



**BLACK PEARL**  
The construction  
plan that challenged  
convention



**JAMAICA BAY**  
Experience pays off  
for a trio of owners  
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**HOW GREEN IS GREEN?**  
We assess the  
developments in  
production boats



## EXCLUSIVE

Philippe Briand  
gives us the inside  
story on the  
67 metre *Vertigo*

# HEDONIST

The boat that will activate  
all your pleasure senses



## FUN IN THE SUN

Motor and sail  
descend on the BVIs





# JAMAICA BAY



THREE OWNERS AND THEIR DESIGN TEAM  
COLLABORATE ON THEIR THIRD BOAT, PROVING  
THAT THE THIRD TIME'S TRULY A CHARM

words: Mark Masciarotte  
photography: Jeff Brown/Superyacht Media









More than 20 years ago, Joost Beekman, chief naval architect and one of Diana Yacht Design's founders, developed the hull and styling for what was to become one of the company's most celebrated designs, the 42 metre motor yacht *Jamaica Bay*. Even today, the boat is often cited as an example of the timeless beauty that can be achieved by employing a traditional cruiser stern, a gently curved sheer and a conservatively styled, properly proportioned superstructure. Her interior was equally classic, with raised-panel, satin-finished mahogany joinery, simple, tasteful hardware and elegant, understated furnishings.

In 1992, *Jamaica Bay* was sold to new owners, a trio of American

partners, who operated the boat for personal and charter use until 1998, when they bought a larger boat and commission a complete refit. For that project, a 51.8 metre *Schweers*, the owners hired their long-time broker, Bob Murray, to oversee the refit, and commissioned Dutch designer Felix Buytendijk, the original *Jamaica Bay* interior designer, to carry out the styling and interior redesign for the project, which was completed in 1999.

Several years later, the owners brought the team together again, and signed a contract for a new-build with the Nobiskrug in Germany. Delivered late last year, the 59.85 metre *Jamaica Bay* is designed to emulate





Jamaica Bay offers a spa pool on the sun deck and plenty of space for lounging. Her décor is retro themed, evoking a feel of old school glamour

### JAMAICA BAY *Nobiskrug*

**LOA** 59.85m  
**LWL** 53.5m  
**Beam** 11.4m  
**Draught** 3.55m  
**Displacement** 1,143T  
**Engines**  
 2 x CAT 3512B, 1,499kW  
**Speed (max/cruise)**  
 16 knots / 14 knots;

**Range at 10 knots**  
 7,000nm  
**Thrusters**  
 Schottel  
**Stabilisers**  
 Quantum  
**Generators**  
 3 x Cummins 318kW,  
 1 x Cat 100kW

**Fuel capacity**  
 162,775 litres  
**Freshwater capacity**  
 22,700 litres  
**Grey/black water capacity**  
 18,930 litres  
**Owner and guests** 12  
**Crew** 15

**Tenders**  
 1 x Nautica 7.6m cat,  
 1 x Yachtwerft-Meyer 9.1m  
 custom, 1 x Zodiac 4m  
 (rescue boat)

**Construction**  
 Steel (hull); steel/GRP  
 (superstructure)

**Classification**  
 Lloyd's 100A1, SSC, Yacht  
 [P], Mono G6/LMC, UMS

**Naval architect**  
 Nobiskrug

**Exterior styling**  
 Felix Buytendijk  
 Yachtdesign

**Interior design**  
 Felix Buytendijk  
 Yachtdesign

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**Builder/year**  
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 com  
 web: www.nobiskrug.com





The upper saloon defines the look: dark, raised panel mahogany joinery and classic, furnishings. Aft is a partially shaded area perfect for alfresco dining



the classic look of her predecessors while providing the highest levels of construction, outfitting and safety. Having worked for the owners twice before, Buytendijk was familiar with their taste in furniture, textiles and accessories, and the new boat's 11.3 metre beam was an additional benefit, offering an expansive canvas on which to draw a nearly flawless arrangement. Buytendijk explains that the décor had to be similar in style and feel to the first two boats but, in this case, was to be more eclectic and more luxurious in terms of stones and woods. Another part of his brief was to give more space to each person, cabin and area, inside and out.

As in the previous projects, the managing partner of the owners' group was closely involved in the construction, ensuring that the boat's signature styling and comfort were maintained.

Bob Kercher, who has been the owners' captain for nearly three decades, confirms that charter was a consideration in the design from the beginning. 'As the design of the vessel is fairly specific, most clients who would charter us have a similar taste in décor or similar use requirement as the owners. Therefore, the yacht should prove appealing to them,' says Kercher. 'The urge to produce a generic yacht for charter was never really a consideration. Our client list is made up of multiple repeat customers who all come back to *Jamaica Bay* because it is unique and, we hope, special.'

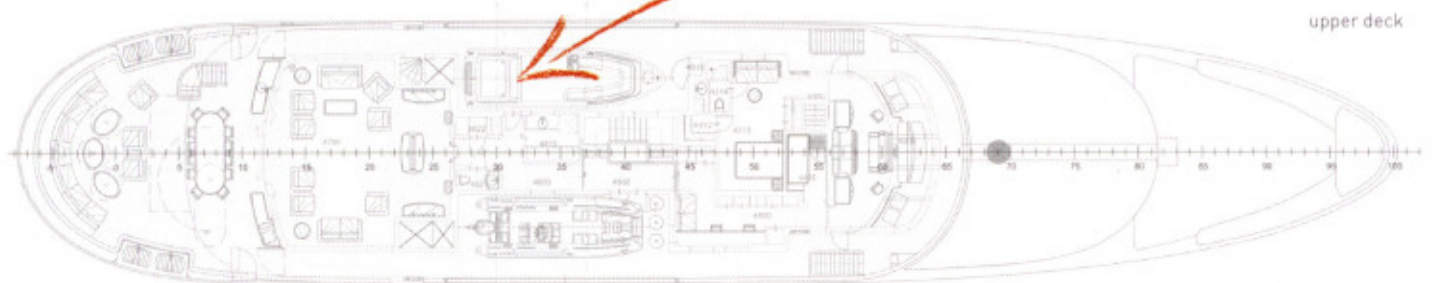
One of the owners notes that while the boat itself is a large part of the







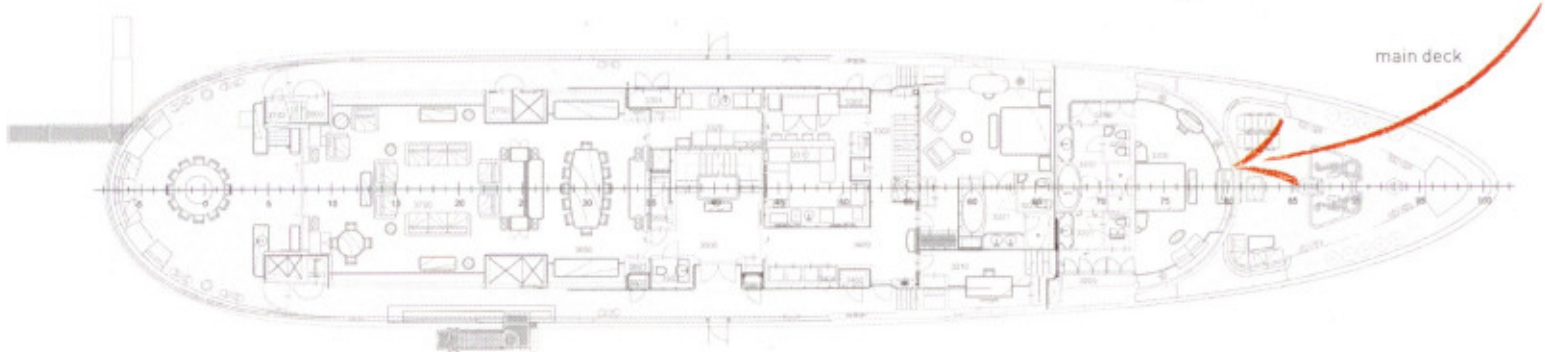
There are two custom tenders, one with folding hardtop and convertible swim platform, and a catamaran.







There is private access to the foredeck seating and lounge area from the master suite







Furnishings and cabinetry are executed in teak, and finished in either bright or oiled coatings. The stairway was designed with space reserved for a lift shaft that can be added in the future. Galley equipment (bottom left) includes a flash-freezer and a pair of steam convection ovens



charter operation's success, there is an equally important factor. 'The crew has been very consistent,' he says. 'They get a lot of praise.'

*Jamaica Bay's* overall length was limited to less than 60 metres to ensure that the boat could fit into the most interesting harbours around the world, says the owner, who adds that her wide beam aids her stability as do her complex fuel and ballast transfer systems, which can be trimmed rapidly and easily. 'You can put her in a three-foot beam sea, and she doesn't even move,' he says. 'In heavy seas, we can keep her trimmed down to further reduce motion.'

Since the boat rarely lies in port, she had to be designed not only for the owners and charter guests' comfort but for round-the-clock crew operations as well. 'We had a fairly free hand from the owners to allow us to use our choice of equipment and design to facilitate our jobs,' says Kercher. 'We are fortunate to have a long-serving crew, and everyone brought useful input to the table. Our chef had free reign in the galley; as a result, it is operationally functional to his specific needs. The deck officers were able to lay out their equipment and stores tailored to our own requirements. Engineers have the serviceability of all of their equipment; nothing was shoehorned in. And our relief captain and I got to choose all of the navigation and systems packages.'

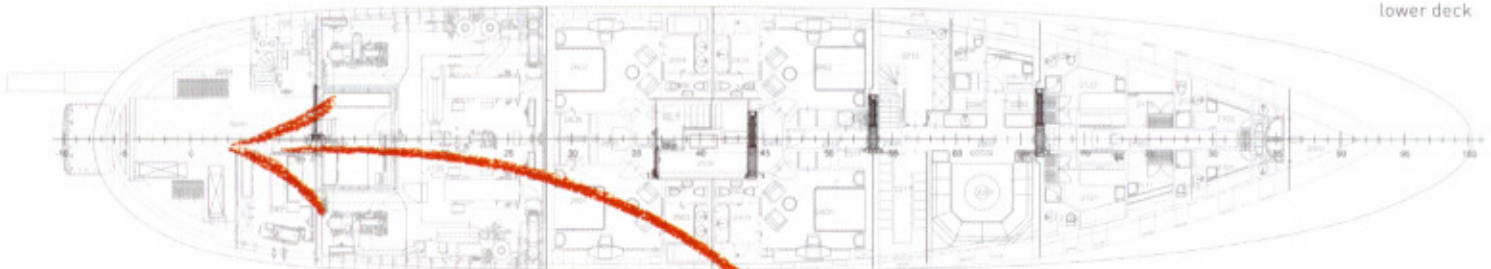
On close inspection, it's also apparent that the boat is not only a result







With 180 degrees of windows, the master suite enjoys copious quantities of natural daylight. The suite includes a spacious office, dressing rooms and a head with two sinks, a shower and a spa bath



lower deck

of input from highly experienced senior crewmembers but it is also the result of a team who have worked together for a long time. 'Most of us have between 12 and 30-plus years in the business, much of it with the owners,' Kercher notes.

Murray explains that those decisions also included the construction. 'We had continual problems over the years with the maintenance of aluminium superstructures,' he says. 'So, since weight wasn't a problem, we decided to build the hull and superstructure of steel.'

One of the most impressive features of the boat's design is the arrangement of the tank deck. The most convenient access is through a door in the laundry that leads below to a compartment that houses a large, well-arranged pantry to port and a pair of walk-in refrigerated stores to starboard. Moving aft, various compartments are arranged in intuitive groupings. It is highly desirable as it not only simplifies maintenance but it also maximises accommodation space and reduces noise.

*Jamaica Bay's* layout also ensures that the crew has stowage on all levels to reduce time-consuming foot traffic during maintenance and cleaning activities. For example, there are discreetly placed full-height stores and lockers on the main and bridge decks; where lockers are likely to be seen by guests, they are treated as furniture.

In the end, her owners and crew say *Jamaica Bay* is unquestionably all that they expected. Buytendijk agrees, but confesses that he had initially been concerned about the volume associated with the boat. 'There is a lot going on in and on this vessel,' he says, 'and my worry was losing the sleek, long lines in the design. Fortunately, I don't think I did.'

The gym is finished to match the exterior. This area provides access to stern door and bathing platform



The tank deck is extremely spacious, offering nearly two metres of headroom, running from the bulkhead aft of the chain locker to the engine room. The beach club features gym equipment and direct access to the water