

# BOAT <sup>25 YEARS</sup> INTERNATIONAL

## 100 LARGEST YACHTS IN THE WORLD

Over 5 miles of yachts measured bow to stern  
9 new entries ● average length of 85.65 metres











# Perle Bleue

There is a tendency as owners seek to build ever-larger superyachts for the yachts to become less personal and more of a design statement with each incarnation. Occasionally, however, we meet owners who think differently, such as Peggy and Stanley Bey. Not only have they downsized with their latest yacht *Perle Bleue* but she is bursting with personality, her design benefiting from the wisdom that only the experience of long-term yacht ownership can bring to a project.

Built by Hakvoort Shipyard, with naval architecture by Diana Yacht Design and design by Donald Starkey, this 38 metre motor yacht combines the technical and design expertise of these three companies with the Beys' own knowledge of yachting and previous builds. 'The fact that we have returned to the same yard speaks for itself,' says Stanley. 'The last yacht Hakvoort created

*The owners of this motor yacht draw on forty years of building motor yachts and living comfortably at sea. The design bucks the trend of 'bigger is better' in favour of a highly personalised home afloat*

for us was the 45 metre *Campbell Bay*, and she was the best yacht we ever owned until now.' Starkey echoes his sentiments. 'Hakvoort knew of the Beys' high expectations,' he explains, 'while I had previously worked with the yard on the first *Lady Marina*, so there was an all-round understanding of the aims to be achieved for *Perle Bleue*, which I think were met and in some respects exceeded.'

Likewise, the yard found it a pleasure to work with such experienced owners. 'They knew exactly what they wanted,' explains Albert Hakvoort Jr. 'and they knew how important the decisions they made were to the success of the project.'

The result is a contemporary motor yacht in the American sense, meaning *Perle Bleue* is modern and comfortable with some distinctive design elements. Glass bulwarks on her bridge and sundecks enhance her modern lines, while glass is also used to create balconies at her stern, providing extra space aft that enables Stanley to indulge in his favourite pastime of watching the wake when out at sea.



**words: Frances & Michael Howorth**  
**photography: under way,**  
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**Bugsy Gedlek**





Casual furniture with wooden detailing on teak and holly flooring make the upper saloon a bright and relaxed space. It opens on to the main dining area (no dining room was specified), while another seating area is located forward of the bridge

The Bey's decision to downsize might seem at odds with the current trend to build ever larger yachts, but there was a practical reason: they were tired of the limitations imposed by a deep draught, particularly when cruising the Bahamas and America's Eastern seaboard, so they insisted that *Perle Bleue's* should not exceed 2.1 metres. She has a round-bilge displacement steel hull with a good deadrise, a level keel and a flared bow with a fine entry angle, and her twin Caterpillar C18 DITA diesels give her a top speed of 13 knots. Thanks to her streamlined size, her fuel efficiency, and the double-bottom fuel, water and lube oil tanks in her engine room, she has an impressive range, covering 4,100

nautical miles at 10.9 knots with a continuous generator output of 48kW – and she is still economical at her cruising speed of 11.3 knots. Environmental aspects were also a consideration for the Beys, so improved muffler systems were fitted to her generators and main engines, while common-rail engines were used to help reduce soot and emissions – with the added benefit that this increases the life expectancy of the paint work.

'I'm not sure there is innovation,' answers Stanley when we ask what new ideas he and his wife have incorporated in this latest build, 'but we have brought to the new yacht many of the features we have enjoyed on others during our 40 years of yachting. We wanted

*Perle Bleue* to be smaller and sleeker than our previous yachts and we also wanted plenty of open space on a smaller deck surface, so we opted for a long bridge deck that almost reaches the bathing platform. By doing so, we have achieved more usable exterior space than on her larger predecessor *Campbell Bay*.'

'We also added a bench seat in front of the spa pool on the sundeck, which provides a beautiful view of the bow and is a truly romantic feature that we really enjoy,' Peggy continues. 'And another original concept is the circular table in front of the bridge,' says Stanley, 'which is perfect for on-deck dining when we are slow-cruising along canals or waterways where we really want to soak up





*The Beys wanted to create a completely different and less formal atmosphere to their previous yacht, having realised that for their future enjoyment it was not necessary to go bigger to get better*

Donald Starkey

the surroundings. It provides a nice high view without obstructing the captain's line of sight, and we've also fitted a refrigerator, a service bar and an awning system for shade.'

It is obvious that the Beys are proud of their beautiful yacht. 'It was my idea, and Donald Starkey developed and grew it,' says Peggy when asked how involved they were in the interior design. 'We love the result – Donald is one of the most creative people we know.'

Entering the main saloon through glass doors from the main-deck seating area, the inspiration from French salons of the 1930s is obvious. The bulkheads are mahogany and rosewood, enhanced by a burnished-gold deckhead, while the free-standing furniture

echoes the interior of the 1934 Cunard liner *Queen Mary*. Underfoot, carpet and leather tiles are gloriously tactile, while paintings – some full height – of stylish parties in Parisian apartments have been reproduced on fabric and mounted on the bulkheads to hide the door to the crew area and the cupboard for the glasses alongside. A modern Yamaha Clavinova keyboard blends in well with the overall décor, while the two card tables in the forward section can be converted into a dining table for up to 10 guests.

At the forward end of the saloon a central stairway spirals up to the bridge deck and down to the guest accommodation, while to port is a service hallway leading to the galley.

This can be closed off from the saloon by means of a sliding door, while an electrically operated door gives access to the port deck. To starboard the saloon opens straight into the lobby, where guests using the dayhead will delight at the mirrors and onyx agata marble that line its walls, and the stone pebbles inlaid into the floor.

From here, the entrance to the owners' suite is through a private study with a large desk, plenty of bookshelves and ample locker space, including a hidden closet. The full-beam bedroom beyond it has a Polynesian theme, with golden panels and bamboo flooring enhancing the wengé and limed teak walls. A carpeted dressing area to port has a





*We decided to give the yacht a hint of art deco. I was given a fairly free hand to come up with ideas and Peggy did a great job in selecting the colour themes, fabrics and some of the furniture, which we had specially made*

Donald Starkey

walk-in wardrobe with a porthole for natural light, and is separated from the sleeping area by a stunning stepped cupboard that acts as both a divider and display stand. The spacious bathroom is finished in Jerusalem stone, with sparkling mother of pearl set beneath the counter for the decorative glass handbasins, as well as surrounding the mirrored cabinets

beneath them and the mirror above. The free-standing bath was created from an elegant oval of composite stone, while the shower compartment is lined with deep blue glass mosaic and has ribbon slate tiles underfoot.

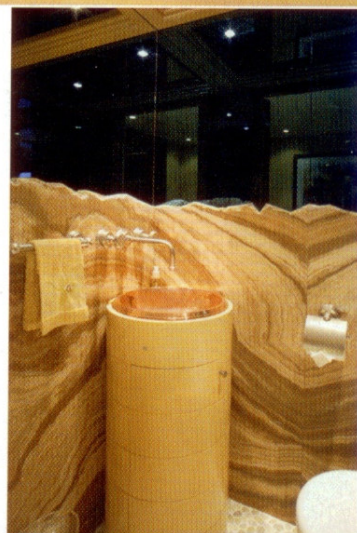
Down below, the guest cabins comprise two doubles and a further cabin with four berths, which was designed with children in

mind and incorporates a PlayStation connected to a large flat-screen television. These have a Caribbean style inspired by St Bart's, with teak decking and subtly different pastel colour themes in each, while sliding slatted shutters and the plaque on each door with the name of a St Bart's hotel add to the island theme. Each cabin has an en suite shower room





The main saloon takes its inspiration from the 1930s liner *Queen Mary*, with chic French-style furniture and full-height murals depicting scenes of Parisian parties. It opens directly into the lobby, where a spectacular dayhead has walls lined with mirrors and onyx agata marble



finished in a different type of stone, and the floors were again created using inlaid pebbles.

On the bridge deck, the upper saloon with its 1.6 metre television screen and surround-sound is clearly going to be a favoured area. The décor here is relaxed, with a traditional teak and holly floor, limed teak and rosewood bulkheads, a limed-teak ceiling with mirror

details, casual furniture and cream and green soft furnishings. The room opens on to a huge aft deck that incorporates an extending table for up to 12 guests, partly protected by a glass windbreak. This is the primary dining area as the Beys chose not to have a dedicated dining room inside. 'It has to be exceptionally bad weather for us not to eat outdoors,' explains

Peggy, 'so both the main and the bridge deck aft are kept warm using thermostatically controlled radiant heaters.'

Beyond the dining table is a further seating area for six that makes an ideal cocktail spot. 'This space is the culmination of our yachting experience,' Stanley chuckles, revealing that: 'we have a lot of grandchildren, so we keep a





*Starkey's designs cleverly bring together many textures and materials in one space, and no matter how often he does it the finished piece never looks cluttered ... it works every time*

Albert Hakvoort Jr

portable table that opens up to seat six more. With some rearranging of the furniture on the aft deck you can accommodate up to 18 people, a flexibility that is useful when the yacht is chartering.'

Forward of the upper saloon, past another spectacular dayhead that is finished in striped Pietra Dorata sandstone, the bridge contains an impressive and well-laid-out array of control and navigational equipment. Two built-in sofas to either side provide seating for

guests, and further aft are a chart table with drawers and a desk with built-in radio and communication equipment. The décor here echoes that of the upper saloon, with limed teak, leather-clad bulkheads and traditional teak-and-holly flooring.

One level up, the sundeck is the perfect place to enjoy the many hedonistic pleasures of yachting, the burnt orange and cream fabrics making it a bright spot even on a dull day, while a clear windshield forward shelters

the area. To starboard, two club chairs are arranged next to two small teak tables, while to port is a free-standing wet bar fashioned from stainless steel and glass and fronted by five leather-and-stainless-steel stools. The thick, cracked-glass panels of the bar look delightful at night when lit by the multiple LED lights set into the teak deck, and during the day this area is protected from the sun by the overhang of the arch and kept cool by an efficient water-misting system. Further





Design touches such as bamboo flooring, golden wall panels and a stepped dividing cabinet give the owner's suite an Oriental feel, while the bathroom is finished in Jerusalem stone and glass mosaic



forward, the spa pool incorporates a fountain and a waterfall that streams from the back of the forward-facing bench seat, while a large sunbed nestles up to its starboard side. There are two further sunbeds aft – one of which opens up to reveal a built-in treadmill and a television screen.

Peggy and Stanley have an enviable record of retaining their well-trained crew, and one way they have achieved this is by ensuring that the crew have spacious and well-laid out

accommodation. *Perle Bleue* is no exception, and she provides four comfortable cabins on the lower deck for the captain and his six crew – the captain's finished in sturdy anigre. Each of the cabins has a shower room, while the crew mess has an entertainment unit with a flat-screen LCD television and plenty of lockers, drawers and bookshelves.

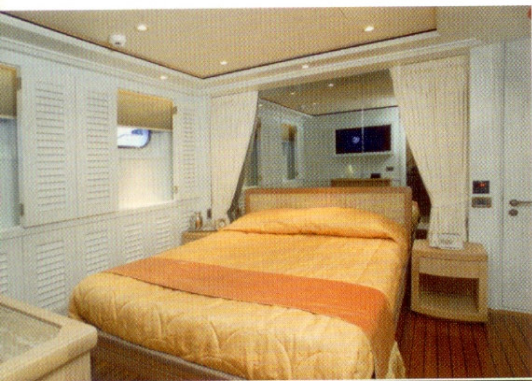
Low maintenance is the keyword on board, both on deck and in the engine room, whose clever design allows optimum technical

accessibility. On deck the storage has been equally well planned with a racked bosun's locker and a teak-floored lazarette.

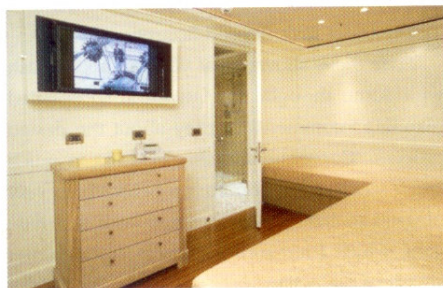
'*Perle Bleue* shows what you can accomplish with some thought and attention to detailed planning,' comments Starkey about the design process. 'Consequently, she feels like a much larger yacht when you are on board. I am very pleased to have been involved with this little gem, which I am sure will shine among other jewels of the ocean.'



Stanley's enthusiasm for the yard is equally obvious. 'Hakvoort offers a great service – dedicated people with a precise image of what they want to build and how to build it,' he comments. 'They have a tightly knit, astute team ... and the people on the shop floor are particularly talented, knowledgeable and able to interpret management needs. In the end it is what happens on the shop floor that decides the final result, and in this case it is flawless.' From such an experienced yacht owner, that is praise indeed. □



The guest cabins (two doubles and a childrens' room complete with Playstation) have a Caribbean theme, with pastel colours, teak decking and slatted shutters



PERLE BLEUE

LOA	LWL	Beam	Draught	Displacement
38m	33m	8m	2.1m (half load)	349 tonnes
<b>Engines</b> 2 x diesel Caterpillar C18 <b>Propellers</b> 2 x Van Voorden <b>Speed (max/cruise)</b> 13/11.3 knots <b>Fuel capacity</b> 46,600 litres <b>Range at 9 knots</b> 5,750nm <b>Bow thruster</b> Hydromar <b>Stabilisers</b> Quantum <b>Generators (main/emergency)</b> Kilopak 99kW 60Hz/Kilopak <b>Watermakers</b> 2 x Matrix Silverline, 5,700 litres per day each <b>Freshwater capacity</b> 10,000 litres <b>Grey/black water capacity</b> 2,600 litres <b>Sewage system</b> Haman <b>Fire-control systems</b> Danfoss, Seafix, Hi Fog <b>Security systems</b> A. de Keizer <b>Monitoring system</b>				
<b>Air-conditioning</b> Heinen & Hopman <b>Communication/navigation electronics</b> Aanschutz, Furuno, Raytheon, Panasonic – installation by Bardwell Electronics <b>Entertainment systems</b> Runco, Creston, Kalidescape – installation by Intellect <b>Owner and guests</b> 10 <b>Crew</b> 7 including captain <b>Tender</b> Castoldi 16 <b>Tender-launching system</b> Sliding davit in passerelle <b>Passerelle</b> Hydromar <b>Paint</b> Awlgrip, applied by Klaver Yacht Painting <b>Construction</b> Steel hull, aluminium superstructure <b>Classification</b> Lloyds 100A1 SSC Yacht Mono LMC MCA Certified				
<b>Owner's project managers</b> Jim and Ginny Kenyon <b>Naval architect</b> Wim Koersvelt <b>Naval architect</b> Diana Yacht Design <b>Exterior styling and interior design</b> Donald Starkey Designs <b>Sales broker</b> Ken Denison Denison Yacht Sales Tel: +1 888 3392248 E-mail: sales@denisonyachtsales.com <b>Charter broker</b> Fraser Yachts, Fort Lauderdale Tel: +1 954 463 0600 <b>Charter rates</b> \$145,000 per week \$155,000 from September 2008 <b>Builder/year</b> Hakvoort Shipyard/2007 Havenstraat 22 1141 AX Monnickendam The Netherlands Tel: +31 (0) 299 651403 E-mail: sales@hakvoort.com Web: www.hakvoort.com <b>Price guide</b> Not available				

