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TALKING FISH AND CELEBRITY ORCAS:

Natural wonders on an owner's North Atlantic adventure

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Admiral Armani 72 – p66

13m 2,104GT 16.8 knots

Steel hull; aluminium superstructure

2025 Italy

The Italian Sea Group

The Italian Sea Group;
Giorgio Armani; Centro Stile Admiral

2 x 2,000kW MTU



Length: 72.3m

Bijin – p112

9m 498GT 18.5 knots

Aluminium hull and superstructure

2015 The Netherlands

Refit: 2025 Monaco

Heesen Yachts. Refit: Monaco Marine

Van Ossanen Naval Architects;
Omega Architects; Architectural
Bureau A-B Studio; Hot Lab

2 x MTU 8V 4000 M63



Length: 50m

85 Fly – p130

6.3m 110GT 25 knots

Aluminium hull and superstructure

2025 The Netherlands

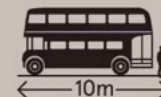
St-Barth Yachts

Wijk Yacht Creation;
AR Design; St-Barth Yachts

2 x Volvo Penta 1350 IPS



Length: 26m



↑ Beam Displacement Gross tonnage Max speed Engines Construction Shipyard Launched Designer Guests Crew

ILLUSTRATION PETER GLAHN

MARCH

NEWS

NEW LAUNCHES

SALES | REFITS

MODELS | INSIGHTS

Edited by *Emily Dawkins*
NEWS EDITOR

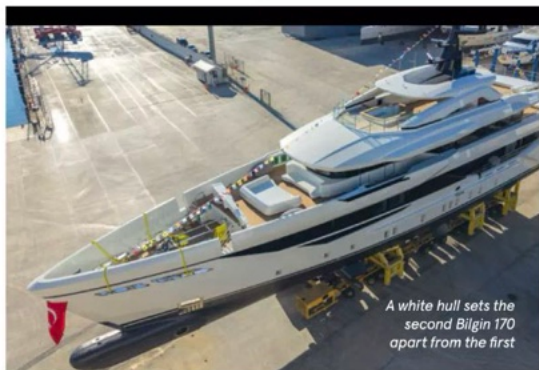
Built by Krupp
Germaniawerft,
Sea Cloud is
enjoying a
renewal on her
95th birthday



PRO
BOAT
340.7
TOTAL LBA (NO) OF
SUPERYACHTS BUILT BY
KRUPP GERMANIWERFT

TURN BACK TIME

From a world-girding explorer to a small cruise ship, the historic 109.5-metre four-masted sailing yacht *Sea Cloud* has served many roles. The storied vessel was first built as *Hussar V* for American cereal heiress and businesswoman Marjorie Merriweather Post and, at the time of her delivery in 1931, became the world's largest private sailing yacht. Now, a top-to-bottom multimillion-euro rebuild is taking place to restore her original Cox & Stevens design. Works include reducing the passenger capacity to its near-original 20, restoring her initial lines, mast and rigging configuration and rejuvenating the interior while remaining faithful to the earliest concept. yanova.com



A white hull sets the
second Bilgin 170
apart from the first

Sisters in the making

The second Bilgin 170 has hit the water. The 52-metre series is a collaboration between Unique Yacht Design and Milanese interior design firm Hot Lab and is based on the Turkish yard's smaller Bilgin 163 series. The launch closely follows that of the first from the line, the light brown-hulled *Tamasha*, which splashed in October 2025. bilginyacht.com

ETHEREAL BEAUTY

Feadship has revealed a 75.5-metre concept known as *Etherea*. The ready-to-build yacht features a Studio de Voogt exterior and an interior by Italian design studio FM Architettura. Split-level decks keep the profile low by offering a full sundeck without the need for a separate bridge deck. Structural glass and skylights create bright interiors, with this transparency extending to the outdoors, from the bow lounge to the winter garden aft. feadship.nl





PRETTY WOMAN

*This award-winning
50-metre Heesen is fresh off a
transformational refit, revealing
a sportier exterior and softer,
Japanese-inspired interior.
Erica Lay steps on board*

PHOTOGRAPHY GIOVANNI MALGARINI





W

When Heesen launched the full-custom *Sibelle* in 2015, she was a yacht that turned heads. An all-aluminium, fast-displacement trailblazer with a distinctive plumb bow, she scooped up awards and inspired the yard's 50-metre semi-custom series. A decade on, her bones were still flawless, but her look? That was ready for a reset.

Enter *Bijin*, reborn and renamed after a mere nine-month transformation at Monaco Marine, now brandishing a sportier paint job and a fresher, more contemporary interior. This is not a refit story of ripping out bulkheads or tearing apart machinery. Instead, it's about intentional precision. Thanks to knowledgeable owners and a refit team who knew exactly how to make subtlety sing, *Bijin* shows how a refit that focuses on a reawakening can be just as successful as a project that's set on reinvention.





The sun deck is expansive, a multi-zone space that's also multifunctional. The white cabinetry hides DJ decks, a teppanyaki grill and wet bar. The wheelhouse (far left) remains consistent with the original 2015 design

The first decision was non-negotiable: the existing oyster-white hull had to go. "It was the first thing we wanted to change," says owner Eleonora Pitasso de Pundert. "My husband, Wim [de Pundert], already had the eye – he said, 'This boat in Matterhorn white will be fantastic.'" The owners both have a background in AMG racing – Wim founded HTP Motorsport with his son Reynier in 2007, later joining forces with Winward Racing to create HTP Winward Motorsport, now the largest Mercedes-AMG Customer Racing team. Eleonora, a keen racer herself who has taken part in AMG track events, wanted the yacht to carry some of that same sporting spirit. "We wanted to give her a real, performance-driven feel. The profile was already beautiful, slender, sleek. We just needed the right colours to bring that out."

The result is a striking contrast: hull and superstructure in crisp Matterhorn white and jet-black glazing, sliced through by a bold sunfast red bootstripe and a red rising sun over the nameplates, inspired by the Japanese flag. The new palette sharpens the yacht's existing lines into something that looks faster, leaner and more purposeful – even while moored.

"Superyacht painting is a highly technical discipline, but it's our bread and butter," says Alexandra Menardo, who worked at Monaco Marine during the project. "Flawless finishes are a mix of science, logistics and letting painters do their magic," she adds. The exterior details mattered too. Carbon poles, anthracite grey biminis and awnings carry on the sporty theme. The new yacht is dressed for the fast lane.

With a background in yachting as a former Burgess broker, Eleonora isn't the kind of owner who hands over a brief and waits for results. She has a thick black book of contacts and knows the industry inside and out, so she knew exactly who to call and what to expect.

"I've known Antonio and Enrico [of Hot Lab] since their firm's inception," she says. "I met them literally when they were walking around Monaco with their laptop cases and backpacks, telling brokers, 'We're a young design studio, give us a chance.' I've been working with Antonio for 20-plus years." When it came time to restyle *Sibelle*, she didn't bother shopping around. Hot Lab knew her taste, and she knew they could deliver.

The same applied to selecting the right yard. "We tendered with a few refit yards, but our first choice was really Monaco Marine," Eleonora says. "When I was a supplier, I worked many years with them and had a great relationship. It was the obvious choice." That familiarity paid off. By the time the purchase was finalised in October 2024, the refit plan was already rolling. The yacht went straight into the shed, and nine months later she was ready for a partial charter season and a Monaco Yacht Show debut in September 2025.

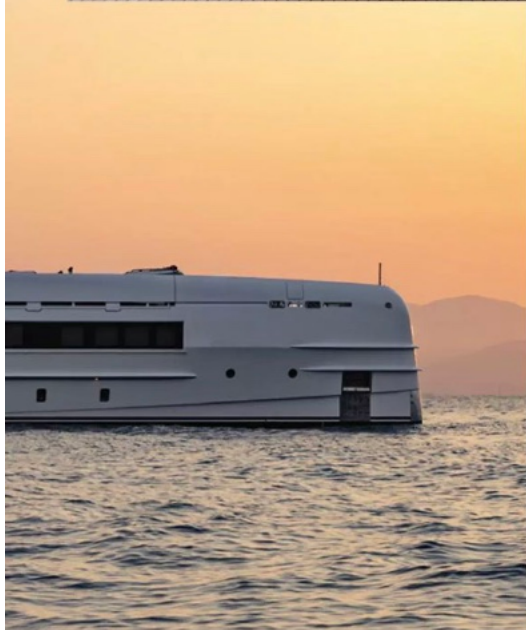
A paint job was high on the priority list for the new owners. She now sports a Matterhorn white hull and superstructure with jet black accents and red bootstripe that evoke a racing feel. Opposite page top: as seen on the bridge deck aft, the owners retained some of the original furniture; carpenters stripped the wood back and oiled it to revitalise it



ADDITIONAL PHOTOGRAPHY: EMILIO BIANCHI

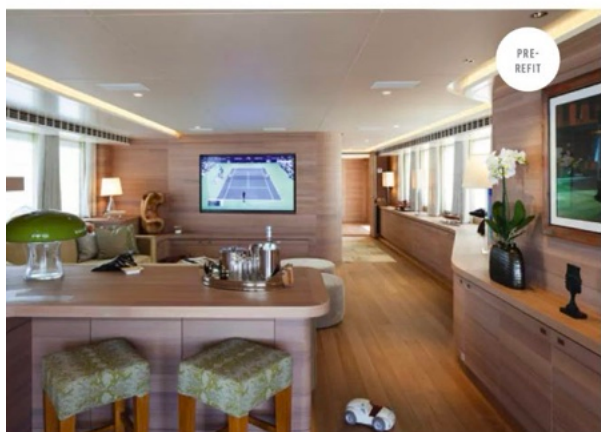


“FLAWLESS FINISHES ARE A MIX OF SCIENCE, LOGISTICS AND LETTING PAINTERS DO THEIR MAGIC”





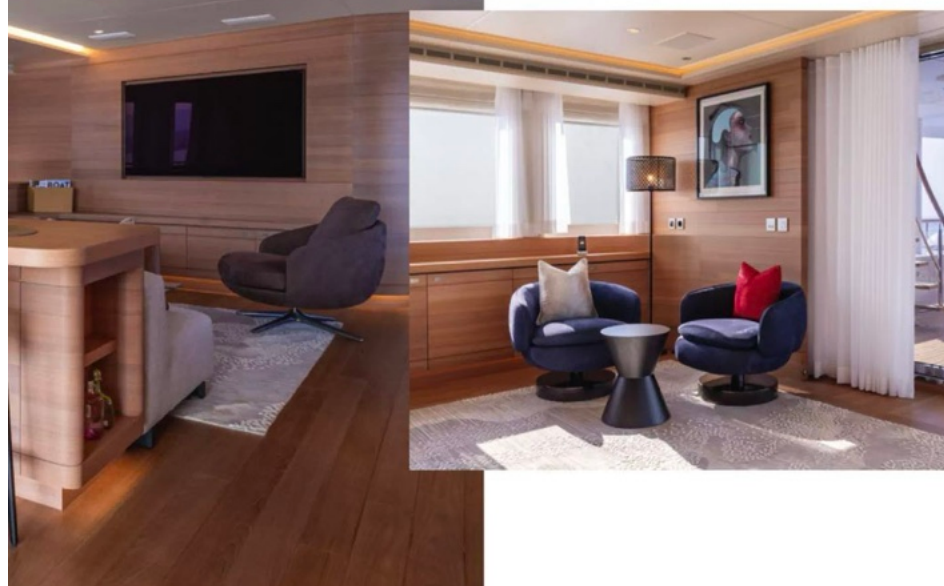
**“ALTHOUGH THE
AMOUNT OF WOOD WAS
COMMENTED ON, WE
AGREED WE WANTED
TO RETAIN THE SOUL
OF THE BOAT”**



ADDITIONAL PHOTOGRAPHY: EMILIO BIANCHI



The refit team focused on the fittings, furniture and artwork to create the Japandi vibe, adding splashes of red and dark blue, as seen in the upper deck saloon (above and below), the owner's office (opposite page, top) and main saloon (bottom centre)



In the world of superyacht refits, where deadlines slip and budgets balloon, pulling off a 50-metre transformation in nine months is no small feat. Eleonora credits the crew for their involvement, helping to manage details, chase suppliers and keep the project moving. "It's all been a very smooth operation," she says.

Step inside *Bijin*, and the high-contrast, motorsport-influenced exterior gives way to something altogether softer. Hot Lab's partner and design director Enrico Lumini calls it "Japandi" – a hybrid of Japanese minimalism and Scandinavian warmth – and it runs through every cabin, curtain and colour choice.

"The idea was to be surrounded by an organic, naturally blending design, which would help our guests find relaxation and peace," says Eleonora. For her, the name came first. *Bijin* means "beautiful woman" in Japanese, and the word resonated long before the refit began. "Japan is hugely traditional. Its culture is always an ode to beauty. There's even a genre of art called bijinga, dedicated to painting beautiful women. That elegance inspired me, so we named her first, then the design followed."

Her fascination with Japan runs deep. As a teenager she was drawn to sketching manga, then later as an adult she visited the Yokohama Boat Show, Kyoto's temples and cherry blossom festivals. At home, Wim even keeps one of the world's largest private collections of koi carp. The new interior became a canvas for their personal Japanophile passions.

For Lumini, the challenge was to enhance the yacht without reinventing the wheel. "With a yacht like *Sibelle*, the starting point is respect," he says. "She already had an award-winning design with proportions and layouts that worked beautifully. Our role was to listen to the yacht – to identify where her identity was strongest and should remain intact, and where a contemporary touch could elevate her without erasing her character."

That restraint is what gives the interior its calm authority. The team focused on the "skin" rather than the "skeleton" – new beds and headboards, lighter carpets, thinner curtains, neutral tones replacing heavier shades. The original Rhodesian teak flooring, with its pinkish hue, stayed put. "Although the amount of wood was commented on, my husband and I agreed we wanted to retain the soul of the boat," Eleonora says. "This teak is very different to the usual. It gives a relaxed feel."

Touches of luxury add comfort to the calm interior motif, with supple Saffiano leather, updated bathroom fittings and curated artwork by Dutch painter Ger Doornink, whose work was shaped by his own time in Japan. "Designing for longevity is always about balance," says Lumini. "Freshness doesn't come from bold statements but from harmony, comfort and enduring quality."



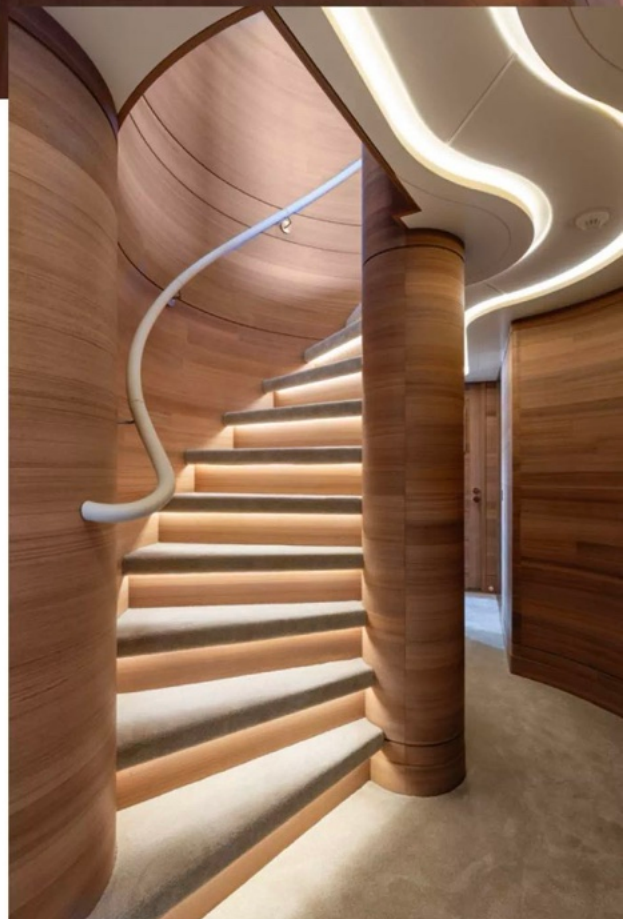
“THE IDEA WAS TO BE SURROUNDED BY AN ORGANIC, NATURALLY BLENDING DESIGN, WHICH WOULD HELP OUR GUESTS FIND RELAXATION AND PEACE”

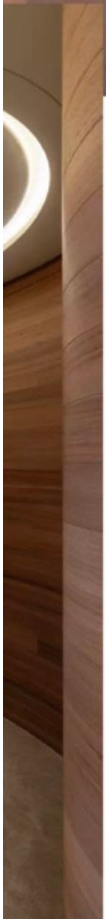
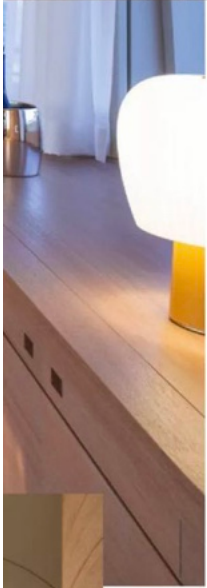
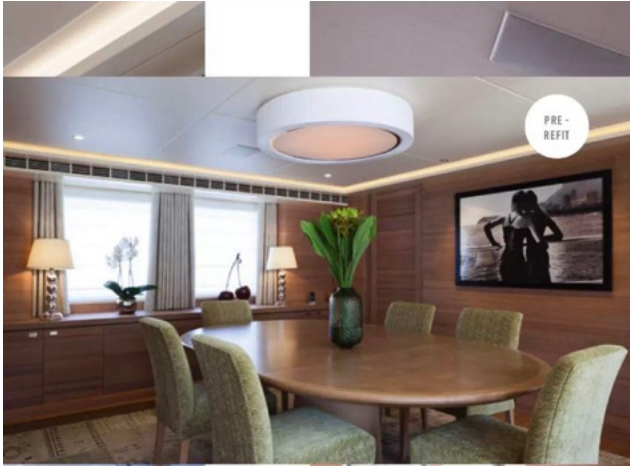
The harmonious design process itself mirrored the refit's design ethos. The long-standing trust between owner, designers and yard allowed decisions to flow naturally, with no creative friction and no ego clashes. Hot Lab's partner and business director Antonio Romano sums it up well. "Sometimes, a project is more than just work – it becomes a dialogue between the dreams of the owner and the soul of the designer," he says. "I've known Eleonora for over 15 years, and creating something together was not just a collaboration but a deeply emotional journey."

If the design brief carried emotional weight, the shipyard's job was to keep emotions out of it. At Monaco Marine, Menardo's team approached the project with clear communication, daily updates and what she calls "positive pressure and good leadership". Ambitious but realistic deadlines were met, and the atmosphere stayed collaborative throughout. "The big picture is what makes me proud," she says. "Every box ticked, on time, in a calm but energetic environment."

That calm extended right through to delivery. Unlike many refits on older boats, this one revealed no hidden surprises or 11th-hour headaches, thankfully. Technically, the boat was brought up to the modern moment with new generators installed and systems optimised. She was relaunched precisely on schedule – with even Wim himself at times taking the controls of the Travelift.

Menardo sums this project up in a single word: "Serenity." As refits often come with their fair share of dust, rust and delay, that's a rare boast. For *Bijin's* owners, it meant one thing: a 50-metre yacht handed back exactly





The original Rhodesian teak that covers the floors and makes up the cabinetry that divides the main saloon's lounging and dining areas lends itself well to the calm, relaxing milieu created by the refit redesign

“SOMETIMES, A PROJECT
IS MORE THAN JUST
WORK – IT BECOMES A
DIALOGUE BETWEEN
THE DREAMS OF THE
OWNER AND THE SOUL
OF THE DESIGNER”

Underneath Bijin's masculine profile created by Omega Architects is a Fast Displacement Hull Form by Van Oossanen Naval Architects that allows an almost 20-knot top speed

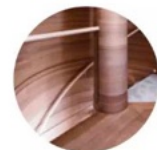


Five details that make Bijin beautiful



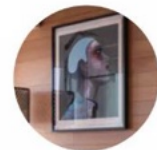
THE RED BOOTSTRIPE

A flash of sunfast red cuts through the hull's Matterhorn white and jet black. It's a motorsport detail borrowed from the owners' AMG racing world: subtle but loud in impact.



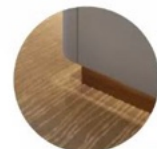
RHODESIAN TEAK FLOORS

Most refits would replace flooring. Not here. The pink-tinged teak stayed, preserving the yacht's soul and giving warmth that neutral palettes can't match. "This wood is very different to the usual. It has a relaxed feel," says Pitasso de Pundert.



GER DOORNINK ARTWORK

Discovered by chance in Amsterdam, the Dutch artist's portraits of Japanese-inspired figures now line the walls. His style complements *Bijin*'s own blend of soft elegance and sporty edge.



LIGHTING YOU DON'T NOTICE

Hot Lab re-calibrated the lighting plan so moods shift imperceptibly with the time of day. Guests may not see it, but they'll feel it; it's a hidden layer that adds to guest comfort.



CHARTER-FRIENDLY AMENITIES

By day, the sundeck is an expanse of loungers and sea breeze. By night, it transforms: full DJ decks stand ready to get the party started. Add a gym, sauna and a garage packed with toys, and *Bijin* is every bit as fun as she is serene.





when promised, ready to earn her keep on the charter market.

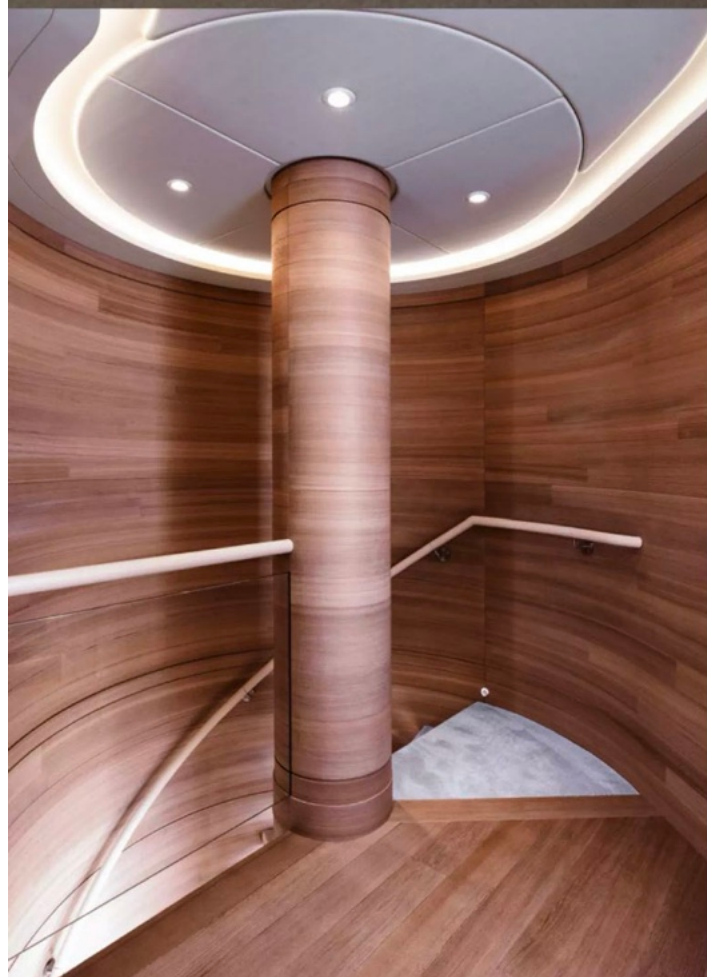
Bijin may measure 50 metres in length, but she carries herself like something larger. The absence of a walkaround deck gives an extra two metres of interior beam, creating surprising volume inside. Guests who might normally opt for a 55- or 60-metre yacht have already chartered her and, according to Eleonora, have been impressed. "She has such good volume and feels much bigger," Eleonora says.

Her charter record so far is a testament to this. Offered on the charter market at the end of June 2025, *Bijin* immediately secured six weeks of charters – more than the owners expected. And it was impressively achieved despite arriving a bit late to the summer charter calendar. "Normally, for a yacht newly on the market, we'd expect four weeks and be happy with that. But we signed charters straight away," says Eleonora. "We could have done more, but we kept September free for boat show prep and press."



“JAPANDI” – A HYBRID OF JAPANESE MINIMALISM AND SCANDINAVIAN WARMTH – RUNS THROUGH EVERY CABIN, CURTAIN AND COLOUR CHOICE

In the four guest cabins found on the lower deck, new beds and headboards create a lighter, airier feel. Opposite page, bottom: the owner's his-and-hers en suites are both generous in size



“WE CREATED SPACES THAT FEEL REAL, WARM AND EFFORTLESS. THAT’S WHAT MAKES GUESTS WANT TO COME BACK”



Part of *Bijin*'s charter appeal lies in the lifestyle found on board. The sundeck is expansive, ideal for both soaking up sun or doubling as a party hub with a full set of DJ decks. A gym and sauna in the beach club cater to active guests, while the tender and toy lineup ups the adrenaline factor with a fleet of Seabobs, foiling boards, sailing dinghies, diving equipment and high-performance tenders. With tenders and toys hand-picked through Eleonora's network of suppliers, the toy box is designed for guests who like their luxury with a dose of horsepower.

The final package meets that often-elusive blend of being personal enough to reflect the owners' tastes while still designed with the charter market in mind. For Eleonora and Wim, who selected every material and finish themselves, the yacht represents the ideal balance between business and pleasure. "We created spaces that feel real, warm and effortless," she says. "That's what makes guests want to come back."

For the owners, *Bijin* is also proof that refitting can be the smarter choice versus a new build. "You give a yacht a second life, and it's much quicker," Eleonora says. "In nine months, this is what you can achieve."

If *Sibelle* was the yacht that defined Heesen's 50-metre platform a decade ago, then *Bijin* shows what happens when you respect that DNA but aren't afraid to refresh it. She's still the same award-winning yacht, but now ready for the next chapter. ■

Just past the boarding platform lies a well-equipped fitness space and an adjacent sauna that cater to active guests

BIJIN

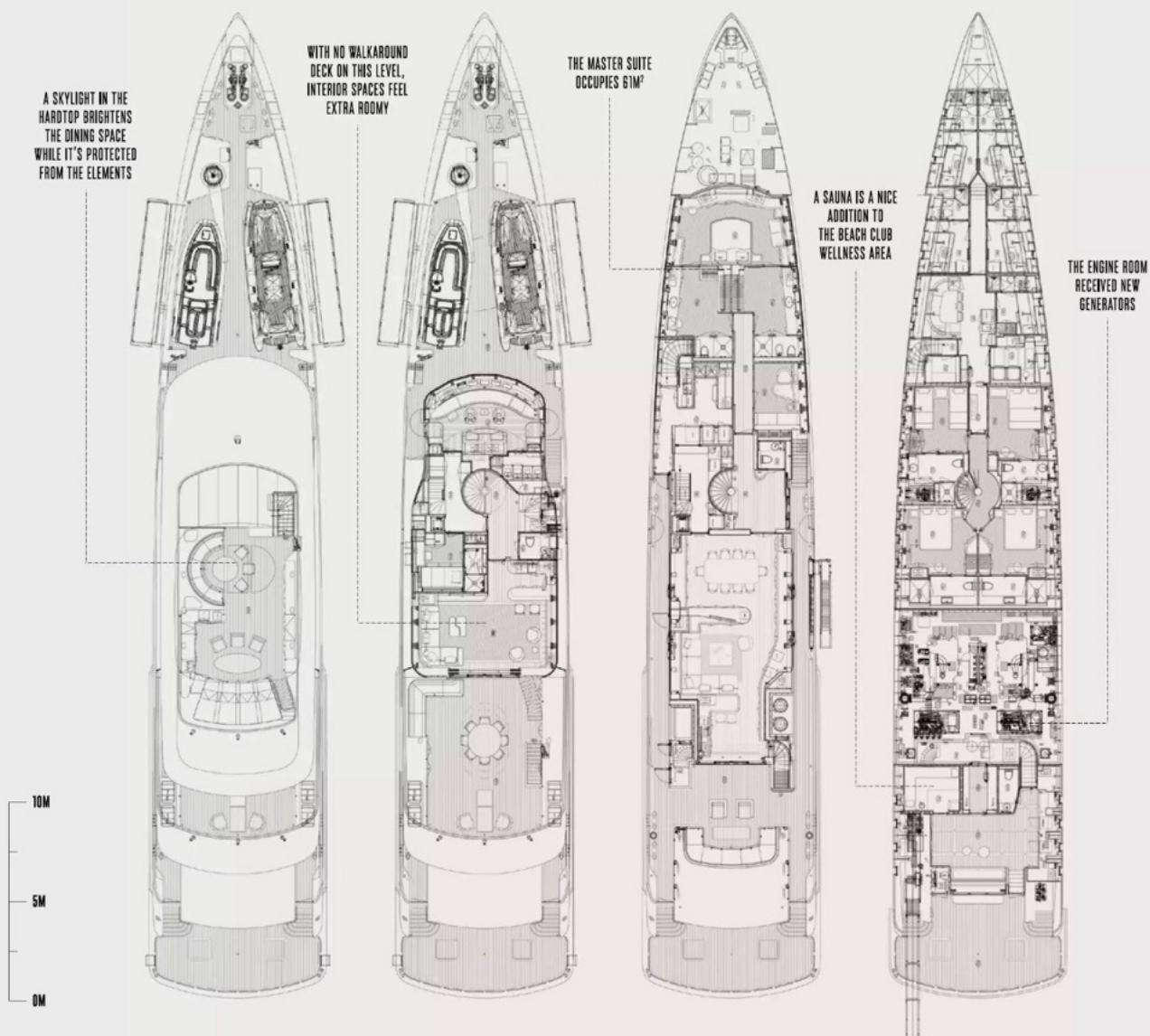
HEESEN YACHTS

SUNDECK

BRIDGE DECK

MAIN DECK

LOWER DECK



LOA 50M
LWL 49.9M
BEAM 9M
DRAUGHT (FULL LOAD) 2.4M
GROSS TONNAGE 498GT
ENGINES 2 X MTU BV 4000 M63
GENERATORS
2 X 120KW JOHN DEERE/KILOPAK

STABILISERS
QUANTUM FINS, ZERO-SPEED
SPEED (MAX/CROUSE) 18.5/15.3 KNOTS
RANGE AT 11.8 KNOTS 3,084NM
FUEL CAPACITY
46,000 LITRES
FRESHWATER CAPACITY 14,000 LITRES
TENDERS 1 X XTENDERS; 1 X WHITMARSH

OWNERS/GUESTS 10
CREW 11
CONSTRUCTION
ALUMINIUM HULL AND SUPERSTRUCTURE
CLASSIFICATION
ABS; AT COMMERCIAL YACHTING SERVICE;
MCA LY3 COMPLIANT

NAVAL ARCHITECTURE
VAN DOSSANEN NAVAL ARCHITECTS
EXTERIOR DESIGN
OMEGA ARCHITECTS;
ARCHITECTURAL BUREAU A-B STUDIO
REFIT INTERIOR DESIGN
HOT LAB

ORIGINAL BUILDER/YEAR
HEESEN YACHTS/2015
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PRO
BOAT
135
THE TOTAL NUMBER
OF HEESEN
SUPERYACHTS
EXCEEDING 24M
DELIVERED TO DATE