

All About Kenshō: Motor Yacht of the Year 2023

The 18th edition of the World Superyacht Awards took place in Istanbul, Turkey on May 20th. The annual ceremony recognises and celebrates the world's most notable and impressive Superyachts. There were numerous awards handed out, but one of the most spectacular vessels was certainly *Kenshō* – which won Motor Yacht of the Year.

Other prestigious prizes awarded to this Superyacht include Best Interior Design, Motor Yachts 500GT and above, and Displacement Motor Yachts, 1500 GT. Keep reading to find out more about this eye-catching vessel and the stunning design features that she boasts! There's even a video at the end by [The Italian Sea Group](#) to show you around.



Photo credited to: The Italian Sea Group

The Process Behind Constructing Kenshō

The foundations of this project were laid out in 2016. Research began with the owner embarking on a series of visits to approximately 100 of the world's greatest yachts to discern the most desirable qualities.

Built in Italy, the Superyacht was finally delivered in 2022.

Essence & Inspiration Behind The Superyacht

The name, Kenshō, is Japanese for “seeing one's true nature”.

Nature is certainly an evident theme throughout the Superyacht's design and layout as the soft curves of the yacht demonstrate. There are manta ray-shaped sunbeds, and her exterior represents the curves of a pebble shaped by the forces of nature over time. The teak wrap around the Superyacht also appears like individual planks of wood.

Additionally, the green-blue metallic paint was allegedly inspired by a Ford Mustang colour from the 1960s. Some interior aspects especially demonstrate a delightful combination of modern craftsmanship and Asian myth.



Photo credited to: Robb Report

“Kenshō is Japanese for ‘seeing one’s true nature’”

The Design

Built by The Italian Sea Group, Kenshō represents diligent craftsmanship and innovative design. Design came from Azure Yacht Design & Naval Architecture. Parisian studio Jouin Manku was also involved for their first yachting project.

Exterior:

- Asymmetrical design
- Aluminium superstructure and steel hull
- Naval architecture with exterior styling by Azure Yacht Design & Naval Architecture

- The spacious lower deck swim platform is close to the water and connects to the beach club
- The main deck aft boasts a large alfresco lounge
- On the bow is the outdoor dining area

Interior:

- The material palette consists of marble, silk, teak, bronze, wool, onyx, and glass
 - Golden lighting tones after dark enhance the atmosphere
 - Full-height windows accommodate stunning sea views
 - Lower deck hosts most of the guest accommodation
 - On the main deck is the main salon. This comes with a large sofa, armchair, and coffee table on both sides of the room – with a wall-mounted widescreen TV
 - Master suite has 4 interconnecting rooms: a lounge/media room with curved sofa, bedroom, dressing room and bathroom with a central tub
 - 6 staterooms
-

The Stats

- Top speed: 15.9 kn
- Cruising speed: 13.6 kn
- 247-foot (75.2-metre)
- Maximum cruising range: 4500.0 nm at 13.0 kn
- Can accommodate up to 16 guests (and 20 crew members)
- Gross tonnage of 1989.0 GT and a 12.0 m beam

There is also a 9-metre limousine tender that features an integrated beach ladder on the foredeck, making it ideal for exploring. A toy box brimming with jet skis, inflatable toys, e-Foils, and SeaBobs is sure to keep guests entertained.



Photo credited to: BOAT International

Kenshō Has Some Environmentally-Friendly Features

Earning its ECO classification, the design pays particular attention to the environment. Even the hull minimises resistance through the utilisation of retractable stabilisers and azimuthal propulsion.

The innovative diesel-electric propulsion system (with permanent magnet electrical engines) supplies high power and efficiency. With five variable speed generators, the propulsion system has diesel particulate filters (DPF) to optimise consumption. All of this will help to drastically reduce emissions.

Official Video For Kenshō By The Italian Sea Group

Take a closer look at a tour of the fabulous Superyacht!

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Superyacht Lighting Design: Creating Ambiance

Creating an atmosphere onboard is essential to a guest's experience. Whatever the activity, dining, partying, relaxing, or watching a film, the ambiance should be just right – and that's where Superyacht lighting design comes in.

Let's hear from Sally Storey, the founding director of [Lighting Design International](#). Here, Storey explains how she

was introduced to the industry, and how Superyacht lighting design has evolved throughout her career.



Photo credit: Lighting Design International (M/Y LUSINE – HEESSEN YACHTS – SINOT INTERIORS) – David Churchill

Entering The Industry & Adopting A New Approach

Designing for the Superyacht industry is a privilege. I first got into this industry maybe 15 years ago or more. At that stage, lighting boats followed almost a formulaic approach, a cove of indirect light and a grid of downlights.

My introduction came via a client whose home I had done the lighting for. She could not understand why the atmosphere on her boat was not as nice as in her home, so they introduced me

to the project. This was the refit of my first yacht, *Il Cygno*.

I decided to go against the yacht industry standard of grids of lights. I introduced my approach in the same way I would for a residential project which is to light what matters. For example, this can be the art, the centre of the room where a table is located, the blinds or curtains, and I put light where it was required – rather than following a grid. It also became apparent that coves were not essential if one had enough ambiance from decorative light sources.

Utilising LED's & Adding Warmth

Another key factor was the introduction of joinery lighting and layering the levels of light to create added interest. This technique was made even easier with introducing LED's. These are now such high-quality lights, and the advent of miniaturisation has enabled us to incorporate them into even more details, a process which was impossible before.

My second superyacht was M/Y *Twizzle*. The owners had been on *Il Cygno* and wanted a similar approach. In those days (and the early days of LED's), there was a tendency to use a very cold colour light temperature, not only inside but outside, as it was thought to be brighter. Walking around a harbour, all too often one sees boats that almost look like a surgery can take place! It has taken a long time to get the perfect 2400k colour for linear lights. I like to use 2700k for downlights. In reality, the exterior lights only really come on at sunset when the natural light is warm, and that should be recreated on board as closely as possible. Think of the circadian rhythm.



*Photo credit: Lighting Design International (M/Y LUSINE –
HEESEN YACHTS – SINOT INTERIORS) – David Churchill*

Making It Simple While Tackling Challenges

We therefore consider lighting a boat like lighting a jewellery box in the level of detail used.

We consider all aspects of what to light, the different areas to emphasise, the inbuilt details, and the colour temperature. The final consideration is how to control all these light sources and balance the effects using a simple control system. This final stage of balancing the lighting is crucial. It is important to make it simple. Too often, clients have a bad experience with control systems and often do not want to use them. However, by simplifying the process and limiting the

number of scenes to 3 or 4, which cover the lighting moods throughout the day, the systems become more appealing and acceptable.

The exterior of a boat brings different challenges. The lighting is no longer in an air conditioned controlled environment, and it needs to be much more robust and able to withstand the corrosion of salt air! It is also essential to control the moods. The boat's exterior is often used as an entertainment space so it needs to adjust to the addition and subtraction of natural light throughout the day. A bright cold light could kill the desired atmosphere.

“Lighting a boat is like lighting a jewellery box”

Transforming A Superyacht

Lighting truly is one of the key ways a Superyacht can be transformed. Different effects create different moods that can radically change a space. Lighting is something that one needs to experience. We can transform a space with light, which any other interior finish cannot do, at the touch of a button! Beach clubs can quickly turn into nightclubs, and lounge areas become discos. In turn, these transformations make the spaces on a Superyacht work even harder.

Past & Present Projects

The next few boats Lighting Design International designed were: *Northern Star*, *M/Y Joy*, *Sy Twizzle*, *M/Y Faith*, *M/Y Hasna*, and recently the award-winning *M/Y Lady S* and *M/Y Lusine*, as well as many more over the years.

We are currently working on approximately 10/12 yachts. All are at different stages, ranging from those that are ready to launch, and some which are in the very early design stages, even before the building of the hull. Our involvement at this early stage is crucial particularly with exterior lighting, as this may need to be integrated into the hull design.



Photo credit: Lighting Design International (M/Y LUSINE – HEESSEN YACHTS – SINOT INTERIORS) – David Churchill

An Integrated Approach & Embracing

New Technologies

Another aspect we have begun consulting on is helping brokers and/or designers in the early stages of assessing a Superyacht's feasibility. We can anticipate the required number of points and circuits, so that when they approach the shipyard, a far more accurate price is achieved from the beginning.

Historically, when Superyacht lighting design was introduced at a later stage of the design process, huge overruns occurred. Not enough funding was allowed by the shipyard to keep the price competitive, either.

This industry continues to grow in sophistication and is embracing new technologies not only in lighting but in propulsion, reviewing greener approaches wherever possible.

To take a closer look at Lighting Design International and their work, go to their website at:

www.lightingdesigninternational.com

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Coral Spa Consultants – Improving Spa Spaces Onboard Superyachts

Kayleigh Westgarth spent almost 12 years working onboard Superyachts. Starting as a Spa Stewardess, and working her way up to Spa Manager, Westgarth has worked on various vessels up to 120m in length. Westgarth then went on to create her business, [Coral Spa Consultants](#), a division of [Gym Marine](#). The two companies work together to set up premium Spa spaces onboard Superyachts. Westgarth's initial business idea was formed from years of experience working in limited spaces onboard Superyachts and a deep understanding of how to improve these spaces in order to deliver better guest experiences.

In this article, Westgarth speaks of her passion for providing guests with exceptional service and memorable treatments onboard, her tips for aspiring Spa Stewardesses, why she chose to work with Gym Marine, and the importance of adequate treatment spaces onboard.



SYC: How did you find yourself working onboard Superyachts as a spa therapist?

Kayleigh Westgarth: After qualifying as a massage and beauty therapist straight out of school, I started working on cruise ships as a Spa Therapist, whilst there I started hearing more and more about the magical world of yachting! After my contract ended, I spent some time at home working in Spas, but missed the travel element. I decided to take the plunge and get my Yachting qualifications. I was very lucky to get a position on a new build 80m yacht – it was one of the best decisions I have ever made!

SYC: How long did you work onboard and what was the journey up to the position of Spa Manager like for you?

KW: I worked in Yachting for about 12 years. Initially starting as a Spa Stewardess, I loved learning all the new skills, focusing on becoming a valuable member of the interior, as well as offering guests a large range of treatments. Over the years, massage rooms on yachts have slowly started to expand in size, turning into full Spa areas on some boats. This allowed me to start to take on more responsibility within the Spa, working with the other Spa Stews.

I started focusing on new-builds, setting up and managing various onboard Spas from 60-130m plus, and loved the challenge of helping to create a space that flowed well and met all the guests requirements.

SYC: What are the key skills and qualities crew need to have to excel in the role of Superyacht Spa Therapist, and how do you develop and maintain these skills?

Flexibility, knowledge and passion! I truly believe that you can tell if the person treating you isn't fully invested in their position. Yachting can be tiring and you can be pulled into treatments last minute, but when you step into that space you must be ready to give that guest your undivided attention. If you are distracted and thinking about what snacks might be in the crew mess – your guest will feel the difference!

I am also a big advocate for constant training. The Spa industry is constantly changing and you have clients that undoubtedly visit the best Spas in the world, so you need to constantly be improving. I have always aimed to do treatments on the crew in down time, it's a great way to get feedback on new techniques but also a wonderful treat for them after a long charter!



***“Being onboard is all about being part of a team,
and working together to create a wonderful
environment for each and every guest”***

SYC: What advice would you give to someone who is just starting out in the yachting industry, and what qualities do you think are essential for success in this field?

KW: Open yourself up to learning from anyone and everyone. The

joy of yachting is that the crew and guests come from all over the world. Which means there are so many opportunities to learn more about different cultures or new massage techniques from another Spa girl in your team! Being onboard is all about being part of a team, and working together to create a wonderful environment for each and every guest.

[More SYC: 10 Questions With Superyacht Masseuse Laura Riera](#)

SYC: Can you describe a time when you had to deal with a difficult or demanding guest, and how did you handle the situation?

KW: Sometimes it's all about seeing a 'demand' or difficulty in a new light – you never know what someone has been going through that day. Looking at it that way always made dealing with a guest being slightly snappy a lot easier to deal with! Although being made to massage someone's feet on the Aft Deck, sitting on the floor under the table whilst they played Backgammon is probably something I will never forget, my shoulders ache just thinking about it!

SYC: What inspired you to set up Coral Spa Consultants? What were some of the key issues you faced when setting up your

business?

KW: As I started doing more and more new-builds, I kept noticing the same problems in the Spa area onboard. They were always gorgeous spaces but sometimes the operational aspects hadn't fully been taken into consideration, which sometimes detracted from the level of luxury and calming ambience we wanted to offer during treatments. I found myself wishing that I could get involved earlier in a project, to address these issues. I spent a lot of time brainstorming, reaching out to people, and assessing how I could best be of use to designers and shipyards.

“Coral Spa Consultants creates a better working environment for the crew, a far superior treatment experience for the owner, and often saves them a lot of money in the long run”



SYC: How did you come to join forces with Gym Marine, and why is it a perfect fit to work together?

I reached out to Edward from Gym Marine late in 2022, I had been on many boats where they had fitted the Gyms for guests and crew, and I was always really impressed with the attention to detail. I saw them as the Gym version of what I wanted to be for Spas! I loved the fact that Edward was also from a yachting background, so understood the importance of the crew also having a great working space. Luckily, he had also seen the gap in the market for Yacht Spas. Working with Gym Marine is honestly one of the best decisions I have ever made. Not only does it allow me to help and work with many more projects than I could have imagined, but I also get to work with a truly incredible team that are so supportive.

By sharing Gym Marine's resources in CAD planning, logistics and international structure, we know that we can save clients' money and time. We will be able to combine the Freight,

Installation and Customs processes of Gym and Spa areas into a single white glove service.

SYC: What solution are you trying to solve in the Yachting Industry with Coral Spa Consultants?

KW: We are bridging the gap between the interior design team's vision and then the end usage of the Spa. We are able to provide valuable insight into the flow of a treatment room, allowing the team to take into consideration where they might need to place plumbing for hair wash basins or pedicure baths, the storage required for all the equipment, linens and products, as well as locations for plug sockets.

Currently, when a Spa Therapist steps on a boat, they often have to figure out the best way to provide a Pedicure or Manicure on a massage bed, and often that massage bed doesn't even have enough room for them to move around it freely. These are all elements that can be avoided if designers and shipyards speak to people with the relevant training and experience from the beginning. Coral Spa Consultants creates a better working environment for the crew, a far superior treatment experience for the owner, and often saves them a lot of money in the long run.

The fact that I have actually been in all of these situations myself is also crucial. Not only do I think about the general spa operations and requirements, I can also see it as a crew member. My brain automatically goes to 'where will that be stowed?' and 'Does that wheeled item have brakes?'. I have experienced chasing a spa trolley across a room when at sea and having to massage from awkward angles because I can't sit at the end of the bed for a reflexology treatment! I pre-empt these problems in the early stages, my goal is to save as

many Spa Therapists from bad backs as possible!

SYC: What advice would you give to Spa Therapists working onboard yachts in terms of practicality and working in small spaces?

KW: Sometimes the best treatment is a simple massage or facial. You don't need a lot of space, you just need to ensure your bed is as comfortable as possible and you can reach your products without having to dash to a cupboard outside. On smaller boats, I always liked to have a 'grab bag' prepared ready to go. Which meant that whether my treatment was in the massage room or on the Sun Deck I knew I had everything ready.

Making sure you have simple items like a bed warmer and large comfortable towels and sheets, this will instantly allow your client to relax on the bed. You just need to provide guests with a calming space to switch off in. There are so many multi-functional items out there these days that allow you to save space whilst still offering high-end treatments. Good quality handheld facial machines are a great way to offer a results driven facial. Lava Shells allow you to add heat to your massage without the need to store a big hot stone warmer. It's these little considerations that will make a guests' time in the Spa memorable.

To find out more about Coral Spa Consultants and their services, visit [their website](#).

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Elite Yacht Covers: How To Choose The Best Cover For Your Vessel's Tender

Having worked in the Superyacht industry for over 20 years, the designs of [Elite Yacht Covers](#) (EYC) incorporate a great deal of thought, innovation and experience. A unique feature of Elite Yacht Covers is their ability to work with both traditional methods of hand templating, or pattern-making, and digitally with CAD software.

As a result, they are a 'One-Stop Shop' for making Superyacht covers, offering the most intricate designs. As one of the few companies that design and construct Tensile Awnings for yachts, EYC is one of the select few cover makers who are capable of doing so.



Aside from creating bespoke covers for Motor and Sailing Yachts, EYC also create covers for Superyacht Tenders, an equally as important aspect of any vessel. In this article, EYC's Sales Director Paul Gray answers some burning questions from an ex-captain and current Superyacht Tender broker, on the ins and outs of creating and maintaining Tender covers. Read on to discover how to choose the correct cover for your vessel's Tender, how to prevent damage, and more...

Would a cover outlast the tender before replacement, or is there a recommendation for how often you should get the covers

replaced?

“A good fitting cover will keep the tender clear from scuffs and scratches, whilst on deck. The cover will improve the longevity and pristine look of a tender, due to marine grade fabrics’ ability to block harmful UV rays from attacking anything that is ‘undercover’. It’s important to note, that as a general rule, marine grade fabrics will block UV for around 10 years (this very much depends on the UV strength around the globe). After this time the UV inhibitors will fade away and the cover will still function, as in keeping the item clean and dry.”

How long does it take Elite Yacht Covers to produce and deliver a bespoke tender cover?

“Most of our yachts have an annual replacement itinerary and as such, we can forecast projects early on in the season.”

“With regards to damage replacement, we always expedite these for the yacht. Once costs are agreed, and if we do not already have the digital data or pattern template, we jump on the first convenient flight and spend the day template making or digitising, depending on the scope of work.”

“Once back to the loft, the CAD design usually takes a few long days before the cut files are sent for laser cutting, these are back with us, on average 7 days later, sometimes as little as 2 days later, ready for the manufacturing and shipping. I would generally expect to turn around an unplanned cover in 2 weeks from receipt of deposit, to being ready for shipping.”

More SYC: [Vikal International, Pioneers Of Challenging Tender Designs](#)

What are the best types of covers for different styles of tender?

For example, is a full cover underneath the tender good for a tender that is stored on the vessel's deck, and what type of covers do you put on a tender that is stored inside (if any)?

"Great question! Yes indeed, we use an array of fabrics and carefully choose the best fabric for the job. *Stamoid* top is the Superyacht 'go-to' fabric, because of its wipe clean surface and great UV rating. However Serge Ferrari (manufacturer) has a variety of fabrics in their range. We recently made a figure hugging 58 foot tender cover for a Mega Yacht in *Stamoid* 'Heavy' due to the colossal wind loads on the bow of the Explorer yacht. For another yacht, with less crew to fit the cover, we used *Stamoid* 'top' for lightness and then used a skeleton of *Dyneema* 'cables' to provide a solid structure framework.

"For yachts such as Sailing Yacht A, they require covers that have an almost 'self-cleaning' surface and breathability and we use *Stamoid* 'Smart' which has a silicone outer surface. This material is the most expensive fabric that we use and it's not without its limitations too. Because of its make up, when it is sewn with *Tenara* (PTFE 15-year warranty thread) it shows slight crinkling through the zig zag stitching." (See Below)



An example of Tenara stitching on a Superyacht tender cover.

In terms of cleaning the *Stamoid* range of fabrics, we urge the use of *Serge Ferrari 'Cleaner 500'*.

How do you stop a cover from damaging the tender if the material on the inside is sometimes too abrasive?

It often occurred that crew noticed slight damage on a tender due to the inside material of the cover being too abrasive. Can you elaborate on why the materials EYC use mean this won't occur?

"The key is to have a tailor-made cover, that does not allow for any movement in the canvas work. This does mean that the cover will require additional fitting time, and the crew should be prepared for this. We also use a lot of *WeatherMax* SG (surface guard). This has a flannel-like backing, that does not scuff or flatten polished surfaces or brightwork. *WeatherMax* is a breathable polyester, and is harder to keep clean, as such we always recommend purchasing the correct *Ultramar* cleaning kit when ordering.

You stated that you 'jump on a flight'! How does being based in the UK effect your ability to service the Superyacht Fleet?

We have always worked by referral, between Captains, Officers and crew, such that our location in the UK isn't really an issue. We also have a great collaboration with [Loft Customs](#), who are based in Palma and we work well together to share production capacity to provide the very best product and to the best timeline.

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Elite Yacht Covers should be your go-to bespoke cover specialists.

Website: <https://www.eliteyachtcovers.com>

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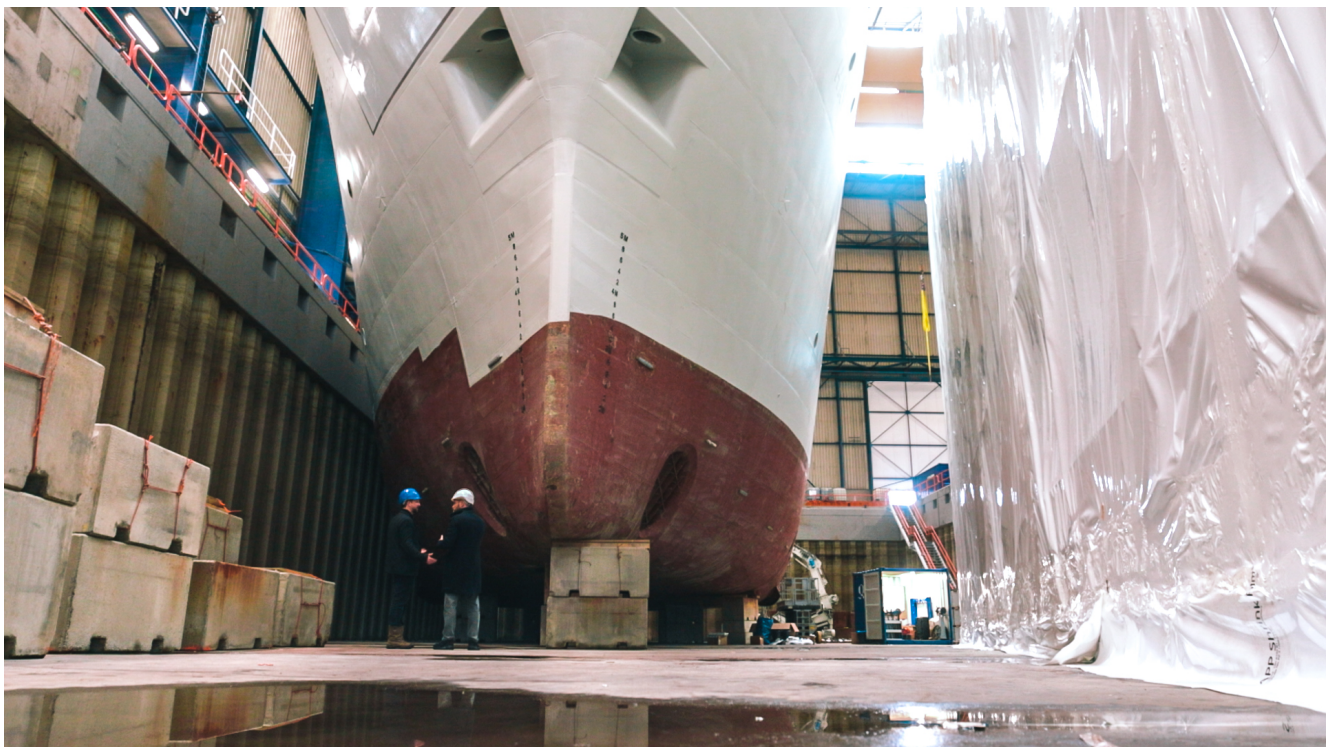
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Watch: Cookson Adventures & Icon Yachts, The Future Of Exploration In Yachting

World-leading luxury adventure travel company, [Cookson Adventures](#) & [ICON Yachts](#) have come together for the first time to collaborate on a short film to reflect on their shared passion for expedition yachting and share their renewed vision of yachting centred around purpose-driven travel.

The launch of this short film gives viewers an exclusive insight into the process behind designing elite yachting adventures through interviews and new footage of the expedition yacht, Project MASTER.



Micca Ferrero and Nick Davies

ICON Yachts owner, Micca Ferrero, and Nick Davies, Managing Director of Cookson Adventures both give an insight into how the companies are marrying their unique skills and expertise from over 32 years of combined knowledge to facilitate a greater focus on marine conservation and science in yachting.

Benefits from this collaboration include being able to foresee more accurately what the next generation of explorers will require from these cutting-edge vessels in both design and travel experiences. This could be anything from sub-diving with cutting-edge sonar equipment, to assistance in mapping the ocean floor and attempting to identify new marine species, to hosting scientists onboard and dedicating a space for a world-class laboratory so they can share their findings and knowledge with guests in real time.

Filmed in March 2023 at the ICON Yachts shipyard in the Netherlands, this collaboration gives viewers an exclusive behind-the-scenes look at **Project MASTER**, which is currently in build and is set to be one of the world's most capable explorer yachts. Previously a loaden offshore rescue and standby vessel, this ambitious conversion project, expected to be delivered by 2025, is a fitting backdrop to the film's conversation around the future of exploration in yachting.

Nick Davies, Managing Director of Cookson Adventures comments:

"Rarely do shipyards and expedition providers come together to shine a light on the process that goes into designing elite yachting adventures. By collaborating from the concept stage and sharing our expertise, we are then able to design complex and meaningful travel expeditions for clients which have purpose. We are excited to provide our input into the design and operation of Project MASTER and we hope to use her as a platform to explore more remote regions of the world in the future. With a state-of-the-art science lab and heli-pad,

the opportunities to design immersive and impactful conservation focused experiences anywhere around the world will be endless”.

Micca Ferrero, Owner of ICON Yachts, states:

“It is a true honour to join forces with Cookson Adventures within a historic collaboration during the entire lifecycle of Project MASTER. This exceptional exploration yacht is designed with adventure and scientific expedition in mind, equipped with a full suite of solutions to support the missions, while aiming at consistently reducing the carbon footprint and environmental impact. ICON Yachts & Cookson Adventures are therefore able to deliver a long-term philanthropic project around the vessel, and gather a unique community of like-minded travellers, experts, and scientists across the globe.”

As an increasing number of owners and charterers look to discover our world’s more remote and challenging destinations by yacht, both Nick and Micca look at how this shift is opening up more opportunities to support conservation and science research, as well as how vital it is to incorporate this explorer mindset into every aspect of the design process from an early stage.

[More SYC: Get To Know Fast R, Motorsport Quality Apparel For The Yachting Industry](#)

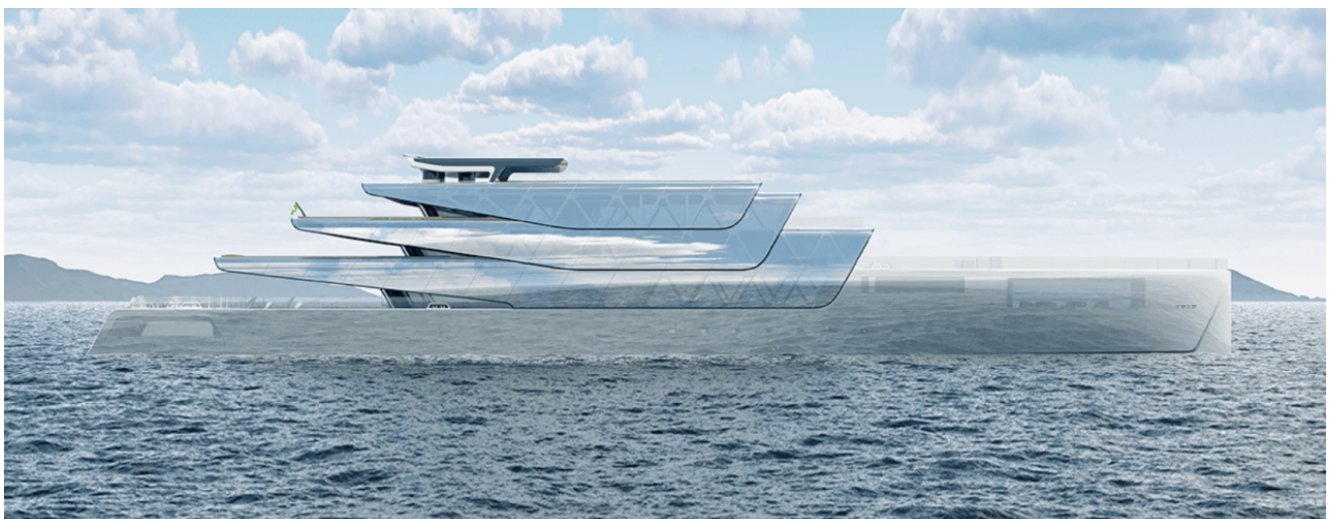
Watch the full film below:

cooksonadventures.com / iconyachts.eu

For more articles on Yacht Design & New Builds, [click here](#).

3D Superyacht Design Printing: The Future Of All Yacht Designs?

Superyachts are the epitome of luxury and extravagance. These floating palaces are designed to provide an unforgettable experience to their owners and guests. With the advancement of technology, 3D design printing has made its way into the world of superyacht design, revolutionising the way these vessels are built. In this blog, we will explore the benefits of 3D superyacht design printing, the process involved, and how it is changing the Superyacht industry.



88m 'Pegasus', designed by Joseph Forakis

What is 3D Superyacht Design Printing?

3D superyacht design printing is a technology that allows designers and builders to create physical models of Superyachts using advanced printing technology. 3D printing is a process of creating three-dimensional objects by adding layers of material on top of each other until the desired shape is formed. The technology has been used in a variety of industries, including aerospace, automotive, and medical, and more recently, the Superyacht industry.

Benefits of 3D Superyacht Design Printing:

1. **Faster design process:** One of the major advantages of 3D superyacht design printing is that it speeds up the design process. Traditional methods of designing yachts involved creating physical models or mock-ups, which are often time-consuming and expensive. With 3D printing, designers can create and test various designs quickly and easily, making it easier to bring new concepts to life.
2. **Cost-effective:** 3D superyacht design printing is more cost-effective than traditional methods. It reduces the cost of materials and labor, as the process involves creating a digital model and printing it using a 3D printer. This means that the cost of creating multiple design options is significantly lower, making it easier for yacht builders to experiment with different designs.
3. **Precision and accuracy:** 3D printing ensures precision

and accuracy in the design process. The technology allows designers to create complex geometries and intricate details that may not be possible with traditional methods. This ensures that the final product is of the highest quality and meets the client's exact requirements.

The Process Of 3D Design Printing

1. **Conceptual Design:** The first step is the conceptual design of the yacht. The designer creates a digital 3D model of the yacht, which is used as the blueprint for the entire process.
 2. **3D Printing:** The next step is 3D printing. The designer uses a 3D printer to create a physical model of the yacht. The printer builds the model layer by layer using the blueprint created in the previous step.
 3. **Testing:** Once the physical model is printed, it is tested to ensure that it meets the design specifications. This step is crucial as it allows designers to identify any design flaws or issues that need to be addressed before moving on to the final production phase.
 4. **Final Production:** After testing and making any necessary adjustments, the final production phase begins. The yacht is built according to the 3D model created in the first step, ensuring that it meets the client's exact requirements.
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READ MORE – [An Interview With Njord by Bergman Design House: M/Y Galaxy Refit](#)

But How is 3D Superyacht Design Printing Changing the Industry?

1. **Faster Design Process:** The use of 3D printing has significantly reduced the time it takes to design a superyacht, making it easier for designers to experiment with new ideas and bring them to market faster.
 2. **Reduced Costs:** 3D printing has also reduced the cost of designing and building superyachts. This means that yacht builders can offer more competitive prices to their clients, making it easier for them to access the luxury market.
 3. **Improved Quality:** 3D printing ensures that the final product is of the highest quality. This is because the technology allows for greater precision and accuracy in the design process, resulting in a more refined final product.
-

Superyacht Designers who have embraced 3D Design Printing:

Several renowned superyacht designers have embraced 3D superyacht design printing as a way to improve the design process and create more innovative vessels. Here are a few examples:

1. [Philippe Briand](#): Philippe Briand is a French superyacht designer who has used 3D printing extensively in his work. He has worked on several high-profile projects. Briand uses 3D printing to create a physical models of the yachts, which allowed him to test the design and

make any necessary adjustments before beginning the production phase.

2. [Benetti](#): The Italian superyacht builders have been using 3D printing for several years. The company uses the technology to create physical models of its yachts, which allows designers to test the design and make any necessary changes before production begins. Benetti also uses 3D printing to create custom components for its yachts, which improves the accuracy and quality of the final product.
3. [Zaha Hadid Architects](#): Zaha Hadid Architects is a London-based architecture firm that has used 3D printing in several of its superyacht designs. The firm used the technology to create a physical model of the 128-meter superyacht Jazz, which features a striking design inspired by fluid dynamics. The 3D model allowed the designers to test the design and make any necessary changes before construction began.
4. [Feadship](#): The Dutch superyacht builders have also embraced 3D printing in its design process. Similar to Benetti, the company uses the technology to create physical models of their yachts, which allows designers to test the design and make any necessary changes before construction begins. Feadship has also used 3D printing to create custom components for their yachts, such as intricate metalwork and decorative features.

These are just a few examples of the many superyacht designers and builders who have embraced 3D printing as a way to improve the design process and create more innovative vessels.

In conclusion, 3D superyacht design printing is set to continue transforming the yachting industry due to all of the above aspects. The technology has opened up new possibilities for yacht designers and builders, allowing them to create more

innovative and extravagant vessels. As the technology continues to evolve, we can expect to see even more designers and builders incorporating it into their work.

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4 Mega Lürssen Superyachts Set To Launch In 2023

These four mega projects underway at the highly acclaimed German shipyard [Lürssen](#) are proof that the trend of building large superyachts, built for adventure, isn't going anywhere. Owners are still opting for explorer-worthy exteriors while maintaining a classic and luxurious superyacht interior.



Lürssen has a reputation for delivering some of the world's largest superyachts, a reputation that is sure to continue to be upheld within the next year. Featuring lengths between 80 and 145 metres, these four Lürssen superyachts will be launched this year. Here's what we know about the various projects, some more elusive than others.

‘Luminance’ – 145m



At 145 metres, the secretive project *Luminance* is the 7th largest yacht to be built by Lürssen, ranking as the 15th largest superyacht in the world. Construction began in 2018, the vessel was not again seen until May 2021, when she was transported for outfitting. Recently seen for the very first time, the project is currently located in Aumund, Germany as she nears completion. Exterior design is the work of *Espen Øino*.

‘Jag’ – 122m



Jag joins *Luminance* in the line-up of the largest superyachts currently under construction in the world, the project was commissioned by a repeat client and is the owner's third Lürssen superyacht. The yacht hit the water for the first time in 2021, and is due to be delivered this year. The vessel boasts 20 guest cabins and 40 crew cabins, as well as typical luxury superyacht features including a spa, gym, swimming pool, cinema and a dance floor.

Read More: [MDG Launch The “Experiencing Excellence” Program: Redefining The Art Of Provisioning In Norway](#)

‘Project Icecap’ – 107m



Known as project ‘*Icecap*’ during the build, this 107 metre will soon be known as M/Y *Shackleton*. Perhaps the name is a hint as to the nature of the vessel’s explorative cruising abilities, a further hint is the X-bow and sizeable tender stowage on deck. Recently spotted outside of the shipyard in Wolgast, Germany, she is due to be delivered early this year. Salt Ship Design are responsible for her exterior design and naval architecture.

‘Project 1601’ – 90m



Another design by *Espen Øino*, *Project 1601* was launched in 2020 in a traditional manner down the slipway at Rendsburg in Northern Germany. Described as “a striking design with extraordinary features” by the yard, the exterior is “dominated by planar surfaces, straight lines and angular corners” and also possesses expedition worthy technical features. Watch the spectacular launch of Project 1601 here:

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6 Of The World's Most Impressive Expedition Yachts

In recent years the global pandemic influenced many trends within the yachting industry, the recent popularity of expedition yachts being one of them.



Owners and guests who are seeking the ultimate isolated getaway are discovering that modern expedition yachts can not only deliver when it comes to reaching the farthest corners of the globe, but they also don't cut corners when it comes to luxury.

Guests with a taste for high-octane sport rather than Italian Gelato, or owners who are more passionate about wildlife conservation over St Tropez sunsets, may find expedition yachts more appealing. Whether it's heli-skiing, para-gliding

over sand dunes or Orca spotting off the bow, guest experiences alongside an explorer vessel are like no other.

What exactly constitutes an expedition yacht?

Range, autonomy and reliability.

Although a rugged exterior is a popular aesthetic in new build yachts, there are some main features that constitute an explorer worthy vessel. Speaking to [Superyachttimes in 2016](#), Victor Caminada of [Damen](#) stated that: *“There isn’t much contention among the real experts. It’s not how far you can go, it’s how long”*.

Features of an expedition yacht include but are not limited to;

- A range capable of 5000 nautical miles minimum
- An Ice Class hull
- Adequate storage spaces for long trips
- Carefully considered crew areas
- Larger fuel tanks
- Larger garages for extra toy space

Other features may vary, but the main considerations are that the vessel is likely to travel for many days at sea without port call, and extra storage is necessary for longer, more remote trips.

Lets take a look at some of the most impressive expedition yachts in the world...

Olivia 0



Built by [Ulstein Verft AS](#) and delivered in 2020, *Olivia 0* is 88.5 metres in length. Her unique looking 'X-bow' was reportedly inspired by ancient Viking Ships, and reduces drag whilst increasing stability, ensuring high performance in rougher waters. Powered by twin electric Rolls-Royce Marine engines, she comfortably cruises at 14 knots and reaches a maximum speed of 15 knots.

As well as her technical design features, her interior

delivers typical superyacht luxury with a spa, beauty salon, gym and swimming pool.

Octopus



At the time of launching in 2003, *Octopus* was the largest expedition yacht ever built. Built by German shipyard Lürssen, *Octopus* is 126.2 metres in length and has become an icon amongst her kind. A true explorer, *Octopus* is able to withstand long periods of time at sea with a range of 12,500 nautical miles.

Octopus is famous for carrying an impressive array of equipment onboard, featuring a float in tender bag, two helicopters, and a *Pagoo* submarine which caters for up to 8 guests and 2 crew members. *Octopus* also comes equipped with a fully equipped dive centre, what more could adventurous guests want?

Her interior also impresses, featuring a gym, cinema, library, bar, a basketball court and even a glass bottom observation

lounge in the tank deck of the vessel.

Andromeda



Rumoured to be owned by Facebook founder Mark Zuckerberg, *Andromeda* was built in 2016 by [Kleven Maritime AS](#) in Norway. With a length of 107.4 metres, she is rugged yet luxurious with amenities such as a day spa, swimming pool and a garage that features an array of various tenders.

With a range of 8,500 nautical miles, 3 Caterpillar engines and an Ice Class hull, *Andromeda* was built for expedition style cruising, epitomising luxury and adventure. She is also reportedly able to carry up to 470,000 litres of fuel as well as 309,000 litres of water.

Read More: [The 101 On Pre-Owned Yacht Tender Valuations](#)

Planet Nine



Built in Italy by [Admiral](#) and delivered in 2018, *Planet Nine* has a range of 6000 nautical miles and a top speed of 16 kn. Comfortably accommodating up to 16 guests and 26 crew members, her length is 73.2 metres. A true explorer, she boasts a steel hull and aluminium superstructure, as well as a large helipad and dedicated tender bay on the main deck aft, featuring two 32ft Rupert Marine twin diesel tenders and room for several other toys.

Aside from her highly capable exterior, *Planet Nine* certainly doesn't compromise on interior luxury and style. Her interior was designed by London-based design house '[Mlinaric, Henry & Zervudachi](#)', guest spaces deliver typical superyacht luxury, including a panoramic observation lounge with forward views on the upper deck. Amongst her amenities are a full spa and beach club.

Cloudbreak



The multi-award winning 75m '*Cloudbreak*' was built by the German shipyard [Abeking & Rasmussen](#) and features interior styling by Christian Liaigre.

A steel-hulled vessel with an aluminium superstructure, she provides greater on-board space and is more stable while at anchor due to its full displacement hull. At cruising speed, she has a range of 7,500 nautical miles and her twin Caterpillar engines allow her to cruise at 12 knots and reach 15 knots at maximum speed.

Guest amenities and toys include a luxury spa, stunning fireplace, deck jacuzzi and onboard gym, as well as a helipad and atmospheric underwater lighting. She is a regular visitor of far-flung locations.

La datcha



Damen launched *La Datcha* in 2020 with exterior styling by Azure Naval Architects and interiors by *Vasiliy Shprits*.

Featuring an Ice Class, IMO Polar Code compliant hull, submersibles, snowmobiles, sauna and steam bath, massage room and a fully equipped gym, *La Datcha* provides the ultimate comfort in remote locations. Among *La Datcha*'s other cutting-edge features are her bow observation lounge, a Helideck, and a hangar for her two commercially certified and operated Helidecks.

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Y.CO New Zealand Office Now Open



[Y.CO New Zealand Office](#) is now open. The move was prompted by growing interest in South Pacific and Australasian cruising. “Y.CO has always been at the forefront of supporting clients who look to cruise in off-the-beaten-track locations, always envisioning the escapade and looking beyond the asset to help owners and charterers get the best onboard experience

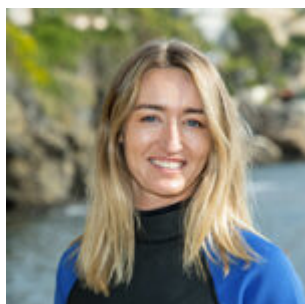
possible,"Charlie Birkett, Co-Founder and CEO of Y.CO, stated. "Strategic global locations such as our new Auckland office enable Y.CO to be where our clients need us, at all times."



Mark Donaldson, Director of Y.CO Pacific, will oversee client representation and yacht management at the newly established office. During his 26 years in the yachting industry, Donaldson spent 10 years working with the Y.CO team in Europe.

"I am very excited to be a part of the Y.CO team again, offering localised service for what we are seeing as a growing cruising region," Donaldson commented. "With global know-how and local expertise, our clients will benefit from 24-hour assistance across the full breadth of Y.CO services."
– Mark Donaldson

READ MORE: [Life after yachting – Y.CO Yacht Management With Alan Downs](#)



Fleur Tomlinson, Y.CO New Zealand office charter manager, will also play a key role. With 12 years' experience in yachting in New Zealand, she has a great deal of regional knowledge.

"I am looking forward to working with clients with an interest in the Pacific cruising regions, be it because they are based here and want to travel elsewhere or are looking to discover what the Southern Hemisphere has to offer Superyachts," Tomlinson commented. – Fleur Tomlinson

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Lürssen Yachts Top Secret 146m Superyacht Opera Launched

On Monday the 19th of September, [Lürssen Yachts'](#) 146m Superyacht Opera was launched at their outfitting facility in Bremen, Germany.



Image by Ruben Griffioen / SuperYacht Times

Although the hull of the 146m Superyacht Opera was launched in April 2021, details regarding her designers, volume and specific features, were being kept secret. Insights now reveal that she has a gross tonnage of 11999.0 GT and a 20.0m beam.



Image by Ruben Griffioen / SuperYacht Times

READ MORE: [Free Berths At Porto Montenegro During The Acrew Awards](#)

Currently, the 46m Superyacht Opera is Lürssen's largest vessel in construction. She ranks among the world's largest superyachts, just one meter shorter than the 147m Superyacht Luminance, due to launch in 2023.

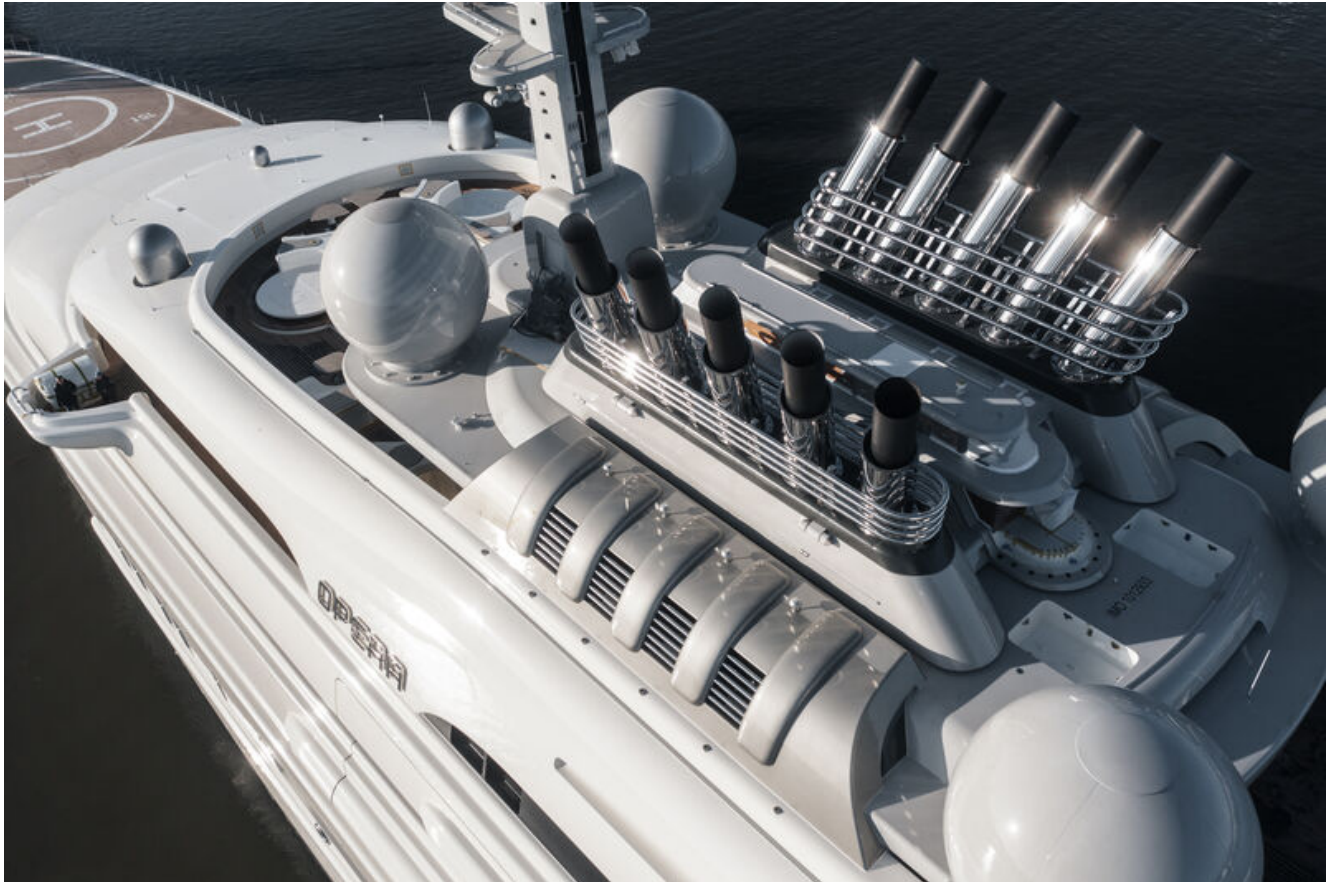


Image by Ruben Griffioen / SuperYacht Times

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Heesen Yachts Project Jade, hull and superstructure joined together

As of August 20th, the construction of Heesen Yachts [‘Project Jade’](#) remains on schedule following the engines installation and the joining of the hull and superstructure. Jade, YN 20350, is the third in the shipyard’s popular 50-metre semi-displacement Series, which builds on Heesen’s legacy of fast, hard-chine aluminium yachts.



With her engines installed and her hull and superstructure joined together on August 20th, Heesen is delighted to confirm that Project Jade’s construction remains on schedule. Project Jade, YN 20350, is the third in the shipyard’s popular 50-metre semi-displacement Series, which builds on Heesen’s legacy of fast, hard-chine aluminium yachts.



Images by Heesen

M/Y Jade Specification details:

- 50-metre semi-displacement, fast all-aluminium motor yacht below 500GT
- 23 knots top speed, IMO III certified engines
- Shallow draft – just 2.15 metres

- Exterior by Omega, interior by Cristiano Gatto
- 12 guests in five cabins
- Available Spring 2024



Heesen launched this Series for clients whose need for speed extends to a desire to shorten the delivery time and enjoy their yacht sooner. A unique cocktail of Dutch pedigree, crisp exterior lines by Omega Architects, and a rapid top speed of 23 knots make Project Jade and her sisters extremely attractive, along with her shallow draft and excellent hydrodynamic efficiency.

“This combination of speed and shallow draft makes the design ideal for cruising in shallow coastal waters such as the Bahamas, as well as the crystal clear waters of the Mediterranean,” commented Heesen’s CCO, Friso Visser. “This is a compelling proposition for many yacht owners.”

The high speed is achieved thanks to the streamlined lightweight aluminium hull, which boasts an efficiency gain of 12 percent compared to the previous 50-metre Satori design, coupled with two IMO III-compliant MTU 16V 4000 M65L engines. Heesen is the first shipyard to deliver fast, sub-500GT yachts that comply with the new emission regulations. Future-proofing new designs is at the heart of the shipyard's philosophy, and Jade is no exception.

Heesen pioneered the on-spec construction of Series superyachts over 20 years ago, with the introduction of the 37-metre. Other shipyards have since followed Heesen's lead, but even now none can offer fast aluminium yachts, of Northern European quality, on a shortened delivery schedule.

As a result of thorough and precise design and engineering processes, as well as perfect execution of the build, Heesen's Series yachts can be guaranteed to perform exactly as predicted, which is reassuring for both brokers and clients. But each yacht's interior will amaze everyone in its own way. No two in the Series are alike. Jade's cosy, contemporary interior design by Cristiano Gatto will be perfectly engineered and installed by the in-house interior construction team – Heesen being one of the few shipyards in the world to have its own interiors division. A team of 100 expert craftspeople based in Winterswijk deliver flawless execution of the most intricate designs.



Image by Heesen

[Heesen Yachts YN 20350 Project Jade](#) is available for delivery in Spring 2024.

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Nobiskrug 124m Superyacht Refit Completed

A Nobiskrug 124m Superyacht Refit was completed at the renowned Nobiskrug shipyard in Rendsburg, Germany on the 22nd of August 2022.



Image by Nobiskrug

The Superyacht was built by Lürssen in 2010 with a steel hull and an aluminium superstructure. The vessel received extensive exterior and interior works, notably the following:

- Full paint job
- Full refurbishment of engines and generators
- Replacement of propellers and shaft alignment
- Range of interior works
- Bridge and navigations upgrades
- Crew galley and related floor modification / upgrade
- New gym modification
- HVAC overhaul

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The Nobiskrug 124m Superyacht Refit has been completed and the Superyacht was delivered to her owner ahead of the summer cruising season.

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