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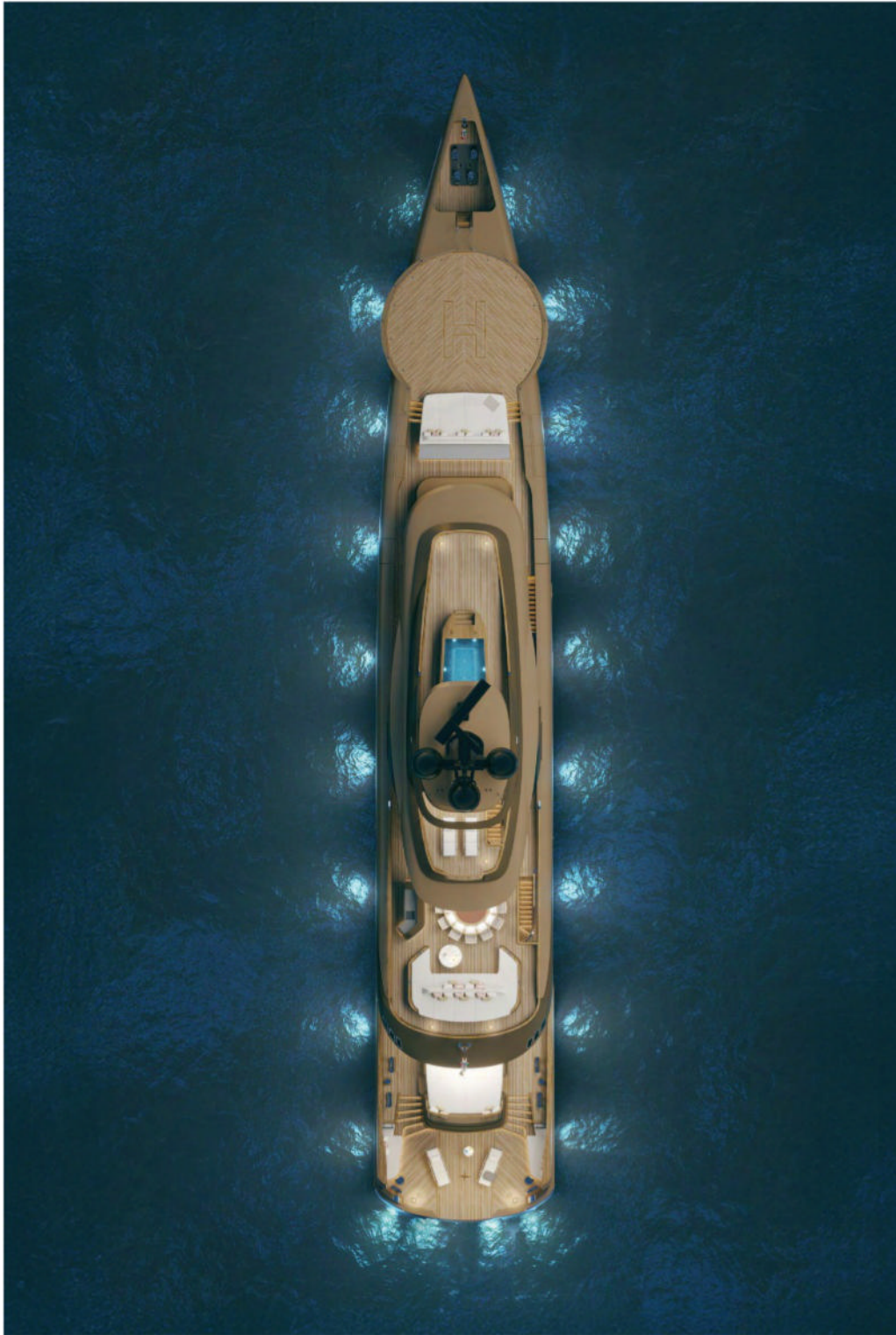
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A CABIN OF MEMORIES

“THE SOUND OF GRAVEL CRUNCHING LIKE DRY CEREAL beneath my car’s tires as I entered the marina parking lot should have signaled the end of my trip. In a way, it was only the start. ¶ It was a sound that reminded me of childhood, sitting in the passenger seat of my dad’s 1972 Ford LTD Brougham, regularly driving down to a marina in this same town to check on the family boat. Tinkering ensued on these visits, and what began as a quick check-in with *Born Free* often turned into a two-hour, stem-to-stern inspection. I didn’t mind. I’ve always been completely content on a boat. ¶ On this day, however, I was alone, helping out my dad, who had been under the weather. I stepped into the cockpit to begin the checkup. Externally, the boat was looking good. ¶ I walked into the cabin and noticed a few chores had to be done. But like any good son asked to do a favor for his dad, I got distracted as I looked around. *There used to be a sink to starboard*, I thought. So many times, my dad would tell me to wash my hands there during fishing trips before eating lunch. “C’mon,

I pictured the overnight trip when five of us squeezed into the cozy cabin, sleeping on top of one another. It was an adventure.

you can’t eat with your hands like that,” was something I heard more than once. The sink is long gone, but I could still see it clearly in my mind. ¶ The boat’s now-open interior once had a V-berth where all three of us kids would nap, and the smell of the vinyl still lingers in my memory. I pictured the overnight trip when five of us squeezed into the cozy cabin, sleeping on top of one another. It was an adventure. ¶ I could see the day my brother Chip, my cousin John and I snuck down to hang out on the engine boxes and drink a few beers where no one could see us. Rebels, I know. It was Michelob, and the bottles weren’t cold. I still have a picture of that moment—somewhere. And it may have happened more than once. ¶ Then there was my most recent memory: the last time I took a ride with Dad. It was two years ago. My family was with me, and my son was on the flybridge with Pop-Pop, happily driving the boat under his guidance. Everyone was smiling. It was a very good day. ¶ The boat is older now and different in many ways, as am I, but I can see the lasting happiness it gave my family in every seam and plank. ♡

PATRICK SCIACCA
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PATRICK SCIACCA EDITOR-IN-CHIEF patrick.sciacca@firecrown.com

SAM WHITE SENIOR EDITOR

ELENI BANDY MANAGING EDITOR

ERIC POWELL SENIOR ART DIRECTOR

NICOLE PASKOWSKY COPY EDITOR

DANIEL MCSWAIN DIGITAL PRODUCER

CONTRIBUTING EDITORS

DAVID SCHMIDT ELECTRONICS EDITOR

KIM KAVIN CHARTER AND CONSULTING EDITOR

CORRESPONDENTS

Diane M. Byrne, Chris Caswell, Phil Draper, Herb McCormick, Lenny Rudow, Tom Serio

EDITORIAL OPERATIONS

KAYLEE NIX EDITORIAL DIRECTOR

SHAWN BEAN CREATIVE STUDIO

PATRICK SCIACCA EDITORIAL DIRECTOR, *CRUISING WORLD*, *SAILING WORLD*, *YACHTING*

DAVE WEAVER CREATIVE DIRECTOR

MEGAN STANCHINA EDITORIAL OPERATIONS MANAGER

CINDY MARTIN COPY CHIEF

KELLY KRAMER WEEKLEY PRODUCTION DIRECTOR

SHARI SMITH PRODUCTION MANAGER

STEPHANIE FRY CIRCULATION DIRECTOR

PETE COFFIN PRODUCTION ARTIST

PATRICK SCIACCA GROUP PUBLISHER patrick.sciacca@firecrown.com

NOREEN MURRAY SENIOR ACCOUNT MANAGER noreen.murray@firecrown.com

HALEY FAZIO SENIOR ACCOUNT MANAGER hfazio@firecrown.com

TERRY JACOME EUROPEAN AND NORTHEAST SALES SENIOR ACCOUNT MANAGER terry.jacome@firecrown.com

RON MARTIN WEST COAST, SOUTHEAST AND CARIBBEAN SALES ACCOUNT MANAGER ron.martin@firecrown.com

VANESSA LUQUIS MARKETING MANAGER vanessa.luquis@firecrown.com



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CRAIG FULLER CHIEF EXECUTIVE OFFICER

DAVID BRADFORD PRESIDENT

KEITH BECKMAN CHIEF STRATEGY OFFICER

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KAYLEE NIX EDITORIAL DIRECTOR

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YACHTING MAGAZINE 405 Cherry Street, Chattanooga, TN 37402 / yachtingmagazine.com

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CURRENTS

NEWS AND NOTES FROM AROUND THE WORLD



COURTESY GEORGE LAYCOCK

LIFE OF ADVENTURE

Whether it's exploring afar on a Nordhavn 68 or setting records on a Fliteboard, George Laycock seizes the day.

BY KIM KAVIN





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PRINCESS
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GEORGE LAYCOCK WAS SITTING ON THE UPPER DECK OF HIS Nordhavn 68, reading out in the fresh air. It was a few years ago off Wrightsville Beach, North Carolina, and a guy rode by on, well, something Laycock had never seen. “I got up immediately and watched him go off in the distance,” Laycock says. “About 30 minutes later, he came back. He was riding straight, and he had a six-pack of beer under his arm. I thought, *Damn, that’s pretty cool.*” ¶ He immediately emailed his friend Roger Moore, the CEO of Nautical Ventures in Florida, and described what he’d seen. “A week later, I had this big package at the marina office,” Laycock says. “I assembled it, and after about an hour of riding and falling—I did that for an hour each of two days—I was able to stand up.” ¶ Fast-forward to this year, and the 67-year-old Laycock just set

IT’S ALL ABOUT THE GREAT OUTDOORS

George Laycock says the Fliteboard is better than any gym: “It isn’t that hard. There are a range of models. If you have a love of being outside in a free environment and seeing everything that’s different all the time, it’s a great thing to do.”



Laycock, who is 67, crossed the Straits of Florida on a Black Carbon Pro Fliteboard with an 80 cm black mast.



FLITEBOARD

There are versions of this foiling board for beginner, intermediate and advanced riders.

the unofficial record for riding a Fliteboard across the Straits of Florida. He went from Bimini to Palm Beach in five hours and 21 minutes, clocking an average speed of 17.59 mph over 94.1 statute miles. He also set the record for the longest recorded Fliteboard ride on a single battery, at 30.5 miles, during his four-battery-change trip. ¶ Moore says even he never envisioned such a feat: “I knew he’d be the perfect ‘old guy’ to try it out. I had no idea he’d become addicted to the sport, riding it in all corners of the world and setting world records.” ¶ Laycock, though, is always up for an adventure. He’s on his second Nordhavn 68, *Migration*, and has done two Atlantic crossings, gotten up to the highest latitude by any privately owned vessel in 2016, gone to Greenland twice, and



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CURRENTS / *Life of Adventure*

68'
LENGTH
OVERALL

20'4"
MAXIMUM
BEAM



cruised above the Arctic Circle four times. ¶ The Fliteboard, Laycock says, is a different kind of fun. “In areas like the Bahamas, you have the visual effects of seeing all the boats and people and activity around you, but you can also look down and see what’s happening under the water,” he says. “I rode through the marina at Compass Cay. I looked down, and there were a group of four spotted eagle rays in formation

beneath me, just cruising around. I would see rays almost every day riding in the Bahamas. You have that sort of a landscape, both above and below the water.” ¶ He also loves the health benefits of riding 15 to 18 miles a day. “The more I’ve ridden it, it’s become like a wellness machine,” he says. “It’s incredibly helpful with balance, which diminishes with our age. Reaction time, reflexes—it’s very helpful in that regard.” ¶

NORDHAVN 68

The Nordhavn 68 is inspired by the looks of the classic N62, but with a beamier hull and hints of modern styling. It’s a boat built to go places, which is exactly what George and Marcianne Laycock are doing with the model. They put 10,000 miles under the keel their first year. “We didn’t set out to be that person,” George says. “We thought that everybody who has a Nordhavn does that.”

COURTESY GEORGE LAYCOCK



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MIDRANGE MOVER

This hull form from Delta is designed for efficient cruising at 12 to 14 knots, but also has a projected 27-knot top-end.

BY KIM KAVIN

THE DELTA SHIPYARD MAY NOT TALK as much as other yards do about the yachts it builds, but for a lot of years, its craftsmen have been turning out some serious vessels. There was the 240-foot *Laurel* back in 2006. The 216-foot *Invictus* in 2013. The 236-foot *Albatross* in 2016. Suffice it to say the capability is there to produce major custom designs—a capability that Delta is

now applying to a much smaller hull form. ¶ “We’ve experienced increasing demand for a fully custom option in the 110- to 124-foot size range,” says Vice President Michelle Jones. “As most of the yachts in this size are production builds, we were thrilled to work with experienced owners on their unique vision for a Pacific Northwest-focused family yacht, which they could operate with minimal crew

Delta says it has six custom builds underway at its Seattle-based yard.



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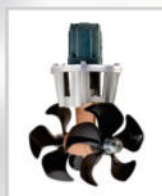
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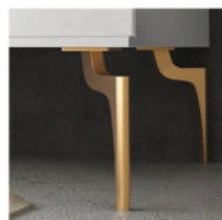
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and cruise the beautiful coastlines of the San Juan Islands, British Columbia and Alaska.” ¶ The new hull form—which is semidisplacement with a double chine—is Delta’s first new hull design solely tested through computational fluid dynamics. It’s also Delta’s first project that will meet full IMO III and EPA Tier 4 standards, with the newest approved gas exhaust systems on the main engines. ¶

Those powerplants are twin 2,600 hp MTU 4000s projected to allow an efficient cruise speed of 12 to 14 knots, but with enough giddyap to get home at 27 knots if necessary. ¶ The design, Delta says, was developed in response to changing market dynamics. The past two decades or so have seen an increasing number of superyacht yards moving to semicustom designs for faster delivery times

GUEST SPACES

The master stateroom spans the yacht's beam. The VIP is in the bow, and two of the guest staterooms have twin berths that convert to doubles. The galley can be open or enclosed, depending on the mood, and there's a country-kitchen-style dinette for coffee or a quick lunch. A center island with bar seating should be ideal for an occasional snack, with indoor and outdoor dining for formal meals.



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“Creating a new hull platform that accommodates custom builds in the 110- to 124-foot size range was a unique proposition for us.”



in the larger size ranges, but as customers look for more midrange options, they want to have serious customization options as well. Builders are responding with options like this yacht, whose specs include warm oak woodwork with wenge accents and minimalist metalwork, and a combination of sand and sea colors along with Mediterranean blue fabrics. The owners also wanted a garage

for toys and gear, and a custom aluminum tender that stows on the boat deck and launches with a 5,000-pound davit. The anchoring system, too, is notable. Delta partnered with the anchor manufacturer to design a hidden, flush-mounted version in the yacht's stem. ¶ The upshot is a custom yacht in a package that, historically, would have required a lot more standard production features. ♡

The yacht has a 24-foot beam. Accommodations inside are for as many as 10 guests.

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NEW CAT IN TOWN

The Makai Yachts M37 Power Cat has mid-30-knot speed and a layout that is equal parts dayboat and express cruiser.

BY PATRICK SCIACCA

THE MAKAI YACHTS M37 IS A CATAMARAN FROM CROATIA with twin diesels, a main deck focused on entertainment, and accommodations for extended voyaging. Its two-tone hull color, raked windshield and sloping sheerline visually lower this cat's profile, giving it a sporty aesthetic.

This power cat is new to the US market and is part of a two-model lineup from the Split, Croatia-based yachtbuilder. The other model is a 42-footer dubbed the M42. The M37's design was created by Emanuele Rossi, a naval architect and yacht designer from Ventimiglia, Italy. According to the boatbuilder, the M37's overall design inspiration comes from classic sports cars. ¶ The M37's optional twin 370 hp Yanmar diesels allow the power cat to reach reported speeds of 35 knots. Twin 320 hp Yanmars are standard. Makai attributes the vessel's admirable performance to its proprietary low-drag, tunnel hull form known as the Air-Glide system. The hull is also Kevlar-reinforced to add strength without significantly increasing weight. The robust build enables the M37 to be beached, making a day at the sandbar sans wet feet a reality. ¶ In addition to the boat's drag-reducing hull form, the M37 is equipped with a variety of tech features, including optional lithium batteries to manage hotel loads, such as heating and air conditioning. Solar panels help with recharging. A CZone digital-switching system provides at-a-glance systems monitoring and control for the M37. The helm has dual seats as well as dual multi-function displays. A Zipwake trim system helps keep the



M37 as stable as a table. ¶ The 204-square-foot cockpit is set up for at-sea entertaining with a three-person sun bed aft. The open layout has more seating forward of the sun bed. Between the two seating spaces is a folding table. The backrest of the sun bed flips back to form an alfresco dining area for eight to 10 guests. Additional L-shaped seating and another table are forward and to port. There

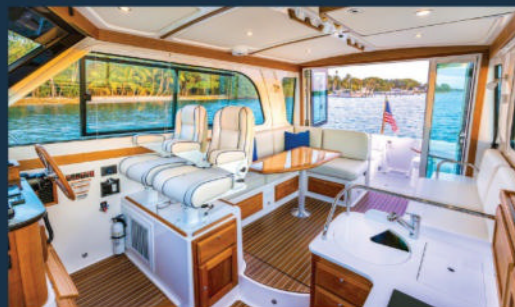
is even real estate for a sink and an optional barbecue. ¶ Accommodations include two staterooms with en suite heads. The owner's space is to port with a queen-size berth and a sole-to-ceiling closet. The berth faces athwartships with ocean views out the hullside windows. The guest stateroom to starboard has an aft-facing double berth with stowage underneath, and an athwartships single berth. Hullside windows bring in abundant light. ¶ The Makai

Yachts M37 is available in a Coupe or an Open version. The Coupe model has a hardtop. There is a high level of personalization available for owners too, including a wide spectrum of fabrics, hull colors and engine upgrades in stern-drive or surface-drive configurations. ¶ The Makai Yachts M37 is expected to be on display at the Fort Lauderdale International Boat Show from October 29 to November 2. ¶

The M37's sub-2-foot draft makes it skinny-water-accessible.

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CURRENTS / *Made in the USA*



COMFORTS OF HOME

With this 180-footer, Burger Boat Company and Patrick Knowles Designs aimed to create an American experience at sea.

BY KIM KAVIN

BURGER Boat Company, in announcing this 180-footer, said something that doesn't typically find its way into press releases about new yachts. The company rightly stated that the scales of the superyacht business have tipped away from the United States—a matter-of-fact observation that's undeniable given how few major yacht yards are left here. ¶ "For years, the global yachting industry

has been dominated by European influences in both design and construction," the Burger team stated, "but this new superyacht signals a change, reestablishing American design as a powerful force in the world of luxury yachts." ¶ The Wisconsin shipyard is coming out strong in partnership with Florida-based Patrick Knowles Designs, which produced an interior rooted in sophisticated comfort and approachable

The use of mirrors adds to the sense of spaciousness found throughout this yacht.



“Knowles carefully curated each material, furnishing and color palette to create a space that feels both open and inviting. The use of materials such as fumed American walnut and oak adds a warmth and depth to the interior.”

luxury. The idea, they say, is to be upscale with the kind of comfort that Americans have at home. ¶ Knowles used a sketch-face technique to combine contrasting woods in the interior, giving the various surfaces a notable visual effect. Naval architect Gregory C. Marshall assisted in the project as well. (Yes, he’s based in British Columbia, but it’s all in the North American family.) He created windows that allow

panoramic views amid larger, open living areas that foster social interaction. ¶ Overall, the team behind this boat sees it as nothing short of a declaration to the Old World: “Burger Boat Company and Patrick Knowles are not only reasserting the prominence of American craftsmanship, they are setting a new standard for luxury yachts worldwide, certain to make a lasting impact on the global yachting community.” ♥

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CURRENTS / ON BOARD / *Valhalla Boatworks 55 Sport Yacht*

55'7"
LENGTH
OVERALL

15'6"
MAXIMUM
BEAM



PREPARE FOR LIFTOFF

Quad 600 hp Verados and a stepped hull form put the “sport” in the Valhalla Boatworks 55 Sport Yacht.

BY PATRICK SCIACCA

THE SENSATION WAS at once thrilling yet whisper-quiet. Capt. Ryan Higgins put the throttles down as the Valhalla Boatworks 55 Sport Yacht's quad 600 hp V-12 Verados spooled up in rapid fashion. On a flat-calm sea off Atlantic City, New Jersey, and with zero trim engaged, the supersize center-console rose up level as if on a lift. The vessel's attitude remained flat, and it ran true as the boat took

off toward the horizon. Sightlines were clean for nearly 360 degrees. If trim had been needed for conditions or load, this 55 SY had a Zipwake trim-control system. ¶ According to the helm's three flush-mounted Garmin multifunction displays, the boat's sprint topped off at 60.6 mph (52.7 knots) on the pins. This eye-watering speed is even more impressive considering the boat was loaded with 800 gallons of fuel (out of

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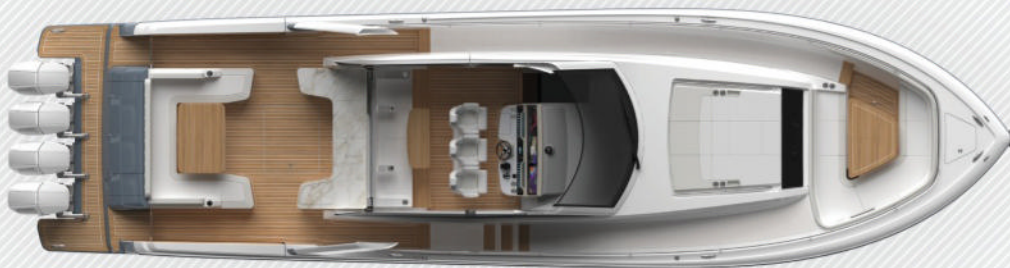


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See her live at the Cannes Yachting Festival in September 2025 or the Fort Lauderdale International Boat Show in October 2025, or scan the QR code to sign up for more details!

Because out there, wonder awaits.



HAVE IT YOUR WAY

This illustration shows the full-bulkhead pilothouse option with a larger settee inside and a full-size setup for cooking in the cockpit.

1,100), 150 gallons of water and 10 people on board. That kind of speed is no small feat for a boat displacing 50,000-plus pounds. ¶ A fast cruise speed is achieved around 5,100 rpm at 41 to 42 knots, with a slower cruise at 4,500 rpm and about 34 to 35-plus knots. ¶ The 55 SY's striking performance is achieved several ways, with the first element being the Michael Peters Stepped-V Ventilated Tunnel hull form. The dual-step design gives lift and reduces hydrodynamic drag, while the tunnel enhances overall stability. ¶ Backing up the form is function in terms of robust construction. The Valhalla 55 SY's hull is built with E-glass. Carbon fiber and high-density

urethane cores are employed in spots where extra strength is required. For example, the yacht's chines and balcony door openings are reinforced using carbon fiber. The transom is built with fiberglass-encapsulated, high-density, fiber-reinforced foam. Valhalla says there is also G10—a high-pressure fiberglass laminate—reinforcement in the engine installation zones. Additionally, foam-cored fiberglass stringers add backbone. ¶ Bringing this all together—literally—is a hull-to-deck joint that is through-bolted and bonded with 3M 5200 marine adhesive, and then fiberglassed from the inside to create a monocoque structure. ¶ Remember that

whisper-quiet reference at wide-open throttle? It's achieved in part by twin 380-pound doors on an electrically actuated track system that was developed between the builder and J.R. Beers Marine Service. It is possible to slide the beefy, double-gasketed doors open with a single finger, as Viking Yachts President and CEO Pat Healey demonstrated, and the bridge deck turns into a cone of silence when they are closed. The pilothouse, which is built via a two-piece foam-cored fiberglass structure, adds to the bridge deck's stillness. This space is also notable for the house-spanning, single-pane curved windshield that blurs the lines between inside and outside. ¶ If a bridge-deck breeze is desired, drop down the aft window, open those side

**1,100 GAL.
FUEL
CAPACITY**

**150 GAL.
FRESHWATER
CAPACITY**

Valhalla Boatworks says it can build up to 20 hulls per year.



OUTSIDE INSIDE

The extensive use of glass around, behind and above the Valhalla 55 Sport Yacht's pilothouse keeps everyone connected with the environment at all times.

doors and the sunroof above, and it's an open-boat feel all day long. ¶ The 55 SY is robust and rigid for bluewater duty, but when it comes to looks and layouts, Valhalla's modular design equals flexibility for owners. Hull No. 1's main deck has a trio of upgraded, double-stitched helm seats. Aft the seats is a raised settee that stretches across three quarters of the pilothouse, but it can also be a full-width settee or a bar top in the solid-bulkhead option. In all bulkhead options (rear door or not), the aft window drops down. ¶ Outside, Hull No. 1's arrangement has a three-quarter, L-shaped cooking and food-prep area with a Kenyon grill and an Isotherm fridge. This space can also have a three-stool bar. With the solid-bulkhead setup, a U-shaped galley is

available. It has the same shape as the 55 Sport Yacht's cockpit seating. ¶ The seating wraps around a high-gloss teak table and provides a great view of the flip-down 40-inch TV in the hardtop. A retractable SureShade awning keeps the area cool when the rays are hot. A second cockpit seating option has opposing bench seats with the table in between. In any arrangement, foldout terraces with integrated doors and steps flank the cockpit and expand the usable real estate. ¶ The foredeck lounge accommodates overflow guests with a table and a contoured sun pad for three to four people. ¶ There is flexibility belowdecks too. This 55 SY's accommodations plan had an owner's stateroom forward with a queen berth and an en suite head. A second

stateroom aft had an athwartships queen berth and a lounge. But the lounge can swap out for a single berth. In that scenario, the berths face forward. In both plans, there is a second head. ¶ Between the staterooms is a salon with L-shaped Bentley-style, diamond-stitched seating and a table to port. Across is a countertop with an Invisacook induction cooktop. Engineered slate-gray wood with a horizontal grain adds an elegant feel. The wood is built with stacking veneers that form a block and are then shaped as needed. ¶ The Valhalla Boatworks 55 Sport Yacht is equal parts performance and panache, with a little something extra for good measure. ♥

VALHALLABOATWORKS.COM

Hull No. 1 is all sport yacht, but Hull No. 2 will have a bevy of angling amenities.

THE BEACHGOER

Hodgdon Tenders' 8.0 Meter Crossover Beachlander Tender has style, performance and sand access.

BY DAVID SCHMIDT

THE HODGDON 8.0 METER Crossover Beachlander Tender is a sporty-looking side ride with an innovative hinged bow section that swings open to reveal a foldout step platform. Shore parties can use this platform to access the sand comfortably. The tender can accommodate 12 guests and one crew, and is powered by a water-jet drive. The vessel's folding helm console allows it to tuck easily into tender garages on the big boat. The Beachlander's lines and styling are by Philippe Cabon and Cyril Le

Sourd, while engineering was tackled in-house by Hodgdon Tenders. **Whom It's For:** Yacht owners seeking performance and the ability to sink their toes into the sand with ease. **Picture This:** It's a lovely summer day in Southwest Harbor, Maine, and the gang wants to do some beachcombing. So, you pile everyone into the Hodgdon 8.0 Meter Crossover Beachlander Tender and zip over to Sand Beach, where you make a bow-first landing. 🏆

HODGDONYACHTS.COM



26'5"
LENGTH
OVERALL
—
9'
MAXIMUM
BEAM

COURTESY HODGDON YACHTS

Hodgdon Tenders' 8.0 Meter Crossover Beachlander Tender has a carbon T-top and jet-drive propulsion.

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WESTMINSTER TEAK



A WAY TO FISH ANYWHERE

This inflatable board can be stowed compactly in just about any lazarette and bagged as carry-on airplane luggage.

BY KIM KAVIN

FOR MANY OF TODAY'S BOATERS, love of the water began in childhood on a Hobie product. For me, it was hanging off the side as ballast during races on my grandfather's Hobie Cat, and puttering around the lake on the Hobie Sunfish and the indestructible Hobie Holder (which I once sailed directly into a weeping willow tree) that rotated through his fleet. "The founder of Hobie has

always tried to break down barriers," says James McBeath, director of marketing. "He reduced the barrier of entry to surfing by creating mass-marketed surfboards back in the day when it was really hard to get a surfboard. After that was the skateboard, and after that was the Hobie Cat." ¶ Now the company is breaking down barriers to fishing with the Hobie iTrek Angler 10 and 12. Hobie's team looked at the

Hobie is celebrating 75 years in business this year. It continues to focus on breaking down barriers to boating.

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LOTS OF OPTIONS

Hobie calls the rails on each side of this board H-Rails. Wiring can be run through them to batteries stored in the back as a way to power accessories, like a fish finder. Anglers also can clamp dozens of kinds of things to the rails. Some examples include camera mounts and tablets running apps that might help to find more fish.



marketplace of roto-molded kayaks and realized they don't work for everyone. "There's a baby boomer generation that can't even lift these boats onto a trailer because the boats are heavier," McBeath says. "You can't lift them. You can't store them. There are a lot of people who would love to get into kayak-fishing but can't physically deal with a fishing kayak." ¶ Hobie's answer is this inflatable iTrek that includes the Mirage Drive pedal system. The board deflates and packs into a bag that, even with the pedal system, is still under airplane carry-on weight. "And for big-boat users, you don't have to hoist it up on the back of the boat,"

McBeath says. "You can take it wherever you want. The modern inflation pumps mean it's five minutes of inflation." ¶ Rails and a crate allow room to mount accessories and stow tackle boxes. There's a place to strap in four rods, and a mount for an electric motor. ¶ "For folks who want to go offshore, we tested it in those waves," he says. "So it's great for offshore and inshore. It's an all-around boat." ¶ The unique combination, he adds, is the portability, the amount of gear it can carry, and the pedal drive. "The fact that it's on an inflatable is a big deal." ♥

HOBIE.COM

Hobie says anglers can stand and cast on these inflatable boards too. They're 40 inches wide.

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Located off Ecuador, the Galapagos Islands are perfect for nature lovers to see the islands' iconic flora and fauna up close.



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Annapolis, Maryland, has upped its game in terms of dining and attractions, especially with walking tours downtown.



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Stepping out of the Palm Beach sun, the Princess Y80's airy, light-filled interior impressed. Built for family fun or refined Mediterranean cruising.



60 Years of Princess Excellence

From humble beginnings to global acclaim, Princess Yachts celebrates six decades of luxury and innovation. See the world-class craftsmanship legacy.



Optical Tech for Collision-Avoidance

Optical-based collision-avoidance systems have evolved and gained widespread use, and are improving safety at sea.



Storm-Tossed Lobster

An Australian cruising family finds moments of richness and culinary delight after a challenging passage.



ALL IN ONE

The Aquila 46 Yacht's layout versatility hits a sweet spot in the power-cat market.

BY PATRICK SCIACCA

AQUILA has become a juggernaut in the power-catamaran marketplace, and its 46 Yacht—scheduled to launch this month—expands the Yacht lineup to five models ranging from 42 to 54 feet. ¶ When it comes to layout, Aquila has a lot of space to work with, given the boat's 47-foot-2-inch length overall and 23-foot-3-inch beam. The standard three-stateroom, three-head accommodations setup means the owner's space is a full-beam, main-deck stateroom with an aft-facing king-size berth on centerline, as well as an en suite with a separate shower and two sinks to port. There's also a vanity/desk to starboard. Hullside windows flanking the room offer

unobstructed ocean views while enhancing the sense of volume. ¶ Two mirrored en suite guest staterooms with walk-in showers are in the port and starboard hulls. Each provides sea views through hullside windows as well. ¶ Optional layouts include four staterooms with four heads, and five staterooms with five heads. The latter layout could be good for owners looking to put the boat into charter. ¶ There are main-deck layout options as well. The standard scenario focuses on entertaining, with U-shaped seating for eight guests around a fixed dining table to starboard, and the galley aft and to port. There is a navigation station with CZone control to port. In the optional



COUPE IT

For those who like the size of the 46 Yacht but may prefer single-level boating, Aquila has the 46 Coupe too.

FOIL IT

The Aquila 46 Yacht is offered with the builder's Hydro Glide Foil System.

It's a fixed-foil setup that provides lift similar to an airplane wing. Performance is enhanced, with increased speed and reduced fuel consumption compared to craft without foils.

STEEL IT

Whether it's deck-fill plates, handrails, or table and hardtop supports, Aquila uses stout, corrosion-resistant 316 stainless steel.

Aquila uses bonded-in tempered glass that adheres to ISO standards for the hull and deck.

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064

BOAT SHOW PREVIEW

NEW YACHTS FROM PRINCESS, FERRETTI AND AQUILA

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120

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Did You Know?

1. There are seven opening deck hatches for cabin ventilation.
2. The 46 Yacht's cockpit settee has stowage underneath.
3. A flip-up bar-counter window connects the galley to the cockpit.

layout, a single-seat helm station is located forward and to port. ¶ The primary helm is on the flybridge with three bolster-style seats on centerline. Aft of the helm to port is L-shaped seating with a dining table, shaded under the standard hardtop. To starboard is a wet bar with a Corian countertop. Lounge seating far aft lets guests catch some rays. The flybridge also provides access to the foredeck lounge via a set of gently inclined steps to starboard.

476 GAL.
STD. FUEL
CAPACITY

211 GAL.
FRESHWATER
CAPACITY

¶ Owners have yet more options when it comes to the yacht's power package. Twin 320 hp Volvo Penta D4 diesels are standard, with twin 480 hp D6 Volvo Pentas optional. For owners seeking more oomph, 550 hp Yanmar diesels are also available. As of press time, performance information was not available. ¶ When it comes to construction, the 46 Yacht is built to CE Category A ocean certification, meaning it can handle winds above 40 knots

and seas above 13 feet. The yacht has a vinylester resin-infused hull and deck with watertight bulkheads forward and aft. PVC foam coring ensures strength without added weight. The hulls' bulbous bows are molded separately, attached and designed to break away. ¶ The Aquila Power Catamarans 46 Yacht is scheduled to debut at the Fort Lauderdale International Boat Show next month, giving owners a chance to spec out their own ideal version. ¶

AQUILABOATS.COM



The standard main-deck layout includes the navigation station seen here. A second helm is optional.

St. Petersburg: February 14-16
 Annapolis: May 2-4
 Detroit: May 30-June 1
 Chicago: June 6-8
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CURRENTS / CHARTER

GOLD STAR

The brand-new Admiral Raja has a distinctive personality.

BY KIM KAVIN

TALK ABOUT KNOWING HOW to make an entrance. In mid-June, the Admiral shipyard—part of the Italian Sea Group—delivered *Raja*, a 181-foot stunner with a gold-bronze hull. That same week, IYC announced that the yacht was ready for its debut charter season in the East Mediterranean, with inquiries being accepted for as many as 12 guests. ¶ As you can see in the renderings at right, the decor aboard this superyacht blends the kinds of neutral tones that most people prefer with wide-open views of the outdoors and pops of color to keep things interesting. The orange chair on the stateroom balcony is an example of this; the yacht also has a purple sofa in one gathering area that somehow seems properly elegant as well. Even the neutrals are notable in this yacht's interior, with textures and accents that make them interesting without feeling overbearing. This is design based on thoughtful elegance, not heavy opulence, resulting in the kind of vibe where bare feet and total relaxation seem like the natural goal. ¶ And, yes, *Raja* has all the bells and whistles that charter guests expect on a yacht of this size: the main-deck owner's stateroom, the onboard gymnasium, the zero-speed stabilizers, the crew of 12 to provide one-to-one service, the touch-and-go helipad and more. The aft deck is particularly inviting, with expanded room for sunbathing right at the water's edge and enough space to gear up for a snorkeling adventure with plenty of elbow room. IYC also says a plethora of water toys are loaded up and ready to go to make the most of whatever spot *Raja* drops anchor next. ¶ Like I said: This yacht has made quite an entrance. The stage is set. It's hard to imagine anybody ever wanting the show to end. ♥

THE SISTERSHIP: *GECO*

Raja is a sistership to *Geco*, which the Admiral shipyard launched in 2020. That yacht is also part of the IYC charter fleet, with inquiries being accepted for the Mediterranean and the Arabian Gulf in the Middle East. *Geco*, too, has a touch-and-go helipad. The interior decor is contemporary with broad views of the outdoors, allowing the feeling of immersion in nature to dominate the atmosphere, even for guests who are inside.



181'1"
LENGTH
OVERALL

—
28'2"
MAXIMUM
BEAM



COURTESY FRASER (4)

THE YACHT



BOLD BEAUTY

The folks at IYC, which manages *Raja* for charter, call the hull paint gold bronze. Note the gold accent strip that runs beneath the glazing to the aft deck.



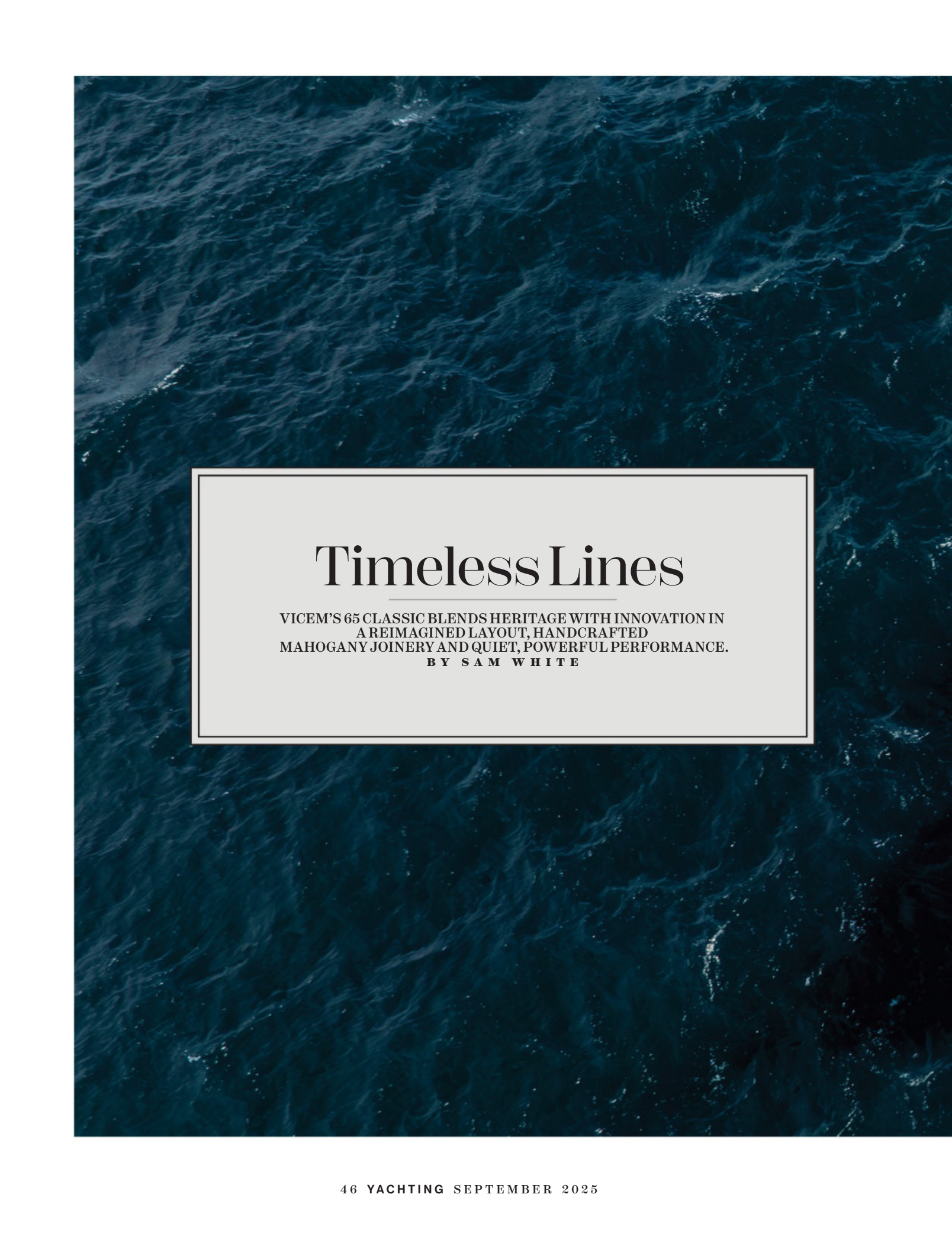
SUN-DECK STYLE

The hot tub has an artistic sensibility to its design while still allowing broad views of the great outdoors—and with a fresh cocktail easily within reach.



GEOMETRIC FIT

Note the way the outdoor decking changes direction far aft as well as forward on the touch-and-go helipad. The craftsmanship adds yet another element of style.



Timeless Lines

VICEM'S 65 CLASSIC BLENDS HERITAGE WITH INNOVATION IN
A REIMAGINED LAYOUT, HANDCRAFTED
MAHOGANY JOINERY AND QUIET, POWERFUL PERFORMANCE.
BY SAM WHITE



With its elegant commuter yacht lines, the Vicem 65 Classic cuts a sporty profile from above.



Brightwork gleaming in the dazzling

South Florida sunlight, the Vicem 65 Classic looks as though it's been here for decades, although it had recently arrived from the shipyard in Turkey. The graceful sheerline, rounded tumblehome and sleek lines recall a golden era of commuter motoryachts, but we're far from Long Island Sound, amid the palm trees and tropical breezes of Miami Beach. ¶ This latest build from Vicem Yachts is a modern cruiser with all the updated amenities and modern tech, but also cloaked in classic elegance and as

tailored as a custom Savile Row three-piece for its owners. ¶ The arrangement is social and intuitive. Aft, the teak-topped cockpit has L-shaped seating and a high-low dining table, with a grill and wet bar hidden to starboard. The rounded transom holds a garage for toys or a tender, and all fittings, latches and deck hardware are the highest quality. There's also a cabin with a head belowdecks abaft the engine room, a nice touch for a captain, chef or crew, but also perfect for a teenager who wants

69'5"
LENGTH
OVERALL

18'
MAXIMUM
BEAM



space apart from the adults. ¶ Heading into the salon via triple sliding doors, I found that the expansive glazing and warm yet contemporary finishes gave the vessel an open, residential feel. There are no bulkheads to intrude on sightlines all the way forward to the starboard-side helm. ¶ The salon's aft seating to starboard connects to an open transverse galley to port, keeping the conversations flowing while underway. Hull No. 1 has custom quartz countertops and Miele appliances. ¶ Finishes are clean and current: teak soles underfoot, a central wood accent in the deck head, and pale oak cabinetry with light-reflecting, high-gloss accents. It all works

beautifully with the 79 inches of headroom to produce a wow effect. A pair of pantograph doors allow easy side-deck access from the helm, which has side-by-side seating for two. The 18-inch-wide walkways allow safe passage fore and aft, complemented by full bow rails that hit me at midhigh. ¶ Back inside and moving forward is the first of many custom touches throughout this 65 Classic. The owner chose to include an additional 3 feet of space between the helm and wraparound windshield, which has a single center mullion. The additional space overhead to port creates an atrium above the lounge seating, creating a second salon for entertaining or a quiet spot to

A LOOK BACK

Vicem Yachts traces its roots to a small town on Turkey's Black Sea coast. In the 1980s, Sebahattin

Hafizoglu was inspired by the elegant Turkish gulets. Seeking to reinterpret these boats, he began building vessels using cold-molded wood and epoxy. The local venture quickly gained attention for design, craftsmanship and performance.

The image shows the interior of a modern yacht. In the foreground, there is a light-colored wooden bar with a white countertop. Behind the bar, there are large windows offering a view of a coastal landscape with green hills and a body of water. To the right, there is a navigation station with multiple screens and controls. Further back, there are dark-colored leather seating areas and a small round table with a book on it. The ceiling is white with recessed lighting, and the floor is made of light-colored wood planks.

222 NAUTICAL MILES

MAXIMUM CRUISING RANGE AT 20 KNOTS

With a draft of just 4 feet, 9 inches, shallow-water destinations are no problem.



REVIEWED / VICEM 65 CLASSIC / *Custom woodwork meets modern finishes*



relax. ¶ The accommodations layout is flexible. The first hull has a day head to starboard, a forward en suite VIP, a guest stateroom with twins that convert to a double, and a full-beam master set amidships and down three steps. The master has a transverse queen berth, a vanity/desk area, and a spalike en suite finished in marble with double sinks, an enclosed shower and a separate head. The en suite's location aft adds a buffer from the engine room for staying quiet underway. ¶ Power is supplied via twin 1,400 hp V-12 MAN diesels. With straight shafts and shallow prop pockets, the 65 drafts 4 feet, 9 inches, perfect for the shallow

sandbars of the Bahamas, a favorite destination for the vessel's owner. ¶ I took the helm upon exiting a bumpy Haulover Inlet, and the Vicem proved an adept, comfortable cruiser. It carries much of its beam forward, and trim attitude remains even as it rises on plane at around 13 knots, thanks in part to its low center of gravity. Visibility is excellent all around, even directly aft through those triple sliding doors. ¶ With the Humphree auto-trim engaged, we found a sweet spot at 20 knots and 80 percent engine load, running at 1,800 rpm and burning 85 gallons per hour, according to the twin 16-inch Garmin multifunction displays.

1,058 GAL.
FUEL
CAPACITY

311 GAL.
FRESHWATER
CAPACITY



The 1,058-gallon fuel capacity, split among a central and two gravity-fed wing tanks, provides a range of 222 nautical miles at that speed with a 10 percent reserve. ¶ Bumping the throttles up to 2,000 rpm produced a speed of 22 knots and a fuel consumption of 120 gph. We saw a few knots less while running with a 90 percent load of fuel against the wind and current off Miami Beach, but the vessel did produce a top hop of 30.1 knots at 2,260 rpm on its builder-delivery sea trials. That should be plenty fast to outrun threatening weather. ¶ Handling was steady and predictable no matter which direction we turned in the 2-to 3-foot Atlantic chop. The Vicem is also a quiet

vessel, with soundproofing in the helm deck. I recorded 73 decibels at cruise, the same level as normal conversation. And even with all the custom woodwork throughout, there's nary a creak, shudder or groan while underway. ¶ This new iteration of Vicems delivers on the shipyard's reputation for bespoke customization from start to finish. At least two more 65 Classics are under construction in Turkey, each with its own custom layout, so the builder's approach appears to be working. This yacht is a modern classic tailored to taste and built to order. ♥

VICEMYACHTS.COM

ABESPOKE BUILDER

Vicem offers five distinct yacht classes: Classic, Cruiser, Vulcan, Sportfish and Center Console. From the first sketch to the final launch on the Bosphorus, each vessel is shaped by the vision of its owner. Skilled artisans interpret every detail, resulting in yachts that are not only custom-built, but also rich in character and individuality.



One of Sleipner's vessels, the 56-foot *Odin*, tests new products in rough seas off the Norwegian coast.



A STEADY HAND AT THE HELM

SLEIPNER GROUP, HAVING ALREADY GROWN FROM A FAMILY-RUN
BUSINESS INTO A GLOBAL LEADER, IS CHARTING
AN UNCOMPROMISINGLY BOLD NEW COURSE. BY SAM WHITE



By redirecting hydrodynamic lift, the Vector Fin achieves greater efficiency with fewer side effects.

In the Norwegian town of Fredrikstad, perched along the Oslofjord's breezy bends, boats have

always been part of the cultural current. But near the water's edge, something extraordinary has been taking shape. Sleipner Group, founded more than a century ago, has quietly evolved into a global powerhouse innovator in marine stabilization and thruster systems. ¶ At the center of the company's transformation is CEO Ronny Skauen, a man who blends a nation's saltwater heritage and a personal passion for boating with a keen sense of engineering precision and a singular focus. ¶ Skauen was born into a country and a family with a deep love of the sea. His family ran Sleipner Group. From an early age, he spent time on the water and around the workshop, absorbing the romance of the sea and the discipline of marine engineering. In 1990, he joined the family business full time. He was eager, curious and deeply committed to the idea that good design and smart thinking could genuinely impact how people experience life at sea. ¶ During the next 30 years, Skauen worked his way up, combining a passion for boating with a knack for problem-solving. "Focus on understanding the core problem you wish

to solve," he says, "because you can often simplify both the problem and the solution to find a better way." ¶ That philosophy would guide Sleipner's evolution from a regional supplier to an industry leader. Today, the company holds about 70 percent of the global market share for advanced thruster systems. It leads the field in roll stabilization with its Vector Fin technology. Sleipner has seven subsidiaries across Europe, distributors worldwide and more than 250 employees. ¶ Unlike executives who lead from the boardroom, Skauen is most comfortable in the field, testing prototypes, listening to feedback, and docking boats in windy, rough conditions. He's personally overseen the development of several products, including the electric eVision thruster series and the curved Vector Fin stabilizers, which won the DAME Design Award in 2013. ¶ "Few people in the marine industry have spent as much time directly engaging with boatbuilders," says Marius Torjusen, Sleipner's chief commercial officer. "Ronny has a sixth sense for what owners and operators actually need, not just what the engineers





ON THE HORIZON

Sleipner's systems currently integrate with energy management and hybrid propulsion, and it's laying the groundwork for semi-autonomous operations. Smarter control systems, modular design and energy-conscious engineering are all expected components in Sleipner products going forward.

THE VECTOR FIN

The hallmark of Sleipner's stabilization system is its curved Vector Fin design. By redirecting the hydrodynamic lift around a vessel's hull, the Vector Fin achieves greater efficiency with fewer side effects, like yaw or sway. The system works at anchor and underway, and with minimal power usage. It is also available in a DC electric version, which can provide active stabilization without the need to run a generator.

think they need.” ¶ I spent time with Skauen at the helm of one of the company’s vessels, a 65-foot Fairline. In the cool breeze of the open-air flybridge, he spun the yacht into and out of a tight slip, opposing the wind and current, and explained how Sleipner’s products can greatly reduce seasickness by reducing a boat’s roll rate. ¶ This was no sightseeing cruise—we were also performing research. With multiple computers and sensors gathering data, we ran the Fairline to a fairly bumpy spot offshore, then let the vessel drift with the wind and current. At intervals of five to 10 minutes, we would engage and disengage the fin stabilizers to see how they adapted to the ever-changing conditions. Later, these measurements could be used to adjust algorithms and produce an even better product. ¶ That on-the-water

Sleipner test vessel, the 56-foot *Odin*, the system delivered an 83.7 percent reduction in roll and a 97.5 percent drop in roll energy—all while using less power than a hair dryer. ¶ Sleipner’s eVision electric thrusters are similarly powerful. With unlimited run time, near-silent operation and electric motors designed in-house, these thrusters allow fingertip control at the dock as well as hold capability in wind or current. During a stop on our Norway expedition, Skauen eased up to a quay. He engaged the hold function, and the thrusters kept us planted silently with the touch of a button. Once our guests had disembarked, he disengaged the thrusters and pivoted away easily. The thrusters’ integration with intuitive user interfaces makes them particularly appealing to owners stepping up to larger boats or transitioning to hybrid-

“SLEIPNER’S NAME DOESN’T APPEAR ON EVERY TRANSOM, BUT IT DOES SELL PRODUCTS INTENDED TO MAKE YACHTS BETTER.”

mindset is one key to how Sleipner develops and refines its products. In recent years, that focus has shifted toward energy efficiency and sustainability while still delivering performance. Electric systems are a growing share of the company’s portfolio, with heavy investment in research and development. It’s paying off: In the first quarter of 2025, the group posted year-over-year growth of 23 percent. ¶ Sleipner’s name doesn’t appear on every transom, but it does sell products intended to make yachts better. Stabilizers that keep guests comfortable. Thrusters that make docking easier. Control systems that enhance safety and confidence. The company’s goal is to be invisible but indispensable. ¶ Sleipner’s Vector Fin stabilizers, for example, are curved, allowing the force of the water to be redirected around the hull more efficiently. This reduces roll and drag. On another

propulsion platforms. ¶ Looking ahead, Sleipner sees its role as not just a hardware supplier, but also an enabler of the boating experience. That means helping boatbuilders integrate electric stabilization and maneuvering systems into vessels designed for the future as boats become even more energy-efficient and automated. ¶ Sleipner wants to be the hidden genius behind every smooth ride. The company is developing systems compatible with hybrid and electric powertrains, as well as smarter energy-management platforms that let captains prioritize power based on real-time demands, from propulsion to hotel loads. ¶ “Our goal isn’t to be on the radar,” Skauen says. “Our goal is to make boating so smooth and simple that you forget the technology is even there.” ¶ It’s a quiet revolution, one that’s eminently fitting for a company whose best work is often felt more than seen. ♡



The next step: smarter systems that are compatible with hybrid and electric powertrains.



Zipwake's products help boaters enjoy the experience rather than constantly fine-tuning the ride.



ON COURSE, IN CONTROL

ZIPWAKE IS CHANGING HOW BOATERS INTERACT WITH THEIR VESSELS,
AND THE FUTURE IS BRIGHT INDEED. BY SAM WHITE



Designed to be intuitive, the Zipwake displays and controls are easily readable, even in bright sunlight.

There's a saying that smooth seas never made for skilled boaters.



It might ring true, but smart trim systems can certainly help. ¶ Enter Zipwake. Since its founding, the Swedish company has brought a fresh approach to vessel dynamics, delivering plug-and-play solutions that bring superyacht tech to everyday craft as small as 20 feet in length. ¶ In 1994, Niclas Olofsson visited a shipyard in Fremantle, Australia, on behalf of his employer, KaMeWa. Olofsson, equipped with a doctorate in hydrodynamics, noticed two brand-new 90-foot monohull ferries sitting idle at a nearby quay. He asked why. The company that had ordered the vessels refused to take delivery because the vessels couldn't make the minimum required speed of 28 knots. ¶ He told the shipyard he had an idea. After a day's hesitation, the shipyard figured it had nothing to lose. Olofsson suggested welding an improvised interceptor blade across the lower edge of the transom to generate lift at the stern and improve the running attitude. The ferries surpassed the speed requirements. ¶ Eight years later, Olofsson cofounded Humphree and launched the interceptor concept for commercial shipping. But he had a bigger

vision: to offer an affordable product that could help more people around the world enjoy their time on the water. He founded Zipwake AB in 2015. ¶ At the root was Olofsson's desire to address the shortcomings of conventional trim tabs against the forces of pitch and roll on a boat's hull. When Zipwake launched its first Dynamic Trim Control System, the market quickly took notice. Designed to be intuitive, automatic and fast, the system gave recreational boaters a new level of control. ¶ At the core of every Zipwake system is its interceptor. Unlike traditional trim tabs, which pivot flat panels into the flow of water at the boat's transom, interceptors deploy straight down from the after edge of the hull, creating lift faster and more efficiently. Actuated by submersible brushless DC servos, they can make adjustments in as little as 1.5 seconds—five times faster than conventional trim tabs. ¶ Paired with GPS, three-dimensional gyroscopes and an intuitive control interface, the system offers fully automatic operation with manual override via tactile control wheels. The system also provides continuous

feedback of boat speed, pitch and roll angle, as well as the interceptors' positions, on a sunlight-readable color display that mounts virtually anywhere at the helm. ¶ Zipwake's product family consists of two primary lines: Series S for boats between 20 and 50 feet long, and Series E for boats up to 100 feet. Both lines include a range of interceptor styles: straight, chine, V-shaped and tunnel-mounted, along with distribution units, control panels and integration modules. Each system comes in a kit for straightforward installation. Standardized cabling and modular components mean experienced do-it-yourselfers can install Zipwake products or have a professional do it with little time in the boatyard. ¶ Beyond comfort and handling, there's also performance to consider. Zipwake's motion-control features adjust the

trim and at the optimal angle throughout the maneuvers. ¶ Active Roll Control is designed to dampen the boat's roll automatically. We shifted our passengers from one side of the smaller single-engine center-console to the other while underway. The Zipwake system automatically adjusted the balance, and kept the boat level and stable. ¶ Balanced Turn, a coordinated turning mode that keeps the hull stable while making sharp turns, also worked as advertised. ¶ Additional features of the Zipwake system include the ability to switch to an emergency steering mode. By using just the interceptor blades and the dial on the display, the skipper can control the vessel in case of a loss of steering. Wake-shaping mode can fine-tune the wake profile for tow sports like wakeboarding or wakesurfing. ¶ The new control unit has been refined and

“EVEN WHEN RAPIDLY CHANGING COURSE FROM A HEAD SEA TO BEAM TO FOLLOWING SEA, THE SYSTEM KEPT THE BOW IN PERFECT TRIM.”

vessel's operating attitude, which lessens water resistance, increases speed and reduces fuel consumption. ¶ Zipwake's new Pro Series represents the company's most powerful and refined system to date. The Pro Series introduces significantly faster actuation, enhanced roll and pitch control, and a new user interface. Its interceptors move five times faster than before, giving the system improved responsiveness and precision. ¶ I recently had the opportunity to take the helm of various Zipwake-equipped vessels ranging from a single-outboard center-console to an inboard pilothouse cruiser, engaging and disengaging the Zipwake system at different speeds and conditions. ¶ Active Pitch Control continuously adjusts pitch to maintain a preset running angle. Even when rapidly changing course from a head sea to beam to following sea, the system kept the bow in perfect

polished to deliver a smoother, more intuitive user experience by ensuring the right information is presented at the right time, clearly and efficiently. That's true whether in manual trim mode, full auto or precision turn control. The Pro line is also plug-and-play, supporting NMEA 2000 and HTML5 interfaces, and multifunction display integration. It's waterproof and rugged, designed for real-world conditions. ¶ Ultimately, Zipwake's strength lies in its ability to blend technical sophistication with real-world usability, a combination that translates to a smoother ride with fewer adjustments required at the helm and better performance under shifting loads and changing sea states. ¶ Based on what I saw and felt, Zipwake helps boaters focus on enjoying the overall experience of being on the water with family and friends, rather than constantly adjusting for a smoother ride. ♡

THE LINEUP

Zipwake's Series S offers compact, fast-acting interceptors in straight, chine, V-shaped and intermediate models for boats from 20 to 50 feet. Each system comes as a kit with a control panel, a distribution unit and plug-and-play cables. Series S uses interceptor blade strokes of 30 mm. Series E aims at boats up to 100 feet, with larger interceptors and more lift force. Dual server models and a 60 mm blade stroke give it better motion control on higher-speed or heavier vessels. Zipwake Pro Series, in both Series S and Series E, is the newest and most advanced. It has five times faster interceptor actuation plus Active Pitch Control, Active Roll Control, Balanced Turn, Wake Shaping, Emergency Steering and an intuitive control panel.



Thanks to modular components, Zipwake system installation is a relatively uncomplicated DIY project.



Zipwake interceptors and controllers are waterproof and rugged, designed for the marine environment.

ON COURSE, IN CONTROL / SMARTER TRIM SYSTEMS / Welcome to boating's new era



COURTESY ZIPWAKE (5)

OVER ACHIEVER

THE SCOUT 670LXS IS THE WORLD'S LARGEST OUTBOARD-POWERED RECREATIONAL BOAT
AND 50-PLUS KNOTS OF SHEER FUN. BY CHRIS CASWELL





The 670 LXS' raked windshield, broken sheerline and hullside glass create a sporty profile.

T

“Two-foot-itis” is a common boat-owner disease, manifested by skippers who continually buy vessels just a few feet longer than their current yacht. I never realized that boatbuilders also suffer from this ailment. In the case of Scout Boats, it’s 14-foot-itis. ¶ The Scout 670 LXS is 14 feet longer than any previous Scout model and is powered by no fewer than five 600 hp Mercury V-12 Verado outboards. With 60 cylinders and 3,000 total horsepower, this 30-ton boat races across the sea at nearly

52 knots. ¶ It has three staterooms, two heads and foldout side decks, combining entertainment areas on deck and in the salon with luxurious appointments that demonstrate just how far this builder has come from its smaller beginnings. ¶ Steve Potts started Scout Boats in 1989 with a 14-foot fishing boat. The brand has since built a reputation for high-performance, outboard-powered fishing boats with ever-growing waterlines. Today, Scout Boats combines speed and fuel economy with luxe touches that rival larger sport-fishers. ¶ In 2019, Scout premiered its LX luxury center-console series with a 53-footer. This year, Scout unveiled its aptly nicknamed “Project Everest,” the world’s largest outboard-powered sport-fishing yacht. ¶ The teak cockpit sets the tone with a pair of settees and a food-prep area with a grill. For anglers, there are two 30-gallon livewells and

HIDEAWAY

Scout’s rocket launcher retracts into the hardtop, extending as needed with nine rod holders. It also tucks away to protect the electric shade housed in the hardtop’s garage. When it’s retracted, no one would know the shade was there.



66'9"
LENGTH
OVERALL

16'2"
MAXIMUM
BEAM



The 670 LXS' lower salon has an atrium vibe and volume to spare.



The main deck is equal parts dining and entertaining with an open galley and easy helm access.



REVIEWED / SCOUT 670 LXS

POWER PLAY

Having multiple engines provides redundancy. The five Mercury outboards allow cruising at 28 knots on just three engines, or at 39 knots on four. This capability can also help to balance performance and wear.

60-gallon fish boxes, fed from an ice machine that diverts to an oversize cooler beneath one of the settees. ¶ With outboard power, the boat has a space that can serve as stowage, a workshop or even a mother-in-law suite. A Seakeeper 14 gyro stabilizer and a 24-kilowatt Kohler genset are accessed easily via a separate aft hatch. ¶ The cockpit's side decks fold out, creating a nearly 20-foot beam. A hidden control station is fitted with a joystick and thruster controls. Port and starboard boarding is via opening panels that transform into steps leading from the dock to cockpit level. Side decks surround the cabin, but Scout doesn't refer to the 670 LXS as a center-console. This is considered a sportboat. ¶ The "breezeway" cockpit beneath the fiberglass hardtop has another settee with twin tables, a trio of swivel bar stools facing a galley countertop with a lowering window, and

a fold-down screen for accessing the Garmin navigation, playing games or watching TV. A fold-down ladder in the hardtop hints at two alternate 670 versions—Fish and Cruise—which feature a flybridge. ¶ Just inside the salon door is a custom electrical panel, conveniently mounted at eye level and clearly labeled. It's a welcome change for anyone tired of crouching to find a breaker. ¶ The salon, with 6 feet, 7 inches of headroom, has an L-shaped galley to port with a two-burner induction cooktop, convection oven, JennAir drawer fridge and dedicated dishware stowage. Opposite is a C-shaped settee with a folding high-low dining table. ¶ Twin bolstered helm chairs face two 22-inch Garmin displays. Companions seated opposite the helm can access navigation tools or track the boat's progress. Zipwake trim tabs, Sleiþner bow and stern thrusters, and soft-touch switching are all standard

EYE-CATCHING

The Scout 670 LXS is designed by Harrison Eidsgaard, a London-based company renowned for 300-foot superyachts and private aircraft. The 670 has a flowing sheerline and curved windshield with no straight lines.

ULTIMATE CONTROL

The 600 hp Mercury V-12 Verado steers via its lower unit only. For some skippers, it's initially disorienting to see the engines remain still, but this design eliminates exposed steering hardware and declutters the transom.

on the 670 LXS. Overhead, a 4-by-5-foot sunroof opens, and the 60-inch windows flanking the helm retract for fresh air too. ¶ The lower salon has atrium lighting courtesy of the windshield above. A door leads to a VIP stateroom with a full-size berth, 6-foot-6-inch headroom and private access to the day head, which includes a 36-inch-wide shower. A starboard-side cabin has twin berths. On the 670 LXS that I got aboard, the port side was configured as an entertainment area with a 43-inch TV, fridge, ice maker and coffee maker. ¶ The owner's space includes a 67-inch-wide berth, a private head with a vessel sink and a Tecma toilet, and a 30-by-40-inch shower with a built-in seat. ¶ Side decks with 41-inch-high coamings include full-length recessed and overhead handrails for safe movement forward, where three lounges and a retractable dinette table offer alfresco comfort. A hidden Maxwell

windlass is controlled from the bow or the helm. ¶ Underway, the 670 LXS is as thrilling as it is refined. This boat tempts skippers to spin doughnuts at high speed with its responsive Gussi Italia wheel. Acceleration is brisk, and noise levels remain low even at full throttle. With a crew of six and full fuel, the 670 LXS that I was aboard topped out just shy of 52 knots. At a 30-knot cruise, range exceeded 400 nautical miles. That's enough to reach distant destinations with ease, and quickly. ¶ The Seakeeper kept the boat rock-steady, and even a lumpy Gulf Stream failed to unsettle the hull, which always tracked straight and soft. ¶ The Scout 670 LXS not only showcases the construction quality and detailing for which Scout is known, but it also raises the bar for what's possible in an outboard-powered yacht. ♥

SCOUTBOATS.COM

STOUT SCOUT

The 670 LXS has a hull, deck and hardtop that are fully epoxy-infused carbon fiber for strength and weight savings. The inner hull and engine stringers are filled with high-density foam core and wrapped in carbon fiber.

COURTESY SCOUT BOATS (4)

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CAPACITY

118 GAL.
FRESHWATER
CAPACITY

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INSIGHTS

TECHNICAL EXPERTISE FROM THOSE IN THE KNOW



COURTESY GALEON YACHTS

IMMERSIVE ONBOARD AUDIO

G3 Acoustics is revolutionizing sound in the salon and beyond with transducers, not speaker cones.

BY DAVID SCHMIDT



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IT WAS ABSOLUTELY INCREDIBLE,” says Patrick Sciacca, *Yachting*’s editor-in-chief and a former professional musician, about his first time experiencing G3 Acoustics’ immersive audio system. Sciacca had just stepped aboard a Galeon 680 Fly in Miami, and a blues tune was playing. But instead of spotting telltale speaker grilles, Sciacca saw a clean-looking salon and heard consistent sound. It didn’t fluctuate in volume or levels. “Anybody who has a set of ears and listens to music could appreciate the level of awesome that the system provided,” he says. “No matter where you sat in the boat, the sound was equally good.” ¶ Sciacca assumed the speakers were hidden, but he soon learned that G3 Acoustics had transformed the ceiling panels themselves into speakers. The setup was fundamentally different from traditional speakers, which can sound great but sometimes result in inconsistent volume and levels throughout a yacht. And, of course, their grilles can disrupt belowdecks aesthetics. ¶ G3 Acoustics instead worked with high-power, low-distortion transducers that turn interior headliner panels into planar radiating speakers that please ears without distracting eyes. ¶ Traditional speakers typically rely on magnets and voice coils to drive sound-producing speaker cones. The speakers are often relatively heavy and require installation space to accommodate their grille-enclosed speaker cones. Also, because speaker cones project sound

in specific directions, they sometimes produce sweet-spot areas that sound great, while other areas are less acoustically impressive. ¶ Rob Hamelink and Brian Servis each spent many years in the automotive sector, where they innovated the idea of removing speakers from car doors and turning headliners into planar radiating speakers. The automotive industry didn’t adopt their idea, so they formed G3 Acoustics in 2013 and developed their technology for the aviation sector with their partner, Bongiovi Acoustic Labs (founded by Tony Bongiovi, the legendary music engineer, studio designer and producer). Today, 450-plus private jets use G3’s systems, and the company’s marine division established in 2023 has turned its attention to production yachts. ¶ If you’ve played an acoustic guitar, you have a basic appreciation for how planar radiating speakers work. In layman’s terms, a player strikes



WHITE-GLOVE TREATMENT

To tune each new yacht model and create the correct DSP, G3 Acoustics’ engineers play master reference songs they know. Two examples include Michael Jackson’s “Thriller” and “Beat It.” “We’re just listening for certain subtleties,” Hamelink says.

a string, causing it to vibrate. These vibrations resonate the guitar’s acoustically tuned top (or soundboard) and are transmitted to its back and sides, which resonate through the air inside the guitar’s sound chamber. The resulting sound

“
TRANSDUCERS
TRANSFER ONE
FORM OF ENERGY TO
ANOTHER, IN THIS
CASE ELECTRICAL
ENERGY INTO
VIBRATIONS. WE’RE
VIBRATING THOSE
HEADLINER PANELS,
SENDING A BENDING
WAVE INTO THEM.

emanates from the guitar’s sound hole. ¶ Instead of strings, G3 Acoustics uses a series of small, lightweight transducers bonded to the backsides of headliner panels. These low-profile transducers each weigh about 3.2 ounces and include neodymium magnets that vibrate when they receive signals from the stereo. ¶ “Transducers transfer one form of energy to another, in this case electrical energy into vibrations,” Hamelink says. “We’re vibrating those headliner panels, sending a bending wave into them.” ¶ The result, he says, is that the entire panel becomes a speaker: “We put transducers on all of the panels that we have access to, and it creates a very immersive, uniform audio experience.” ¶ While a traditional stereo system might place eight speakers inside a larger yacht, G3 Acoustics might use 40 transducers. “No matter where you are in the boat,” Hamelink says, “you’re kind of in the speaker.” ¶ But unlike a

If you love great-sounding music but don't like bulky-looking speakers, G3 Acoustics is worth a listen.



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high-quality acoustic guitar, whose tone-wood top was selected for its acoustic properties and then mechanically tuned to produce great sound, headliner panels are typically made from run-of-the-mill plywood. To create great sound out of acoustically dull materials, G3Acoustics uses digital signal processing (DSP), which resides on the system's amplifier. Bongiovi Acoustic Labs created the digital-processing algorithms. ¶ "That's really kind of the secret sauce," Hamelink says. "We're remastering the music in real time with our custom amplifier, with his algorithm, to make panels sound like high-end speakers." ¶ While Hamelink says that lighter, stiffer headliner materials make for more efficient planar radiating speakers, G3Acoustics' transducers and DSP work with most materials. ¶ "When we're done with the installation,

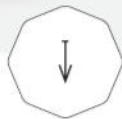
our audio engineer comes in and tunes the boat like he's mixing a record in a studio," Hamelink says. "With that digital processing, we can compensate for the material behavior to get the output we want." ¶ Stereo installers who are fitting traditional speakers often attempt to optimize sound in certain areas (say, in front of a TV), but the G3Acoustics process is far more immersive. "We're not setting a microphone in the middle of the room running a sweep and saying, 'This is what sounds perfect,' because music is emotional. It's a sense," Hamelink says. "And who better than a trained audio engineer [who] mixes records to come into that environment and try to mix a record like he was in the studio?" ¶ Given the amount of time it takes to tune a boat and create a bespoke DSP, G3Acoustics' business model focuses

on working with production builders rather than one-off builds or aftermarket conversions. G3Acoustics has done some aftermarket conversions on production builds, though; the idea is that the audio engineer can create a DSP profile for each yacht in a line. ¶ This profile is then flashed onto the system's custom amplifier—which means yacht owners can use any stereo they like. "We just want the original signal," Hamelink says. ¶ G3Acoustics currently only builds equipment for interior spaces. If you're interested in creating an onboard sound experience unlike anything else afloat, this could be the ticket. After all, if the system impresses *Yachting's* editor-in-chief—a guy with sharp ears who once earned his livelihood using his Fender Stratocaster—odds are excellent that it will blow your mind. ▀

INSIGHTS / NEW ELECTRONICS / by David Schmidt

**HANDHELD HELM**

Yamaha's Helm Master EX Wireless Control (call for pricing) can be spec'd for up to four outboards. Its controller is joystick-style with 10 tactile buttons and a display. Users can adjust course, speed and autopilot while keeping an eye on depth, speed and course information. The unit's person-overboard system can stop the vessel and either idle or kill the engines for a rescue. *Yamaha, yamahaoutboards.com*

**NIGHT MOVES**

The thermal-imaging sensor in FLIR's Ocean Scout Pro (\$2,400) lets users spot a human's heat signature from 1,640 feet. The handheld camera has a 32-degree field of view, four color modes (white hot, black hot, sepia and heat), 1024 x 768 display resolution, a built-in flash and the ability to record—and stream—video. The FLIR Ocean Scout Pro's battery is good for up to six hours of use time. *Raymarine, raymarine.com*

**DIVE BUDDY**

Garmin's Descent G2 (\$700) has a dive log, a dive compass, bidirectional and emergency messaging, and customizable dive modes. The watch pairs with Garmin's Dive app, and its GNSS receiver provides location information. The watch's bezel, body and buttons are built from recycled plastics, and its sapphire lens and 1.2-inch AMOLED display are reportedly easy to read at all elevations. *Garmin, garmin.com*



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RED-BUTTON RESCUE

Digital Yacht's MOB Alert marks the location of a crewmember-overboard emergency.

BY DAVID SCHMIDT

DIGITAL YACHT'S MOB ALERT has a button that creates and shares a synthetic AIS (automatic identification system) search and rescue transponder PGN (parameter group number) and an NMEA 2000 MOB PGN with the vessel's N2K network. Networked multifunction displays instantly detect these PGNs and

show them onscreen, like signals from an AIS beacon. MOB Alert captures the boat's GPS location when the button is pressed, not the MOB's real-time position, but this helps the captain navigate to the MOB. ¶ While MFDs usually have MOB buttons, Nick Heyes, Digital Yacht's CEO, says they are "often buried in a menu or require an odd key

sequence to activate, and the [display] may be belowdecks." This solution creates a dedicated button that yields two kinds of PGNs for maximum compatibility, he says, making MOB Alert a simple solution to mark an MOB's position on just about every modern display. ♥

DIGITALYACHTAMERICA.COM

EASY INSTALLATION

Digital Yacht suggests installing the MOB Alert's control box close to the yacht's N2K backbone. Multiple MOB Alert panels can be wired in parallel to a single control box, reducing the distance traveled to activate the system. Alternatively, MOB Alert systems can be activated by an outboard-style kill cord switch. An optional Digital Yacht NavAlarm NMEA 2000 sounder yields a 102-decibel alert.

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CAPE EXPECTATIONS

Great things await cruisers of all kinds on this historic peninsula in Massachusetts.

BY KRISTIN BAIRD RATTINI

HISTORIC CAPE COD is a requisite stop on any New England cruising itinerary. The scenic 65-mile peninsula offers a wealth of attractions for every traveler, from beach bums to museum buffs and nature lovers to art connoisseurs, with an equally impressive dining scene to fuel everyone's explorations.

● **THINGS TO DO** Along Cape Cod's 600 miles or so of shoreline, Mayflower Beach in Dennis attracts families with its calm waters, soft sand and beautiful views. Among Cape Cod National Seashore's six beaches are Marconi Beach, a surfer favorite, and Herring Cove Beach, which has a summer concert series. ¶ Nature lovers can also explore the 40 acres of the national seashore on ranger-led walks, kayak tours, and biking and hiking trails. All told, 114 miles of bike paths cross Cape Cod, including the Shining Sea Bikeway and Cape Cod Rail Trail. ¶ Fourteen lighthouses—several on the National Register of Historic Places—dot the shoreline. Nauset Lighthouse in Eastham is the best-known light. ¶ For museum lovers, the Woods Hole Ocean Science Discovery Center & Store has exhibits on the *Titanic* and North Atlantic right whales, along with scientist talks, walking tours, and hands-on stations for kids. Heritage Museums & Gardens in Sandwich is a draw for its gorgeous blooms (especially its rhododendrons), classic cars and 1908 Loeff Carousell. Provincetown is the vibrant heart of Cape Cod's art scene, with more than 45 galleries and the Provincetown Art Association and Museum. But don't miss



Nauset Light, built in 1877, stands 48 feet tall. It was painted red and white in the 1940s so it could serve as a daytime indicator.

the Cape Cod Museum of Art in Dennis either. ¶ For entertainment, catch a play at The Cape Playhouse in Dennis or a movie at the classic Wellfleet Drive-In Theatre, which also hosts a popular flea market on weekends.

● **FOOD AND DRINK** On Cape Cod, visitors could easily live on seafood alone. Sesuit Harbor Cafe in Dennis is a laid-back shack known for its lobster rolls. Arnold's Lobster & Clam Bar in Eastham has been lauded for having the best fried clams in the world. The incredibly varied menu at The Lobster Pot, a Provincetown institution, includes award-winning clam chowder and signature bouillabaisse. Cuvee at Chatham Inn, a Relais & Chateaux restaurant, offers inventive, seafood-focused prix fixe and chef's tasting menus. The historic Old Yarmouth Inn pairs a refined surf-and-turf menu with an exceptional wine list. ¶ As for other fare, Yarmouth is also home to the exceptional breakfast spots Ann & Fran's Kitchen and Keltic Kitchen. Buca's Tuscan Roadhouse in Harwich earns raves for its authentic northern Italian cuisine and welcoming service. Hot Chocolate Sparrow in Orleans is a favorite for coffee, pastries and chocolates. And stop for a scoop at one of three Cape Cod Creamery locations. ●

incetown institution, includes award-winning clam chowder and signature bouillabaisse. Cuvee at Chatham Inn, a Relais & Chateaux restaurant, offers inventive, seafood-focused prix fixe and chef's tasting menus. The historic Old Yarmouth Inn pairs a refined surf-and-turf menu with an exceptional wine list. ¶ As for other fare, Yarmouth is also home to the exceptional breakfast spots Ann & Fran's Kitchen and Keltic Kitchen. Buca's Tuscan Roadhouse in Harwich earns raves for its authentic northern Italian cuisine and welcoming service. Hot Chocolate Sparrow in Orleans is a favorite for coffee, pastries and chocolates. And stop for a scoop at one of three Cape Cod Creamery locations. ●

Lobster rolls to lighthouses, Cape Cod is a go-to waypoint when cruising in New England.



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Speed and style combine in the Riva 88' Folgore.

BY SAM WHITE

THE RIVA 88' FOLGORE is designed by Officina Italiana Design in partnership with Piero Ferrari and the Ferretti Group. The Folgore (“lightning bolt” in Italian) is powered by twin 2,435 hp MTU 16V 2000 engines, with optional 2,638 hp MTUs also available. Riva reports a 30-knot cruise speed and a 36-knot top hop with the standard motors. The bigger MTUs reportedly bump cruise speed to 32 knots with a 38-knot top speed. At press time, there were two Riva Folgore for sale, ranging from \$7.4 million to \$8.6 million. 🚢

FROM THE ARCHIVE

“When Riva launched the 66 Ribelle, it introduced its Sportfly line, which combines a performance focus with the lines of an express cruiser and the function of a flybridge.

The Italian shipyard takes that idea to new lengths with its Sportfly-range flagship 88' Folgore. It's a look that should appeal to cruisers and speed fans alike. Riva says the yacht's sporty aesthetic is partially inspired by automotive designs.”

—*Yachting*, October 2020

Accommodations on the 88' Folgore include a VIP, two double-berth guest staterooms and a full-beam master.

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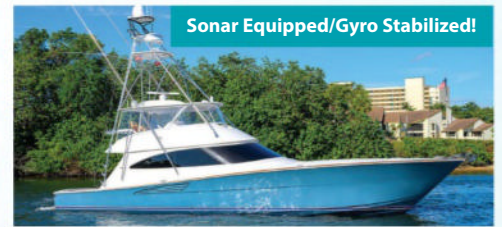
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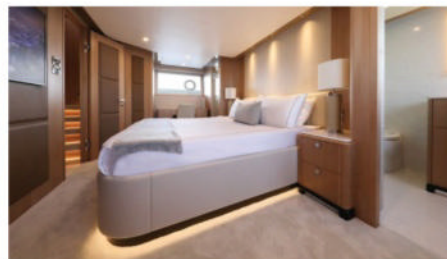
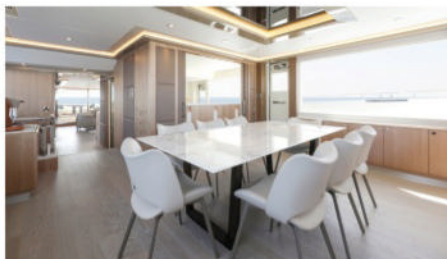
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Incredible opportunity to purchase this 2025 PB 70 today! 1,000hp Volvo's have only 49 hours and come with extended warranty through 2030. Humphree All Speed stabilization, Garmin electronics, Watermaker, STIDD helmseats, and more.
MICHAEL KUSLER 619-952-0860 michaelk@GBMarineGroup.com



2021 PALM BEACH 65 \$3,975,000

Powered by twin Volvo Penta IPS 1350s, the PB65 is designed to slice through the water with efficiency throughout the speed curve. Low hours and fully loaded! This is a MUST SEE, professionally maintained PB65!
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2018 PALM BEACH 55 \$2,195,000

Equipped with Volvo IPS 1200s. Updates include Yacht Controller, bow/stern thrusters, carbon fiber shafts, and more!
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2019 PALM BEACH 55 \$2,295,000

Turn-key yacht, ready to go. Volvo IPS 950s deliver efficiency, quiet operation and comfort. Ready for your adventures!
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2017 PALM BEACH 45 \$1,095,000

Enjoy luxurious touches from bow to stern, and all the comforts of home with her two stateroom and two head layout.
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130' HATTERAS 1995

Beautiful tri-deck, 5 cabin Skylounge Hatteras. T/16-149DD's, unbelievable engine room with three generators. Refit inside and out. Stunning new flybridge layout. New soft goods. Shows very well. Contact Jeff@gilmanyachts.com.



108' HARGRAVE 2023

Very Special, Ultra-low hour Hargrave with a huge interior volume. Two master cabins, one on main deck, one below plus two other suites. Crew for 6. Three deck Elevator. 1900 HP CATS. As New! Contact Jeff@gilmanyachts.com.



96' HARGRAVE SKYLounge 2004

Four ensuite cabins, rebuilt 3412 CAT's, new gens, hydraulic platform, updated electronics, great exterior entertaining areas with new upper deck bar and dining with shade as needed. Outstanding condition! Contact Jeff@gilmanyachts.com.



95' AZIMUT 2013

Four Staterooms plus crew, CAT powered, never chartered and was originally USA delivered. Customized Flybridge, Zero Speed stabilizers. Annually surveyed and over \$1M in updates over past 3 years. Contact Joem@gilmanyachts.com.



96' HARGRAVE SKYLounge 2005

Four cabins + 4 crew. Huge salon w/bar, great entertaining upper deck w/bar, jacuzzi, grill & dining. CAT C-30's, 2 new gens, lots of updates. Jeff@gilmanyachts.com.



93' VIKING 2018

Head turning Viking flagship! MTU 1945HP 12V2000's, 5 cabins. Hydraulic balcony and platform, garage, gyro & fin stabilization + more. Jeff@gilmanyachts.com.



87' FEADSHIP SPORTFISH 1985

CAT C-30's new 2005, new Garmin navigation suite, 4 cabins, 4 heads. A reputation for catching fish. Avail. for a 36 month lease/purchase. Jeff@gilmanyachts.com.



87' JOHNSON RPH 2006

CAT 32's, on deck Master + 3 cabins below, crew for 3 / 4. 2 gens, new A/C plant, hydraulic platform with tender. Priced to sell! Contact Jeff@gilmanyachts.com.



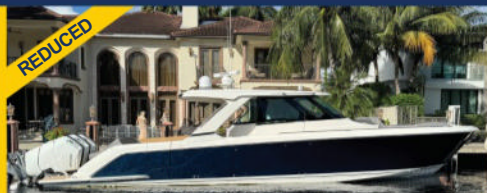
62' NEPTUNUS 2008

C-18's w/reasonable hours, CAT generator, 3 cabin/2 head int. customized at original build w/great improvements! Owner is moving up. Jeff@gilmanyachts.com.



53' HCB SUENOS 2023

Priced to sell. Desirable Quad V-12 600's. Low hours, summer kitchen, capt. maintained, highly optioned. Just serviced. Ready to go! Jeff@gilmanyachts.com.



48' TIARA LS 2024

Virtually new. Highly optioned custom ordered. Triple 600 V12 Verados, 30 hours, Seakeeper 6 Gyro, FLIR, shades fore and aft. Jeff@gilmanyachts.com.



43' JIM SMITH WALKAROUND 2017

Cold-molded with 2023 quad 350hp Verados. New EZ2CY, Cushions, helm A/C, Sat TV, & bunny pad. Lift kept & luxury teak interior. Joem@gilmanyachts.com.



34' TIARA LS 2023

2 X 400hp Mercs w/196hrs & ext. warranty. Original owner Lift kept, SeaKeeper, diesel Gen, & A/C. Metallic Pewter hull in superb cond. Joem@gilmanyachts.com.

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164' (50m) Christensen 2016 / 2021



NICOLE EVELYN
157' 6" (48.01m) Trinity 2005 / 2024



RISK AND REWARD
120' (36.58m) Crescent 2004 / 2022



SPIRIT
112' (34.14m) Westport 2010 / 2019



ANDREA VI
110' (33.53m) Horizon 2014



SANTOSH
108' 5" (33.05m) Majesty Yachts 2020 / 2022



HARD TIMES
98' (29.87m) Westport/Westbay 1998 / 2021



SERENITY
95' (28.96m) Westport - Christensen 1986 / 2022



BANDOL
78' (23.77m) Marlow 2006 / 2020



CATCH THE WAVE
73' (22.25m) Sunseeker 2014



LAZZARA LSX 67
67' (20.42m) Lazzara 2023



SEA HAWK
65' (19.81m) Fairline 1997 / 2022



CHANGE OF LATITUDE
60' (18.29m) Ocean Alexander 2001



ACCIAIO BLU
60' (18.29m) Azimut 2017



YES DEAR
52' (15.85m) Sea Ray 2005



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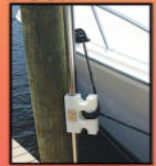
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Doggersbank 63 CONSTANT, designed by Vripack with robust steel construction, ship-like systems and a timeless 4-stateroom interior. Her current owner is motivated to move on from this proven ocean cruiser and she is ready to depart on her next adventure. Seattle. Price reduced to \$695,000.



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In the World of Yachting **1921**

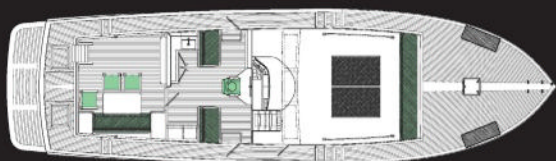
Long known for its shipbuilding, the village of Mystic, Connecticut, also played a pioneering role in early powerboat innovation. In the early 1900s, Canadian inventor and Harvard graduate Albert Hickman set out to build faster boats. He won a 1907 race with *Viper*, and then patented a propulsion system in 1911. He introduced the revolutionary Sea Sled design in 1916. The Sea Sled had an inverted-V design that lifted it high on the water, reducing drag and increasing speed. It also replaced exposed propeller shafts with a surface propulsion

system that allowed the vessels to operate in shallow, weed-choked waters. In 1921, *Orlo III*, a 35-foot Sea Sled (above), set a world speed record of 57.79 miles per hour. Sea Sleds captured public imagination with their sleek lines and a price tag aimed at middle-class families. The design was a forerunner of modern tunnel hulls. Hickman also developed an aircraft-carrier prototype in 1918 and built about 40 fast air-sea rescue boats during World War II, further proof that his swift, efficient designs were well ahead of their time. 🚢



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Materials	Douglas Fir, Sapele, Mahogany, Teak
Length Overall	55'5"
Beam	16'9"
Draft	4'6"
Displacement	60,000 lbs.
Fuel Capacity	870 gallons
Fresh Water Capacity	160 gallons
Black Water Capacity	65 gallons
Engines	2 x MAN V8-1000
Standard Engines	2 x MAN i6-850
Speed at Cruising RPM	25 Knots
Range at Cruising Speed	300 Miles
Air Conditioning Unit	Dometic Chiller
Generator	21.5 KW Cummins
Gyro Stabilizer	SeaKeeper
Dynamic Trim Tabs	Zipwake



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