

# Feadship Launches 55m Explorer Yacht Shinkai

Shinkai, a pure custom [Feadship](#) explorer yacht has left the shipbuilder's Alssmeer yard for final outfitting before her upcoming sea trials. This marks the first journey of what will be many more to come for the 55m superyacht. New additions include a striking mast and a 7.2-tonne onboard submarine, which is to be manoeuvred by a crane. The crane will also have the capability to launch Shinkai's limousine tender and move the owners' car on board.



Shinkai, which means 'deep sea' in Japanese, is set to embark on many far-reaching expeditions in the coming years. These will include both the northwest and northeast passages. The vessel's steel hull has been built to ice-class standards to ensure she can weather the extreme conditions of such voyages. Additionally, for the first time on a yacht of this size, a

gyroscope system has been fitted within the hull. At 3×3 metres, the 23-tonne gyro is the largest unit built to date and a heavy piece of equipment for the yacht “designed to go far on less fuel”.



Feadship and [Vitruvius](#) worked with eco-designer [Phillipe Briand](#) on the ship's exterior. The collaboration formed an impressive self-sufficient and fuel-efficient yacht capable of travelling the world. Monaco based [Boutsen Design](#) was tasked with creating a luxurious interior. All teams worked closely with the owner throughout the process to achieve their desired custom explorer superyacht.



[Click here](#) for more superyacht news and further updates on the Feadship Shinkai explorer.

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## Sea trials for 115m Lürssen Project Enzo Begin

The 115m [Lürssen](#) superyacht 'Project Enzo' (previously named Testerossa) has left Schacht-Audorf shipyard in Germany. After navigating the Kiel Canal, the first sea trials have begun in the North Sea, marking a major milestone in Enzo's journey to delivery.





Enzo pictured on the Kiel Canal. Credit: Steffen Mayer.

## Repeating the process with Enzo

Moran Yacht & Ship sold Enzo in 2018 to a repeat client who commissioned the custom vessel. This came about, following the success of the 86m Quattroelle which involved the same teams and buyer.

Project Enzo marks the second collaboration between Lürssen and the award-winning German design firm [Nuvolari Lenard](#). The aforementioned [Quattroelle](#) was their first joint venture in 2013. Whereas [Redwood](#), a 142m superyacht is the third and most recent collaboration. Redwood is currently under construction in Lürssen's German shipyard.





Enzo in Rendsberg. Credit: Steffen Mayer.

## A vessel to promote good health

Lürssen and Nuvolari Lenard were tasked with creating a family-focused superyacht with a strong sense of health and wellness. With this in mind, the inclusion of a large gym on the skylounge deck and a comfortable wellness area on the lower deck are two of many ways this was achieved.

Visually, Enzo was inspired by the sleek elegance of supercars such as Ferrari's LaFerrari. The vessel's "design language is

all about connecting her six decks” making it seamless and “into one whole” says Dan Lenard, Enzo’s co-designer. This design philosophy works perfectly with the client’s vision for a simple and meditative space that encourages maximum wellbeing.

The superyacht makes use of helpful technology, such as a dynamic positioning system which helps keep position in the water without the need for anchoring. In order to eliminate unnecessary electrical usage on board and reduce environmental impact, the gensets have a heat recovery system. The onboard pool is able to use this extra heat to keep at a warm temperature.

## Enzo’s full specifications:

- Build: Lürssen
- Length: 115m/377’4”
- Beam: 18.21m/59’9”
- Draft: 4.3m/14’1”
- Hull: Steel
- Guests: 14
- Cabins: 7
- Design: Nuvolari Lenard

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

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## 103m Lürssen Project JASSJ to Begin Construction

Building of the new Lürssen Project JASSJ superyacht is set to begin, with [Moran Yacht & Ship](#) overseeing construction.

Features of the 103m Project JASJ include an industry-leading beach club, full-beam gym and breathtaking outdoor space. These are sure to provide maximum entertainment and relaxation for guests. There are to be 11 luxurious staterooms across the superyacht, which will be able to accommodate up to 22 guests. They are yet to reveal the expected delivery date of the vessel.

The British firm [Redman Whiteley Dixon](#) (RWD) will be tasked with both the internal and external design of the vessel. The firm's previous notable designs include the stunning [Faith](#) and [Hasna](#), both of which were built by Feadship in the Netherlands.

Renowned for their quality builds, [Lürssen](#) are one of the biggest players in the superyacht industry. Operating in Germany since 1875, they are the manufacturers of some of the largest superyachts in the current global fleet. These include the recently built [Enzo](#) and the 2013 [Azzam](#) which at a magnificent 180m still holds the title of the largest privately owned superyacht.

They released detail on project JASSJ during the [Monaco Yacht Show 2021](#). More information will come later. Check back [here](#) for all Lürssen Project JASSJ updates as they happen.

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## Monaco Yacht Show 2021: Superyacht New builds

Today marks the beginning of The Monaco Yacht Show 2021. The 30th edition of this wonderful event will run until the 25th of September 2021. Among the sixty superyachts on display this year, 37 of them are 2021 new builds that their manufacturers



will unveil at Monaco.

To celebrate the beginning of the Monaco Yacht Show 2021, [Superyacht Content](#) is giving you the Top 10 new build Superyachts you must see if you are attending this year.

## ALIX II



The 30-meter sail yacht Alix II was built by [Nautor's Swan](#) in Italy. Her interior is styled by design house Loro Piana Interiors. This luxury vessel's exterior design is the work of German Frers. They have designed Alix II to accommodate up to 8 guests in 4 suites comprising two cabins that can operate as twins or doubles. There are two staff cabins aboard, allowing her to carry up to 4 crew.

## SPECIAL FEATURES:

- Brand new for 2021
- Sleeps 8 overnight

## DRIFTER W



Photo By <https://www.superyachttimes.com>

The Italian shipyard [Sanlorenzo](#) delivered the 47 Meter expedition yacht Drifter W this year. Italian designer, Zuccon, was responsible for her stunning interior. She can comfortably accommodate up to 10 guests in 5 cabins and can carry up to 9 crew onboard. Drifter W was built with a steel hull and aluminium superstructure. Powered by twin Caterpillar engines, she comfortably cruises at 13 knots, reaches a maximum speed of 15 knots.

## SPECIAL FEATURES:

- Apartment-style Owner's suite
- Huge locker of water toys and accessories
- Sundeck with bar and jacuzzi
- Natural light throughout



- Ample alfresco deck areas

**CHARTER PRICE: From EU 210,000**

## MOSKITO



[Moskito](#) is a 55-meter superyacht previously known as Project Pollux. The yacht's builder is [Heesen](#) from Netherlands who delivered superyacht Moskito this year and she will be on display at Monaco Yacht Show. The superyacht has a beam of 9.6m, a draft of 3.15m and a volume of 757 GT. Shark-tooth superstructure overhangs characterise her exterior, designed by [Omega Architects](#). M/Y Moskito has a steel hull and an aluminium superstructure. She features 2 MTU engines, giving her a cruising speed of 13 knots and a top of 15 knots. She houses 12 guests in 6 cabins and can carry 13 crew.



## SPECIAL FEATURES:

- Full-beam master cabin with his/her en suite
- 4,500nm range
- Interior design from Bannenberg & Rowell
- Intimate beach club

**CHARTER PRICE: From EU 350,000**

## TIME OFF



[Damen Yachting](#) built the 55 meter chaser yacht Time Off in the Netherlands at their Antalya shipyard and she was delivered to her owner in August 2021. This luxury vessel's exterior design is the work of Damen Yachting. Time Off accommodates up to 6 guests in 3 suites. She is also capable of carrying up to 12 crew onboard. Time Off is built with a steel hull and steel superstructure. She is powered by 4 x diesel Caterpillar engines and can comfortably cruise at 16 knots, reaching a maximum speed of 20 knots with a range of up to 5,000 nautical miles at 10 knots.

## SPECIAL FEATURES:

- 5,000nm range
- BV (Bureau Veritas) classification
- Interior design from Damen Yachting
- Sleeps 6

## ZAZOU



[Benetti](#) built the 65 Meter Zazou in Italy at their Livorno shipyard. Dutch designer, Sinot Yacht Design styled her interior, and she was delivered to her owner in July 2021. Zazou accommodates up to 12 guests in 6 suites and can carry up to 15 crew onboard. Zazou is built with a steel hull and aluminium superstructure. Twin diesel Caterpillar engines power her, cruising at 15 knots, reaching a maximum speed of 16 knots. She has a range of up to 5,000 nautical miles from her 110,000-litre fuel tank when she cruises 12 knots.

## SPECIAL FEATURES:

- Outdoor infinity pool
- Beach deck with fold-down platform
- A superb collection of water toys

- Timeless design

## POLARIS



[Rossinavi](#) built the 70m motor yacht 'Polaris' in Italy at their Viareggio shipyard. She is the largest construction in [Rossinavi's](#) history. Her interior is styled by design house Team 4 Design, and she was delivered to her owner in May 2021. She adapts and can move comfortably through the warm waters of the Caribbean to the sub-zero conditions of Antarctica. Polaris is built with a steel hull and aluminium superstructure, with teak decks. Powered by 3 x diesel Caterpillar (C32) 1,450hp engines, she has a cruising speed of 15 knots and reaches a maximum speed of 17 knots with a range of up to 6,000 nautical miles at 12 knots. The 70m explorer can accommodate twelve guests in 6 cabins and seventeen crew members.

### SPECIAL FEATURES:

- 6,000nm range
- Ice-class hull
- Large Pool



- RINA (Registro Italiano Navale) ⌘ classification

## TATIANA



Shipyard [Bilgin Yachts](#) delivered the 80 meter Tatiana. She features interior styling by English designer H2 Yacht Design and can comfortably accommodate up to 12 guests in 8 cabins and houses 20 crew. They built Tatiana under the latest IMO Tier III standards and comes fitted with a unique exhaust system for “100% clean air emissions,” according to her builder. Tatiana’s layout contains generous living areas, with a beach club and a huge spa.

Built with a steel hull and aluminium superstructure, Tatiana offers greater onboard space. Powered by twin MTU engines, she comfortably cruises at 12 knots, reaches a maximum speed of 19 knots with a range of up to 7,500 nautical miles from her 168,000-litre fuel tanks at 10 knots.

## SPECIAL FEATURES:

- Swimming pool and beach club
- Spa facilities with steam room and sauna
- Owner's deck with private alfresco areas
- Dip pool on the sundeck

**CHARTER PRICE: From EU 775,000**

## VICTORIOUS



The Ak Yachts shipyard in Turkey built the shimmering 85m Victorious. Michael Leach Design made the brand-new explorer exterior. H2 Yacht Design penned the interior. She can accommodate up to 12 guests across 11 guest suites making it a comfortable ride for all. The bridge deck is dedicated to the owner, offering an aft-facing cabin complete with a bathroom and walk-in wardrobe opening onto a private terrace with a hot tub and walk-around side decks. She is also capable of carrying up to 22 crew onboard across 11 cabins.

Built with a steel hull and aluminum superstructure. Powered by twin Caterpillar engines, she comfortably cruises at 13 knots, reaches a maximum speed of 17 knots with a range of up

to 14,000 nautical miles from her 258,457-litre fuel tanks at cruising speed.

#### SPECIAL FEATURES:

- Large aft deck Jacuzzi
- Heated swimming pool
- Elegant cocktail lounge
- Helipad
- Spacious observation saloon

## VIVA



Feadship built the 94 Meter motor yacht Viva in the Netherlands at their Kaag shipyard, and they delivered her to her owner in June 2021. This luxury vessel's exterior design is the work of Azure Yacht Design. Equipped with a hybrid propulsion system, Viva can travel a comfortable 12 knots on diesel-electric power. They built Viva with a steel hull and



aluminum superstructure. Powered by twin diesel-electric MTU engines, she comfortably cruises at 12 knots and reaches a maximum speed of 20 knots.

## **SPECIAL FEATURES:**

- Elevator for convenient access
- Brand new for 2021
- Cinema Room
- Inviting pool
- Lloyds Register ⌘ 100A1 SSC Yacht, Mono, G6 ⌘ LMC, UMS classification

## **ARTEFACT**



Now we know this isn't a 2021 new build, but the multi-award-winning 80 motor yacht is a must-see at the 2021 Monaco Yacht Show. [Nobiskrug](#) built Artefact in Germany at their Rendsburg shipyard, and they delivered her to her owner in March 2020. This luxury vessel's exterior design is the work of Gregory C. Marshall. She can accommodate up to 16 guests in 8 suites and

can carry up to 24 crew.

They built Artefact with a steel hull and composite superstructure. Twin diesel-electric Caterpillar engines power her at a comfortable cruising speed of 15 knots. She has a top speed of 17 knots, with a range of up to 5,300 nautical miles from her 260,000-litre fuel tank.

## **SPECIAL FEATURES:**

- Elevator
- 5,300nm range
- Multi-award winning
- Cinema Room

To see the full list of superyachts attending the 2021 show this year visit the Monaco Yacht Show website [here](#). To find out what's on at the event, go [here](#).

And for the latest Superyacht news, [Click here](#).

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# **Feadship Unveils Forward-Thinking Superyacht Concept Pure**

[Feadship](#) has revealed details of a new 81.75m superyacht named Pure. This announcement has come at the 2021 [Monaco Boat Show](#). The five-deck vessel, which aims to be a pioneer for clean propulsion and next-generation yacht control is designed by Jan Schaffers and Tanno Weeda.



## Feadship Pure Design:

The superyacht features all the expected amenities, such as a jacuzzi, fire pit, spacious aft lounge and swimming pool. Also, the design includes a stunning three-deck atrium. This will foster a sense of openness by creating high ceilings and a space filled with natural light. Perhaps the most intriguing news of the layout is the absence of a traditional bridge, which Feadship has opted to replace with a simulated Command Centre. The information required to drive Pure will come from radar, AIS, maps, depth sounders and cameras strategically placed around the yacht. Smart augmented reality visualisation will then be used to collect and present the data. Due to the lack of a bridge, an expansive master stateroom in prime position can be included on the vessel.





## Looking to the Future

Feadship has released plans for Pure 2024, Pure 2027 and Pure 2030. The superyacht has been designed to evolve over these years, incorporating new technology along the way. At launch, the vessel will be a diesel-electric hybrid. However, this is set to change over the course of Pure's life. Plans for 2030

detail the introduction of high-efficiency, all-methanol fuel cells, which will help make the superyacht more eco-efficient. Although Pure will be kinder to the environment, power will not be sacrificed. The range of this version of Pure is likely to be around 5,000 NM, a normal range for an 80-metre Feadship.



For more design concepts and superyacht news, [click here](#).

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# 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](#)*



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

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# 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](#).

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# Sustainability Musings: Part 3

Spring has finally sprung in the northern hemisphere and commitment to sustainability is high on the agenda this season. Yards are producing sustainability plans. Yachting organisations launching sustainability programmes. World sailing races encouraging sustainable practices. Builders launching yachts with new technology and crew pledging their efforts. As we emerge into this post-pandemic world, we are seeing this commitment thrive and can only hope this continues. Actions we hope will begin to speak louder than words.

Talking of actions. Seastainable has recently teamed up with Ethical Yacht Wear to launch 'The S.E.A Club,' an ambassador program. Bringing together the yachting community on a global scale to put the ocean first. Making positive changes, leaving the industry better than we found it. When it comes to commitment and change, this aspect of a community is so important. As the familiar quote goes, 'individually we are one drop, together we are an ocean.'

## Why sustainability isn't just about the environment

The commitment to a community and the people of our industry is the cornerstone behind this month's musings.

It's no secret that sustainability is a huge encompassing topic. To make our industry more sustainable there is a lot more than the pesky plastic water bottles and the other billions of various environmental impacts we are having, to be considered. When it comes to these environmental impacts, we obviously have a long journey ahead of us in the industry. But we also mustn't forget sustainability in its entirety.

Because, if we don't look at the whole topic, the industry will simply never be sustainable.

The sustainability of the industry means meeting our own, present needs without compromising the ability of future generations to meet their needs. These needs aren't just about the natural resources but also the social and economic factors.

## **The 3 P's.**

Planet, profit and people. This month I want to focus on the people.

### **The people**

The yachting industry is a lot more than the shiny billion-dollar yacht in the marina. One billionaire's decision to buy a superyacht helps keep so many employed, with the impacts trickling out globally.

It is a huge industry, with a domino effect. From the people who design, build , insure , decorate, supply, and sell them. To the people that work on them, the heart of the industry (bias inserted here), the crew.

We (I hope) already understand that the environment is paramount. Saving our oceans is key. Our jobs depend on it. Our lives depend on it. But, what about the impacts the industry is having on people? When it comes to 'social sustainability,' this can be defined as a sustainable, successful place that promotes wellbeing. Through understanding what people need from the places they live and the places they work. For yacht crew, that happens to be the same place, hence the importance of achieving this social sustainability doubles.

A job where you get to travel the world, and earn a healthy salary each month. So what are the downsides? What are the issues facing crew when it comes to developing a sustainable

industry? From unpaid wages, health issues, crew conflict, discrimination, harassment, alcohol & drug abuse, contractual issues to issues transitioning out of the industry.

*'But, it's yachting, you'll never change it.' 'It's just the way it is.'*

These air quotes are wrong. Like, the environmental impacts, if individual crew members do their bit. If yachts adapt and alter processes and products, change will follow.

## ***Equality & Diversity***

When it comes to social sustainability. Equality, diversity and inclusion all play a huge role. **Equality** being the act of fair treatment and opportunity to all crew. Whilst **diversity** takes into account differences between crew members. From age, ability, gender, race, religion, faith, sexual orientation and placing positive values on these differences.

Unfortunately, it won't come as a shock to many, that the yachting industry is rife with discrimination. Simply, the need to have a profile photo on a CV is evidence enough.

In recent years the concepts of diversity have been slowly emerging into conversations throughout the industry. Gender is the most visible form of diversity, in a very male-dominated industry, this is clear to see. It was just yesterday I was on a phone call with someone telling me about "when the girls get their cleaning caddies," an innocent presumption, but discrimination all the same.

There have been global improvements and positive moves towards a more equal and inclusive world. Shown for example through the Sustainable Development Goals.

Goal 5 (gender equality), the yachting industry legislation for this is somewhat lagging behind. Although there are organisations out there making a difference to these issues.



She of the Sea's aim is to move past the industry's outdated status quo of the industry and to help pave the way for a more sustainable industry when it comes to onboard cultures. Their diversity and inclusion pledge is bringing together organisations and individuals within the industry to highlight the issues and work together in improving the industry. I also want to mention the work Yachting International Radio are doing with their diversity segment, highlighting the issues and raising awareness throughout the industry.

## ***A Work – Life balance***

**Quality of life** is vital for yacht crew. Their place of work is also their home. There needs to be an inclusive and safe environment for all.

The concept of wellbeing has had a huge glow up in recent years and rightly so. Wellbeing encompasses our physical and mental health and is responsible for how we live our lives.

When it comes to onboard happiness, it is essential there are policies and procedures in place for crew wellbeing. This can mean anything from access to all kinds of healthcare support. Both physical and mental to regular feedback and training programmes to further develop their career.

## ***No 'I' in team***

Put a group of people together in a confined living environment. Have them work long hours together, throw in spurts of not going onto land to see other people and you have yourself a rather complicated social experiment, or...the life of yacht crew.

Whilst the topic of mental health is huge and diverse and in itself should have its own column, mental health within yachting is even more so. A yachties job onboard comes with a unique set of features which differentiates it somewhat from those 'normal' 9-5's, for example demanding physical and

mental working conditions, employment insecurity, long hours sometimes resulting in stress and fatigue whilst living in an environment that appears to be 'perfect' and 'faultless' at all times. On top of this, obtaining support and assistance whilst onboard can be difficult. Whilst, there is no magic bullet for mental health issues but what is key for the industry's future is recognising it and building up awareness. We can already see this today from the work of organisations such as ISWAN, Yacht Crew Help and the various mental health awareness courses for crew now available.

Yachts that consider the wellbeing of crew onboard tend to have a lower crew turnover and in turn strengthens the crew, as a team.

### ***Lead the way***

Like all issues onboard it is vital to have good management to oversee the policies and procedures that are being put in place. This governance needs to come from a whole host of people from the management company, the Captain through to the HOD's. Leadership issues can pose a whole host of problems when running a boat.

Both crew recruitment and retention are key for the industry, prioritising crew welfare can see a huge improvement in these two factors. With organisations such as PYA, Safety4Sea, ISWAN and industry leaders in crew welfare, such as The Crew Coach crew welfare is slowly creeping up the agenda.

### ***What next?***

Social sustainability isn't a new issue, this conversation facing the industry hasn't just started but change still needs to come. Seastainable's aim is to raise awareness of aspects that stop the industry from developing in the correct way, we want to see a change that will prope

l the industry into a sustainable future. Whilst there are

plenty of pledges and promises out there, which is amazing and a great start, our actions also need to start mirroring our words.

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## **Tender of the week: Whitmarsh 115**

Here at [Superyachtcontent](#) we love a cool tender, especially a fast RiB. So, here is our tender of the week, the Whitmarsh 115

Whitmarsh is a relatively small British boat builder, run by owner James Whitmarsh. They are known for relatively low volume but very high quality RiBs. Because of this, Whitmarsh has found a nice niche in the Superyacht industry where quality is prized above almost everything else.

Because of the low volume Whitmarsh are a fairly rare sight as a superyacht tender, but in a good way. Exclusivity is key remember.

They are also pretty well priced too, meaning that you get a well made, rare, reliable and therefore desirable tender for a very good price.

### **What is it?**

The Whitmarsh 115 is the perfect rugged chase tender. Because it is a RiB, 11.5m long and also pretty quick it can cover all sorts of tender duties and serve far more than one purpose.

### **It's fast!**

Yes it is. Here are some stats for you;



- 11.5m long
- 2 x Mercury Verado XL outboards (900hp)
- Max Speed: 60+ Knots

## **Impressed? We thought so!**

This is a special tender. And, luckily for you this Whitmarsh 115 is in build at the moment and for sale. Available for delivery for this (2021) summer season, [Click here](#) to view the more important details and talk to the seller.

## **It's for sale**

This amazing tender is available for sale through our friends at [Superyacht Tenders](#). Click [here](#) to see the listing.

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# **REV Ocean – World's largest Superyacht**

## **183m REV Ocean Yacht**

She can't technically qualify as the 'World's largest Superyacht' until she is in commission. Which has now been delayed until at least 2024 due to technical issues at the Vard Group Shipyard. However, the team behind the construction of the 183m REV Ocean Yacht continues to strive towards the completion of the vessel, and develop on their research work which aims to improve ocean health and [sustainability in yachting](#).

# REV Ocean Yacht dimensions:

- LOA: 182.9M
- Beam: 22M
- Draught: 5.5M
- Air Draught: 42M
- GRT: 17,440
- Crew: 50
- Guests: 28

## She might be the largest Superyacht, but what is the purpose behind this?

Yes, we all know she's huge and most people have probably seen all of this before but REV Ocean will be a true phenomenon in regards to the sustainability in yachting. The non-profit organisation will be using the profits generated from their projects to reinvest back into their work for a healthier ocean.

## REV Oceans goal

The REV Ocean company was established on July 20th, 2017, and was funded by Norwegian businessman Kjell Inge Røkke. With the TAG line, "One healthy Ocean", their mission is to educate people on the ocean to help them go from 'Curiosity to understanding the solutions'. In other words, the goal is to drive attention to how people can help the marine life, as well as helping our oceans recover from the negative impact of these three areas:

- Plastic pollution
- Climate change and ocean acidification
- Overfishing and environmental impacts of fishing

You can learn more about how they plan to do this by Clicking [here](#). In the meantime, please take a minute to consider how you can help contribute towards a healthier ocean.

## **Watch Now to see the Seanoics crane Installation on REV Ocean:**

Superyacht content would also like to add that we look forward to participating in an in-depth interview with the REV Ocean team at some point in the near future.

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

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## **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.

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## **Eco Friendly Feadship seen for the first time**

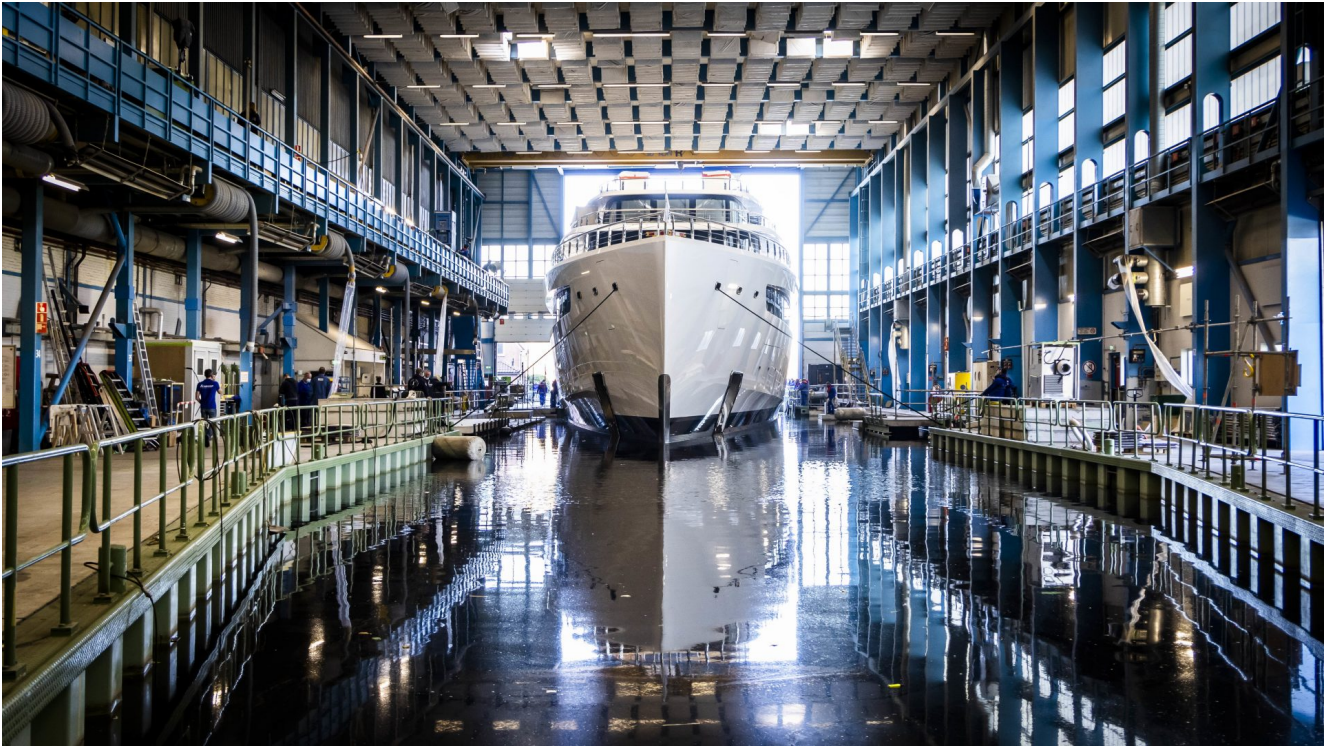
Built for an exceptionally experienced yachtsman, the groundbreaking Eco Feadship Project 817 has left the [Feadship](#) yard in Kaag for the first time. Having chartered virtually every Feadship available in the global fleet over recent years, the owner of Project 817 set the target of keeping the environmental 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.