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SuperYacht

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Nilaya

THE 'FEATHERLIGHT' CHAMPION OF SAILING

Monaco Yacht Show 2023

BRINGING INNOVATION AND SUSTAINABILITY

Interior introspection

GAME CHANGING ENGINEERING, DESIGN & PRODUCTION

PREVIEW INSIDE

NOT-TO-MISS
EXHIBITORS

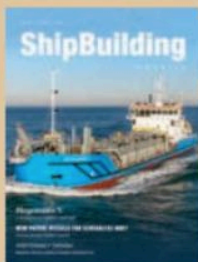
MONACO YACHT
SHOW 2023

EDITOR'S NOTE



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Back at the helm

American writers Harper Lee, Sylvia Plath and Margaret Mitchell are all best-selling authors who took long hiatuses following the release of their famous novels. While my three-year break as Editor of SuperYacht Industry pales in comparison to Harper Lee's mammoth 55-year gap between writing her 1960 classic *To Kill a Mockingbird* and her 2014 work of fiction *Go Set a Watchman*, it certainly feels good to be back at the helm of one of yachting's leading industry publications.

Issue 3 drops during the month of September, which can only mean one thing – it's boat show season! We kick off our Monaco Yacht Show edition by taking a tour of the impressive lineup of yachts, exhibitors and industry areas coming to Port Hercules for the largest event in the yachting calendar. That includes the Sustainability Hub, which returns for a second year, and the mighty 90m Kismet, the largest yacht on display for 2023 (page 8).

We feature two incredible yacht reports this issue that span the years. The 59m Marala brings classic lines to the 21st century following its comprehensive refit at British yard Pendennis. Built by Camper and Nicholsons in 1931, Marala tells a fascinating story of 1930s elegance and old world glamour (page 14). Bringing us up to the present day is 47m Nilaya, the world's lightest aluminium sailing superyacht for her length and the first sailing yacht to feature Royal Huisman's new Featherlight design and production method (page 18).

We also drop by the Viken Group to look around Tillberg Design of Sweden's 60m expedition yacht Mimer on page 42. And we shine a light on the shipbuilding hub of Turkey. Bilgin Yachts pushes to the fore with three distinctive series (page 38), specialist project management company Eureka Yachts makes a move into Dutch territories (page 12) and Septemar brings game changing engineering, design and production to yachting (page 22).

For owners with a soft spot for heritage, Benetti celebrates 150 years of Italian shipbuilding success this year. As the largest shipyard in the Mediterranean, its Livorno facility continues to produce innovative superyachts, including 50m Alunya, the second hull in Benetti's 50m B.Now Oasis Deck making its debut at Monaco. We walk through Heesen's three latest projects – Sparta, Venus and Serena on page 30 – and we celebrate Lusben's refit of the epic 88m Maltese Falcon (page 34).

Thank you for your continued support and we hope to see you at Monaco, Fort Lauderdale or another boat show soon!

Julia Zaltzman
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Venturing into the future

Tillberg Design of Sweden celebrates 60 years with 60m expedition yacht Mimer.

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60m Mimer.

Tillberg Design of Sweden (TDoS), part of the Viken Group, is 'au fait' with extraordinary projects across cruise ship design, superyacht design, branding and signage. It all began nearly 60 years ago close to the village of Viken on the coast of Sweden when founder Robert Tillberg developed the design for the ocean cruise liner Kungsholm and made it a showcase of bespoke Scandinavian style.

Since then, Tillberg and the team's innovations have spanned the first atrium

on a cruise ship aboard Sea Venture, the inspiring multi-deck restaurant on Freedom of the Seas and the grandeur of Queen Mary 2, the longest and largest passenger ship in the world at the time of her launch.

Increasingly, the team recognises a merging of traditional cruise ships and private superyachts, with the growing trend for explorer yachts reshaping boutique cruise opportunities. Equipped with the operational functionality of cruise ships, built to accommodate a

limited few and finished to the highest level of detail, it's a blend that the multidisciplinary team at TDoS is well-versed in.

"We see a lot of crossovers now between cruise ships and yachts – we call them cruise yachts, which are like commercial passenger vessels but with a yacht feeling," says Fredrik Johansson of TDoS. "There are operational aspects, therefore, which are morphing and changing, and we are leading this process in the industry."

With the studio marking six decades of design in 2023, its vision for 60m explorer yacht Mimer and 77m Nobiskrug-built Lycka focuses on showstopping adventures across the world's oceans.

Combined power

Lycka – the Swedish word for happiness – draws on TDoS' design flair and passion for environmental considerations, from sustainable materials to technical systems. Meanwhile, Mimer displays a perfect harmony between clean, luxurious and refined interior spaces and flexible



Mimer's interior, designed by Tillberg Design of Sweden.

"The Viken Group is very happy about this new collaboration with AES Yacht – we have already worked with them on other projects and are well aware of their capabilities."

Antonio Romano – commercial director at Viken.

explorer functionality. It proposes three different aft end options catering to owners' varying needs, from an extensive toy chest, heli-cruising capability or an additional guest lounge with tender storage.

TDoS has made great strides to not only select sustainable materials and technologies, but to develop more circular designs in collaboration with like-minded companies who are not necessarily from the marine sector.

Viken

The formation of the Viken Group – the parent company of Tillberg Design of Sweden that now also encompasses superyacht design studio Hot Lab and naval architecture and engineering firm Thalia Marine – means that the team can offer a full-service package, from small bespoke yachts to the largest mega cruise ships.

"We can design not just the interior and exterior but also engineer it, and design and service check the complete technical platform," says Johansson. "We start with the guest experience or the owner's vision

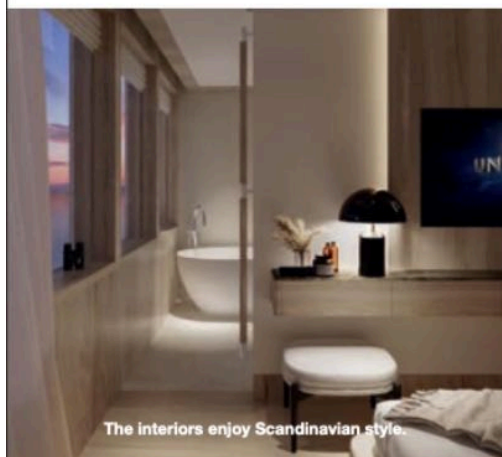
and then tailor the total solution in-house, which is unique in this industry."

TDoS selected Kocaeli-based Turkish shipyard AES Yacht to partner in the development of technical specifications for Mimer, a 6,000-mile-range expedition platform. It's a natural fit considering Milan-based studio Hot Lab has had three of its superyacht designs built with AES to date, ranging between 24m and 68m.

"The Viken Group is very happy about this new collaboration with AES Yacht – we have already worked with them on other projects and are well aware of their capabilities," says Antonio Romano, commercial director at Viken. "We chose this shipyard because it has one of the largest facilities in Turkey with very experienced naval architects and engineers. They can provide everything in-house, from steel and metal construction to furniture and interior."

"Another important factor is that AES has capacity and a slot available for the Mimer project and they can build it in 36 months when an owner signs a contract," he adds. >>

Mimer is a concept design pitched in size as an introduction to true explorer yachting.



The interiors enjoy Scandinavian style.

Mimer

Mimer is a concept design shaped around a 'target client' – someone in their 30s or early 40s looking for a family boat or a platform to share with family and friends – and pitched in size as an introduction to true explorer yachting. It's offered either with a full high-latitude hull built to Polar Code Category C, Ice 1-C standards, or with a conventional hull that offers a more economical build solution for owners who don't intend to cruise to the extremes. There are also two propulsion configurations, comprising pod drives

with diesel-electric generators or conventional engines and shaft drives. Studies are currently being undertaken to consider alternative propulsion and power solutions as they evolve.

"We have done a lot of expedition vessels before and they are all very masculine in their design," says Daniel Nerhagen, partner and yacht director at Tillberg Design of Sweden. "We say an expedition vessel doesn't need to look aggressive – we wanted to create a 'she'. That's where we started, and then we also wanted to showcase our heritage of simplified Scandinavian design – luxurious, with the finest materials and craftsmanship, but clean and with the aesthetics of simplicity in the design."

From the acres of glazing and bulwark glass that gift 360-degree views to the routing and functional crew aspects of the layout, the concept revolves around efficient operational capabilities. The team has drawn on both its own wider experience and the knowledge of key experts, including two expedition companies, a yacht management company and Laurent Giles Naval Architects.

"Scandinavian design is about simplicity, about the quality of the materials and beautiful craftsmanship, but it's also very practical," Nerhagen explains. "The way we design is 'less is more', and the way we build things is with high quality and attention to detail. Sometimes it can be rustic, other times it's contemporary, but it still has the same principles – it's in the quality of the details and the materials."

Clean and simple

While the Mimer concept takes full advantage of exploring hybrid and alternative power and propulsion options, is also of draws on sustainable principles in all aspects of its design and build. That means everything from using recycled and recyclable materials and sourcing local products, to using eco-friendly antifouling and other measures to protect biodiversity.

"Sustainability is something we have been working on with commercial projects for a very long time now, and for us as Scandinavians it's not a trend," says Nerhagen. "It's just something you do and it's very much in our culture."

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