

ocean

ROOM WITH A VIEW

COMO, A TRIUMPH OF DUBOIS
DESIGN AND FEADSHIP QUALITY

NORTH WEST WILDERNESS

AWE AND WONDER OF
AUSTRALIA'S KIMBERLEY

GLITZ AND GLAMOUR

A COMPREHENSIVE
GUIDE TO THE MONACO
YACHT SHOW

REVIEWS

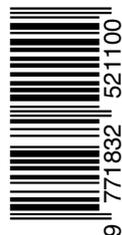
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OCEAN LIFE
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THREE GREAT YACHTING
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ISSUE 57
\$12.95 (inc. gst)
PP: 255003/07458

A TOUCH OF GLASS

THE ASTONISHING *COMO* IS THE LATEST IN A LONG LINE OF SUPERYACHTS TO BE OWNED BY SYDNEY HOBART WINNER AND ILLUSTRIOUS BUSINESS-MAN NEVILLE CRICHTON. **FRANCES** AND **MICHAEL HOWORTH** ARE IMPRESSED BY THIS ELEGANT TRIUMPH OF DESIGN, THAT FEATURES COPIOUS USE OF GLASS AND BOASTS A FIRMLY MASCULINE INTERIOR MOOD.



**LIGHT SHOW**

Above: Both above and below the deck, large windows flood the yacht with abundant light. Below: Sliding glass doors from the main deck aft open onto the main saloon, creating a spectacular sense of indoor-outdoor living.



New Zealand-born Australian car distribution magnate Neville 'Croaky' Crichton is a serious player when it comes to yachting. He is a passionate sailor and is widely acknowledged to have been the kickstarter behind New Zealand's boatbuilding industry with his forming of what now is Alloy Yachts.

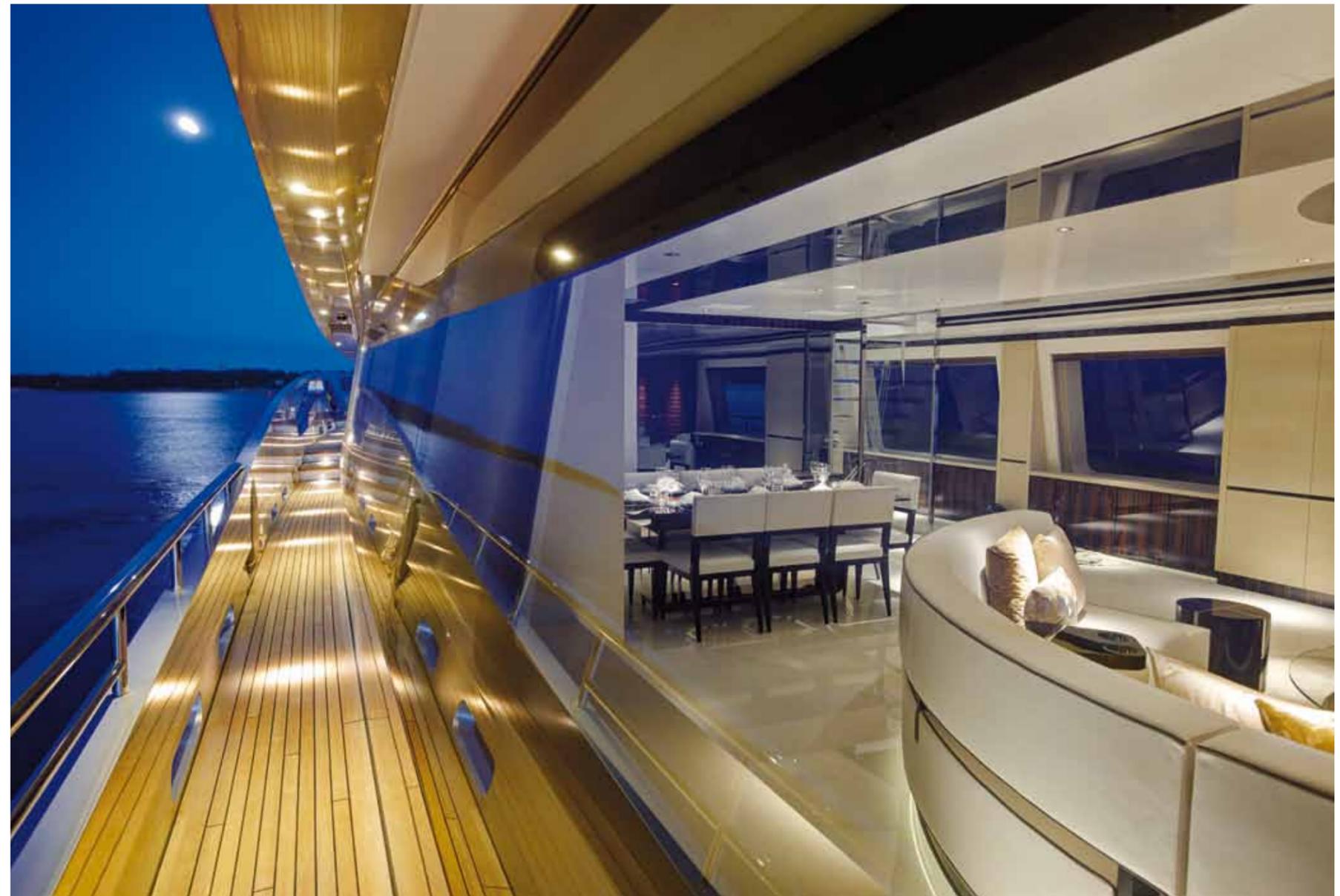
Much of his fortune has been made in Australia, but recent moves by Fiat Chrysler Group to take back significant distribution rights in New Zealand have prompted him to get involved, and give greater focus to his homeland.

He recently invited us aboard his two-and-a-half-deck semi-displacement superyacht, the second incarnation of *Como*. Arriving in the south of France we were welcomed onboard by Captain Mark Smith, the yacht's New Zealand-born master, who has worked for this experienced owner for the last eight years.

Como is the first Dubois-designed superyacht ever to have been built by Dutch-based Feadship but, says a spokesperson from British-based Dubois, "It might not have been that way. When we first started with the project only Alloy Yachts and Fitzroy Yachts were in the frame to build the yacht. Neville is a proud New Zealander and has over the years been a very loyal and welcomed customer of New Zealand-based builders."

Neville Crichton told us in his distinctive, raspy voice "By the time we looked at the project again two things had happened downunder. The New Zealand dollar had strengthened to a point that brought materials and labour rates onto a par with Europe, and major shipyards in New Zealand were shedding their workforce.

"Suddenly, with shipyards eager and hungry to secure new build contracts, Europe became an option. Remember also, sailing yachts built by New Zealand yards retain high after-sale value, much in the same

**ROOM WITH A VIEW**

Above: In the saloon, wall-consuming windows look out over the ocean. Left: A pedestal-style helm gives a sailing yacht feel, and doubles as the forward end of the flybridge.

way that motor yachts built in premium European yards do and perhaps it was because *Como* was to also be a motor yacht that the pendulum swung in favour of Feadship.

"Once the decision to work with Feadship was made, I followed the construction process closely at all stages. I am pleased to be able to report that the de Vries shipyard in Arlsmeer exceeded my expectations in all areas. Working with them both professionally and personally has been an enjoyable experience, with a remarkable and unique superyacht as the result."

The design incorporates extensive use of glass. The yacht has exceptionally large windows in the hull and a wealth of glass in her superstructure. Throughout the yacht, the glass appears flush with the metal rather than being set into it. This creates a continuous surface and gives the impression that the entire superstructure could be made of glass.



INTERIOR

The interior styling, by Redman Whiteley Dixon, is both elegant and progressive, using dark timbers, polished stainless steel and fine detailing. Like Dubois, RWD are performing an encore in that they too were the interior designers of choice on the first *Como*. In creating the bar on the main deck they have created a masterpiece of design engineering that will undoubtedly be copied elsewhere. The way the sliding glass doors from the main deck aft open into the main saloon creates what we can only describe as an 'inside-outside bar'. Outside the door is a wet bar that serves those guests on deck who may be lounging on the athwartships, forward-facing sofa. Inside there is a matching bar that serves those inside the main saloon. Slide back the glass doors and the two bars can become one by pushing a button. This starts a process that electrically reveals a sunken champagne bucket that joins the two bars together to create one long inside-outside bar.

Explaining where some of the design ideas he had come from, Crichton says, "I worked closely with the design team. We started with the previous boat and looked to improve every area. I wanted something a little bit bigger and something we could cruise comfortably. We have been able to achieve that with the new boat."

The main saloon features a rotating circular floor, allowing the seascape to be admired from any direction with ease. The engineering of this feature, devised by Feadship, relies on compressed air to provide silent, frictionless rotation at the touch of a button. Press it, and the circular central section of the decks rises up allowing it then to be manually pushed round so as to have the sofa face the direction of choice. The area doubles as a

CHIC LIVING

Clockwise from left: Polished stainless steel deckheads add a unique touch to the interiors; A rotating circular floor in the main saloon allows the seascape to be admired from any direction; Two four-person tables convert cleverly into a 12-person alfresco dining table.



cinema and an 86-inch drop-down TV screen makes the concept a reality. With cup holders in the wings of the sofas and armchairs, all that is missing is the popcorn!

It is almost inevitable that the yacht has a 'boy's own' feel about it. Croaky has a reputation as an entertainer, but clearly this is a yacht where he comes to spend time on his own and company is admitted only when and where he wants it. Black and white photographs of the female form are used throughout to adorn and decorate the bulkheads and everything is stylishly achieved in the best possible taste. Wine fridges and coolers are everywhere, pantries are located on every deck and you are never more than a few steps away from a conveniently located day head.

Deckheads are unusual in that they are of stainless steel, some so highly polished as to be like mirrors, while others have a brushed satin-like appearance to them. It is an unusual and quite delightful point of difference from other yachts we have reviewed.

The master suite is a study in masculinity, but the his-and-hers bathroom hints that ladies are indeed welcome on occasion. In the sleeping quarters, stunningly tall and wall-consuming windows look out over the ocean across bulwarks cleverly cut away by Dubois and replaced with glass to enhance viewing. The bed is in the centre of the room and elevated to take in the stunning panorama that must be available when she is off the dock.

White marble floors and stair treads are a signature feature of the yacht, and down below in the guest accommodation white marble is again used to great effect. Here, despite being so close to the waterline, glass windows are enormous and bathe the space with light.

All cabins have spacious bathrooms, none of which feature a bathtub. In fact, these expanses may be one of the very few criticisms we have of the yacht, because the copious space, created in a bid to achieve the ultimate in wow factor, could we feel, have been put to better use by installing a bath and perhaps giving bedroom cabins wider and therefore more comfortable beds. The other area of comment is in the crew accommodation where Feadship, because they have never had the chance to build a sailing yacht, continue to box in every empty space that could otherwise be put to good use, giving crew extra space in which to store uniforms and sleep on wider mattresses.

ON DECK

Without doubt, externally, she gives a wonderful visual impact. Her flowing lines, reverse sheer line, bow profile and attention to aesthetic detailing provides a sense of sleekness combined with power and seaworthiness.

One of the yacht's more innovative exterior features is her large sundeck that doubles both as an open-air and interior space with full air conditioning. Surrounding glass panels on three sides can be individually raised and lowered, and the aft end uses an air curtain of either hot or cold air to create an inside-outside saloon where a normal three-deck yacht would have a skylounge.

It is a space that doubles as the flybridge. At the forward end, a pedestal-style helm has a sailing yacht feel to it and its existence in that form is probably a testament to the successful sailing boat race history enjoyed by Crichton, as much as it is to the sailing yacht design heritage that is in the DNA of the Dubois team. Either way, it is a startling yet pleasing design statement that demonstrates the unique design flavour of this yacht. Crew have space to serve cold beers and other drinks from the spacious well-planned bar, and cook up shrimp and steak on the massive barbie.

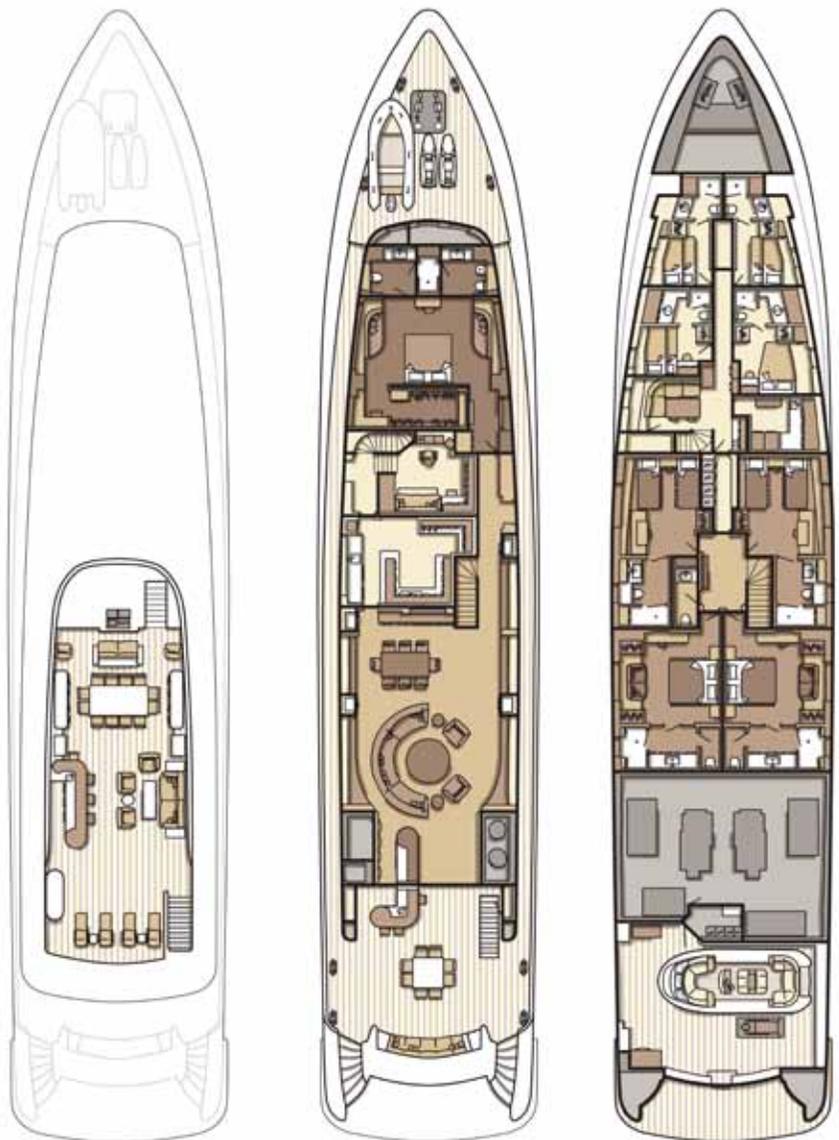
The space offers just as much fun in the sun when the owner's party is more subdued. Two four-person tables convert cleverly into a 12-person alfresco dining table, and a 50-inch TV drops down in front of the sofa. Rather surprisingly for a yacht of this size, the almost obligatory hot tub is missing. Finally, no real seafarer can help but notice the clever way in which the designers have chosen to stow the life rafts aft on this deck. Out of sight but nevertheless stored inside float-free pockets that render them immediately deployable should an unfortunate incident require them, the life raft well is a simple solution to a problem that sees so many other designers constantly fight a losing battle.

The engine room is a delight, as you would expect from an owner who has made his money out of racing and selling cars. Everything is shiny, bright and wonderfully clean. Clear, intelligent labelling means that anyone can, after a few moments of careful consideration, transfer the contents of the starboard side fuel tank to the port side.

In the garage, fake teak decks have proved their worth, giving a clean look to the space that houses the big Castoldi tender, which is launched through a gull wing side door to port. Although the owner does not dive, the yacht is fully equipped with dive gear and compressors. There are one or two paddleboards but little else in the way of water toys, save for an interesting quartet of radio-controlled model sailing yachts.

Everything about this yacht has been totally customised to Crichton's individual requirements. Designers and builders have used the very latest technologies and developments to create what must surely be one of the most sophisticated superyachts in the world today. ○

www.feadship.nl



MODEL	Custom Dubois Yacht Design
BUILDER	Feadship de Vries
YEAR OF BUILD	2014
COUNTRY OF BUILD	Holland
DESIGNER	Dubois Yacht Design
NAVAL ARCHITECT	Dubois Yacht Design
INTERIOR DESIGNER	Redman Whitely Dixon
OWNER'S PROJECT MANAGER	Mark Smith and Steve Jacover
LENGTH OVERALL	46.2 metres
WATERLINE LENGTH	44.25 metres
BEAM	9.0 metres
DRAFT	2.37 metres
DISPLACEMENT	352 tonnes
HULL CONSTRUCTION	Aluminium
SUPERSTRUCTURE	Aluminium
ENGINE	2 x Caterpillar C32
OUTPUT	1417 kW @ 2300 rpm
PROPELLERS	Van Voorden, Open, Fixed Pitch
DRIVE TRAIN	Direct Fixed
STABILISATION SYSTEMS	Quantum Zero Speed
GEAR BOX	ZF
SPEED MAX	19 knots

SPEED CRUISE	16 knots
FUEL CAPACITY	52,000 litres
RANGE	4,700 nautical miles
FRESHWATER CAPACITY	16,000 litres
BLACKWATER CAPACITY	1,000 litres
GREYWATER CAPACITY	11,000 litres
GENERATORS	(Main) 2 x Caterpillar 6.6
GEN-SET SIZE	2 x 90.125 kW – 1500 rpm
BOW THRUSTER	ZF 80 bkw
STERN THRUSTER	ZF 60 bkw
NAVIGATION ELECTRONICS	ECDIS (Paperless Bridge)
DEPTH SOUNDER	Furuno
RADIOS	Furuno
COMMUNICATIONS	V-Sat
ENTERTAINMENT SYSTEMS	VBH, iPad System
GALLEY APPLIANCES	Complete
OWNER & GUEST BERTHS	10 in five cabins
CREW ACCOMMODATION	6-8 crew
MAX PEOPLE ON BOARD	10 guest and 8 crew
PAINT	Awlgrip Metallic Silver
TENDERS	6.4-metre Castoldi Tender
CLASSIFICATION	Lloyds 100A1, SSC, Yacht, G6