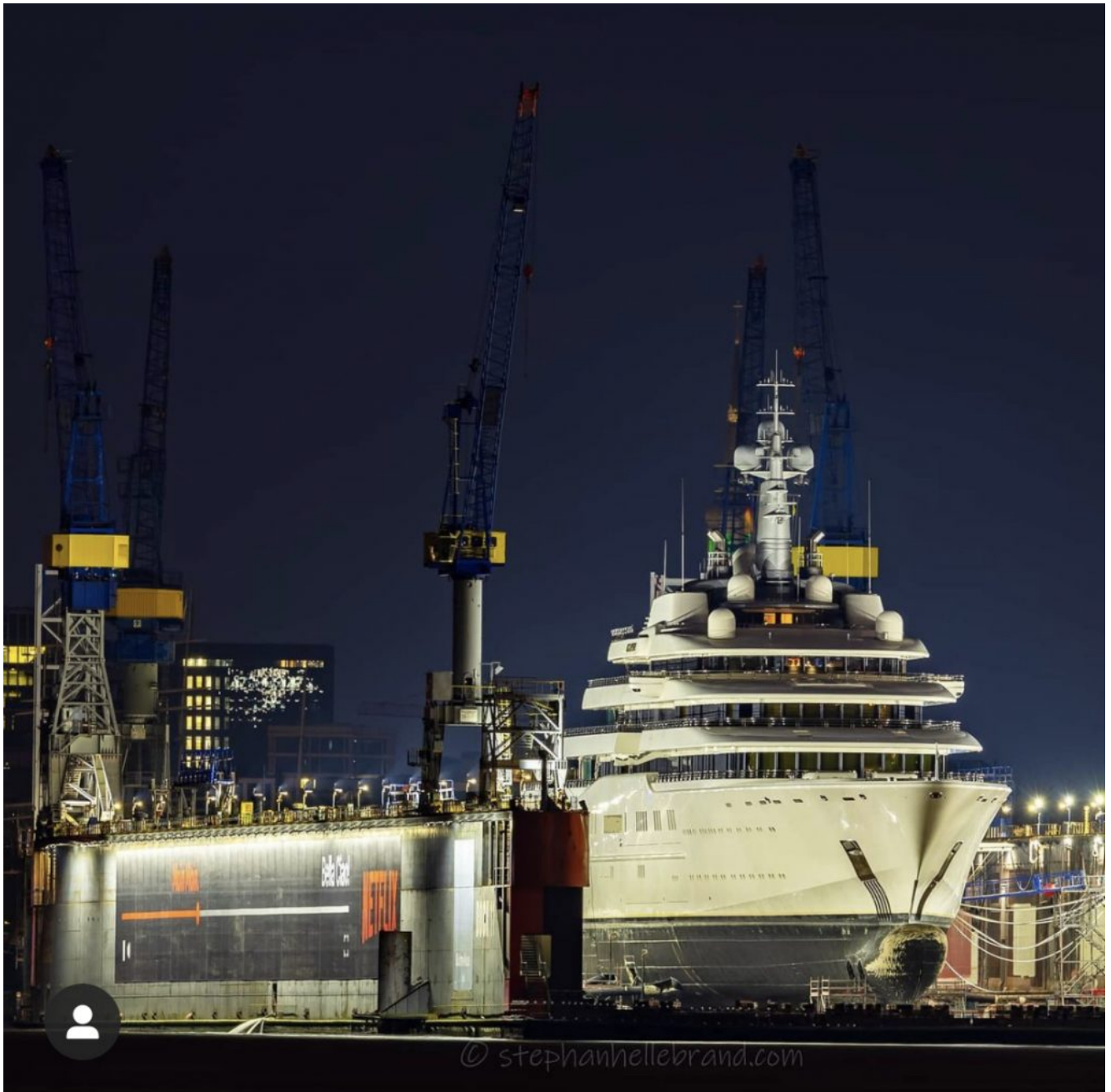
OK, So how much?

Rumours have it that this yacht cost in the region of \$1bn when she was built. However, this is based on information from particularly tabloid sources such as the Daily Mail and the Sun newspapers in the UK. So, with a pinch of salt and looking at some of the more reliable sources in yachting we believe Eclipse to be in the region of €500,000,000 which is obviously still a huge amount of money.

Reality

Reality, and the Superyacht industry being notoriously private about this kind of things suggests there is a strong possibility that Eclipse is not the most expensive yacht in the world. However, this IS the yacht that there is a huge amount of information about, backed up in part by some facts!

Keep your eyes peeled for [M/Y REVocean](#) when she is launched as there is a very good chance she could Eclipse (see what we did there) this value by a decent amount.







World's Fastest Mega Yacht

The World's fastest yacht is a great title to hold. After all, Superyachts, and especially Mega yachts are all about Excess. Whose yacht is better than everyone else's

Let's make something clear

The title, "World's fastest yacht" can be held by a number of yachts and the overall fastest is much, much quicker than this one. But, there is a difference between a yacht, Superyacht, and a Mega Yacht. For the sake of this article we are talking about the world's fastest yacht in "Mega Yacht" terms i.e. **over 100m in length.**

M/Y Azzam

Launched by [Lurssen](#) in 2013 and measuring 180m, M/Y Azzam was, at the time the largest yacht in the world. She was only beaten by the as yet unfinished [REV Ocean](#) last year when she

was launched measuring 182.9m. So, Azzam is no longer officially the largest but she is definitely, for her size at least, the fastest.

Some Stats:

LOA: 180m

Beam: 20.8m

Draft: 4.3m

Crew: 80

Propulsion: 2 x 9000 KW MTU Diesel engines + Two Gas turbines.
Total power = 97,000hp

Fuel consumption (top speed): 13 tonnes = 15,294 litres per hour

Azzam was not built to be the World's fastest yacht, or indeed the world's largest yacht either. She was originally designed to be 145m but in the process of "optimisation" she grew.

How fast?

During sea trials in the North Sea she reached 32 knots. She can reach a max speed of 33 knots. That's quick for any yacht, but a 180m one! Can you imagine?





World's Largest Sailing Yacht

S/Y A is the world's largest Sailing Yacht.

Here are a few stats for you to marvel at:

Length: 142.81,

Beam: 24.88m

Draft: 8.00m

Designer: [Philippe Starck](#)

Shipyard: [Nobiskrug](#)

Delivered: 2017

Reported Value: \$400m USD

What else can you tell us?

S/Y A was a major project from start to finish. Firstly due to her size but also because she is a sailing yacht. S/Y A is termed as a “sail assisted motor yacht”. The reason for this is because her sail area, displacement ratio is considerably lower than that of a pure sailing yacht. Basically this means the sails provide power but not as much as you would expect for a pure sailing yacht.

She has three unstayed Carbon masts, the largest in the world. The main mast measures 100m above the water line. That's almost as high as the London Eye!

Her total sail area is 3,747 Square metres. That's equal to half a football pitch.

She carries up to 50 crew to look after her 20 guests and has a VERY cool glass observation area in the hull.

Power:

Because weight was an important factor in the build S/Y A has a very interesting power plant too.

Diesel Engines: 2 x MTU 20V 4000 M73L (3000KW)

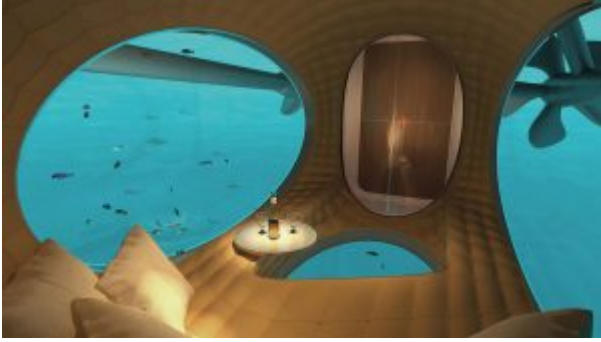
Electric: 4 x 2800kw generators driving two Vacon 4300kw mineshaft motors.

This means she can sail with the diesel electric propulsion almost silently.

Looks

Her looks may not be to everyone's taste but we LOVE the fact that the owner and designer had the vision to build something so different. Yacht design has come a long way over the years. Other than M/Y A (same owner), when she was delivered in 2008 there have been very few yachts ever to look so unconventional. For that, we are grateful.





Heesen Yachts 50m Superyacht Aura

Heesen Yachts Superyacht Aura is a 50-metre, full displacement Motor Yacht below 500 GT.



Nomen est omen – what's in a name? German philosopher Walter Benjamin defined the 'aura' of a work of art as its unique presence in time and space. The 50m motor yacht was sold to an experienced American yachtsman in September 2021, through Fraser Yachts, within the short space of 20-days!

Heesen Yachts 50m Superyacht Aura has a steel displacement hull designed by Heesen's in-house naval architects and engineers. Her drag-cheating bulbous bow allowing her to glide through the water with ease. And two MTU 8V4000 M63 engines give her a top speed of 15 knots, Plus a range of 3,800 nautical miles at her cruising speed of 13 knots...

50m Superyacht Aura Design Features:

Clifford Denn has drew a sophisticated external form inspired by classic automotive elements. With generous outdoor spaces and highly resolved detailing. A naval wheelhouse profile adds a masculine touch. While the traditional raked bow and reverse sheer afford a striking side view. The result is a yacht whose

pure Heesen DNA is enhanced by genuine originality and flair.

Motor Yacht Aura is complete with jacuzzi, al fresco dining and sun loungers, while Aura's large sun deck offers the best of the yachting lifestyle. Her tenders and toys stored are on the foredeck, a luxurious beach club brings guests close to the water and she has stairs on each side of the main deck, leading down on to the fold-out swim platforms. The 50m of luxury was built on Heesens proven 50-metre Steel technical platform.

This is a yacht with superlative seagoing capabilities.

Inside Heesen Yachts 50m Superyacht Aura



Aura's interior, by British studio [Reymond Langton Design](#), is defined by clean lines and surfaces. Billowing clouds of white and taupe lend an ethereal elegance. Sharply accented highlights in sea green and deep blue. Textured materials evoke a sense of calm, refined by chic Scandinavian

simplicity. Five staterooms can accommodate up to ten guests. The owner's suite is located forward on the main deck, and the remaining guest cabins down below.

The inside in Superacht Aura design has been carefully conceived to be both subtle and adaptable, to easily allow for bespoke features to be applied at any given time.

For the latest Superyacht News, [Click here](#)

Baltic 111 Custom

[Baltic Yachts](#) has been commissioned to build an ultra lightweight, 111ft superyacht described as 'one of the most extreme projects Baltic has undertaken

Designed for fast coastal and offshore sailing, **Baltic 111 Custom** will begin construction in April taking full advantage of Baltic Yachts' ability to build an advanced composite structure to the most exacting standards, creating a modern, stylish living platform within a high-performance design envelope.

The new yacht, described as a 'ground-breaking design with spectacular technical solutions' is an extremely weight sensitive project. A key reason why Baltic Yachts was selected. The company's proven track record and expertise in calculating weight, monitoring it during build and achieving design targets, were decisive in the choice of builder. As were Baltic Yachts' problem-solving abilities through innovation and attention to detail.

Baltic Yachts CEO Anders Kurtén, said:

“This stunning new yacht will break new ground in leading edge technology, a challenge I am confident the entire Baltic Family is ready to meet. Winning this contract reflects our almost 50-year pledge to build Light, Stiff and Fast. We can’t wait to get started!”

Baltic Yachts will be working with a highly skilled team assembled by designer Jarkko Jämsén, and including in-demand Spanish race boat naval architects Botin Partners, and with structural engineering provided by PURE Design and Engineering. Project Manager Sam Evans and project Co-ordinator Mattias Svenlin will lead Baltic’s internal team, while externally [A2B Marine Projects](#), will be responsible for project management.

Interior and exterior design are by award-winning Finnish designer, Jarkko Jämsén. With light weight and performance the over-arching features of the project, the new yacht’s interior will be minimalist and modern in style.

To save weight, the yacht’s structure will be used as part of the interior and materials like bamboo and rattan will feature in the finish. A luxury interior with a fully-fitted galley and air conditioning throughout will add to the challenge of hitting weight targets with precision.

The Baltic 111 Custom is scheduled to launch in May 2023.

DESIGN

Concept: [Jarkko Jämsén](#)

Naval architect: [Botin Partners](#)

Exterior and Interior design: [Jarkko Jämsén](#)

Structural engineering: [PURE Design and Engineering](#)

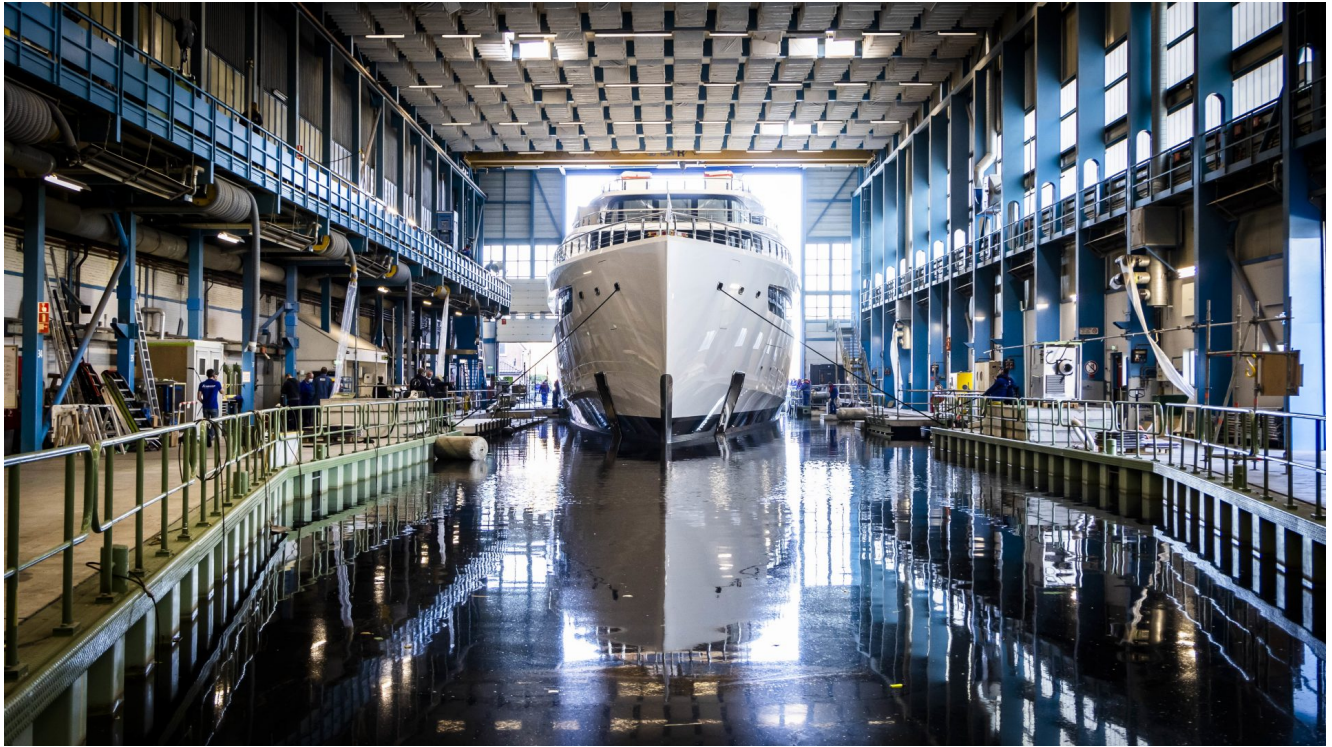
Owner's representative: [A2B Marine Projects](#)

Eco Friendly Feadship seen for the first time

Built for an exceptionally experienced yachtsman, the groundbreaking Eco Feadship Project 817 has left the [Feadship](#) yard in Kaag for the first time. Having chartered virtually every Feadship available in the global fleet over recent years, the owner of Project 817 set the target of keeping the environmental impact of this 94-metre pure custom Feadship at around the same levels as his previous Feadship, despite that being 32 metres shorter in length.

Green propulsion

One of the ways in which this highly ambitious goal was approached has been to install an exceptionally advanced hybrid propulsion system. This will allow Project 817 to travel a comfortable 12 knots on diesel-electric power in the pristine areas the yacht is set to explore. In this mode, all exhaust emissions are treated via the Tier III catalytic convertors and diesel particulate filters. A large battery bank ensures optimum generator loading and a smooth power grid. The top speed in diesel direct mode is 20 knots.



Green Tech

Other advanced green technologies deployed include the waste treatment plant and heat recovery systems. An immense amount of work went into optimising the efficiency of the air-conditioning so as to prevent excessive power consumption. This is especially crucial on a yacht with floor-to-ceiling glass windows, something which required taking a different approach to structural design in order to compensate for the complete absence of bulwarks.

These giant edifices in glass are a prominent feature in the remarkable exterior design by Feadship Studio De Voogt and Azure. They also obviously play a key role in the open beach-house-style interior by Peter Marino Architects. The owner's '*less is more*' philosophy has influenced every aspect of the design inside and out, with an abundance of clean lines. For instance, all doors in the sides of the superstructure that would normally be hinged have been fitted as electric sliding doors. Closing flush to the superstructure with no handles, hinges or recesses, this super-smooth solution has been applied to all crew access, deck locker and guest access doors.



Painted in a special pearl-white livery, the hull has been designed, engineered and built to be as efficient as possible and reduce the engine power required to move Project 817 through the water. Space has nonetheless been found within the 14-metre beam for the largest tender and longest hull doors seen on a Feadship to date.



Many more details about this striking new member of the Feadship fleet along with her name will be announced after her sea trials have been completed.

Heesen Appoints New CCO

Friso Visser Joins The Heesen Team As CCO

[Heesen Yachts](#) is pleased to announce the appointment of a new Chief Commercial Officer, Friso Visser. who has a wide-ranging knowledge of the international shipbuilding industry.

Friso will lead the sales and marketing team. He will also take responsibility for maintaining the company's global position as a leading Dutch yacht builder. Having spent 18 years as International Sales Director at [Damen Shipyards Group](#) he brings a wealth of experience in the international maritime industry. He will be supported at Heesen by Robert Drontmann.

"I am honoured to join the team at [Heesen Yachts](#)," commented Friso.



Friso Visser joins Heesen as CC0[/caption]

“The company is a distinctive and competitive player in the market. With its combination of full-custom and speculative production, it brings a unique approach to building the finest and most exclusive Superyachts in the world. I look forward to working with such a dedicated and innovative team.”

Mark Cavendish, who has worked at the shipyard for 12 years, eight of them as CC0, now takes on the role of Executive Commercial Officer. He will support Friso and focus on developing [Heesen's](#) commercial presence in new markets. Mark will also be responsible for developing the brokerage community network, and will head up custom projects.

Arthur Brouwer, [Heesen's](#) CEO, said: “We are delighted to welcome Friso on board at Heesen, and look forward to working together on increasing our market share and bringing our brand to new heights.”

[Heesen's](#) order book currently consists of 15 yachts under

construction, from 50m up to 80m, with deliveries through 2024. These include both semi-custom and full-custom yachts.

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Damen Yachting Sells Custom 72M Hybrid Expedition Vessel

The team at [Amels](#) and [Damen Yachting](#) has signed a new 72-metre (236 ft) full custom project to be built under its Damen Yachting brand. When delivered in early 2024, the vessel will explore the world with a hugely capable platform featuring hybrid propulsion for zero-emission cruising and accommodation for 12 guests. Read on to find out more.

Who's Working On The Superyacht?

The Owner, having an exceptional interest and aptitude for both exterior and interior yacht design, has selected professional designer [Michael Leach Design](#) to enhance the vessel's exterior styling along with the Owner's interior. Damen Yachting's in-house team has developed the one-off custom naval architecture and detailed engineering. [Burgess](#) New Construction has been appointed to project manage the build, after the sales team represented the Owner during the purchase process.

Managing Director Rose Damen:

"This hybrid expedition vessel is an absolutely unique project. For us it has been very exciting to bring the Owner's very unique vision to reality. We are dedicated to developing more efficient propulsion and power management solutions for our clients, which are underpinned by an environmentally sensitive mind-set. We are proud to be at the forefront of a new breed of luxury expedition vessels and this highly innovative new project embodies this approach."



Features

The vessel is characterised by large and flexible outdoor spaces that can be used for both sun and shade as well as tender and toy storage. The deck can also accommodate modular equipment including a deck swimming pool and a removable battery bank. With a Gross Tonnage of 1,440, the spacious interior features a dedicated Owners Deck, a VIP cabin and generous areas for guest entertainment. A Touch & Go Helipad allows for convenient access.

Full service will be provided by up to 24 crew, including staff and specialists. The powerful deck crane will deploy equipment up to 14 tonnes including a 13-metre fast RIB, a 9-metre utility craft and a car.

Efficient Power

The rugged ocean-going vessel will be powered by a highly efficient power and propulsion configuration. In addition to the two main engines, she will have PT0/PTI hybrid electrical drives that are suitable for running up to 8 knots. She will have significant on-board battery power for normal use including silent nights at anchor without generator power. The stored power can be increased with containerised battery packs for extended zero-emission silent cruising in fragile marine systems. All outdoor spaces will be finished in synthetic teak decking as a more sustainable, durable and low maintenance alternative.

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