

MARCH 2008

# BOAT USA

Style Meets Efficiency:  
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122ft 56-knot Ermis<sup>2</sup>



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127ft Areti I and Areti II

Registering Tenders and Watercraft in US Waters  
What You Don't Know Could Cost You









# PERLE BLEUE



As owners seek to build ever-larger superyachts, there is a tendency 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 benefits from the wisdom that only the experience of long-term yacht ownership can bring to a project.

Built by the Hakvoort Shipyard with naval architecture by Diana Yacht Design, and designed by Donald Starkey, this 125ft motor yacht brings together the technical and design expertise of these three companies combined 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 for us was the 148ft *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. "I had previously worked with the yard on the first *Lady Marina*, so there was an all-around 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

Michael and Frances Howorth present the story behind the build of Hakvoort's *Perle Bleue*; a yacht with personality, class and owners with a yachting pedigree that speaks volumes about their chosen yard. Photography by Bugsy Gedlek; underway by Shaw McCutcheon.

the decisions they made were to the success of the project."

*Perle Bleue* is modern and comfortable with some distinctive design elements. Glass bulwarks on her bridge and sun decks 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 favorite pastime of watching the wake when out at sea.

The Beys' decision to downsize was a practical one: they were tired of the limitations imposed by a deep draft, particularly when cruising the Bahamas and the US eastern seaboard, so they insisted that *Perle Bleue's* draft not exceed seven feet. 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 5,750 nautical miles at 9 knots with a continuous generator





PARISIAN PARTY REVELERS GRACE WALL PANELS IN THE MAIN SALOON.







Donald Starkey and Mrs. Bey collaborated on the yacht's interior, deciding on an informal feel with a hint of Art Deco, accented with custom-made furniture.

output of 48kW – and she is still economical at her cruising speed of 11.5 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, giving the added benefit of increased life expectancy of the paint work.

"I'm not sure there is innovation," answers Stanley when we asked what new ideas he and his wife have incorporated in this latest build, "but we have brought 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 sun deck, which provides a beautiful view of the bow and is a truly romantic feature that we really enjoy," Peggy continues. "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 surroundings. It provides a nice high view without obstructing the captain's line of sight. 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







## A POLYNESIAN THEMED OWNERS' SUITE GLEAMS IN GOLDEN LIGHT.

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 Juarez Machado 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 ten guests.

At the forward end of the saloon, a central stairway spirals up to the bridge deck and down to the guest accommodations, 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 onto the lobby where guests using the dayhead will delight at the mirrors and onyx agate marble that line its walls, and the stone pebbles inlaid into the floor that massage bare feet.

From here, the entrance to the owners' suite is through a private study with a large desk, plenty of bookshelves and ample locker space that includes a hidden closet. The full-beam state-room 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 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 hand basins, as well as surrounding the mirrored cabinets beneath 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 flatscreen television. These have a Caribbean style inspired by St. Barth's, with teak decking and subtly different pastel color themes in each. Each cabin has an en suite shower room finished in a different type of stone, and the floors are again inlaid with the foot-massaging pebbles.

Jerusalem stone, slate tiles and mother of pearl are but a few of the exotic materials found aboard *Perle Bleue*.



On the bridge deck, the upper saloon, with its 300in television screen and surround-sound, is clearly a favored area. The décor here is relaxed, with 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 onto 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."

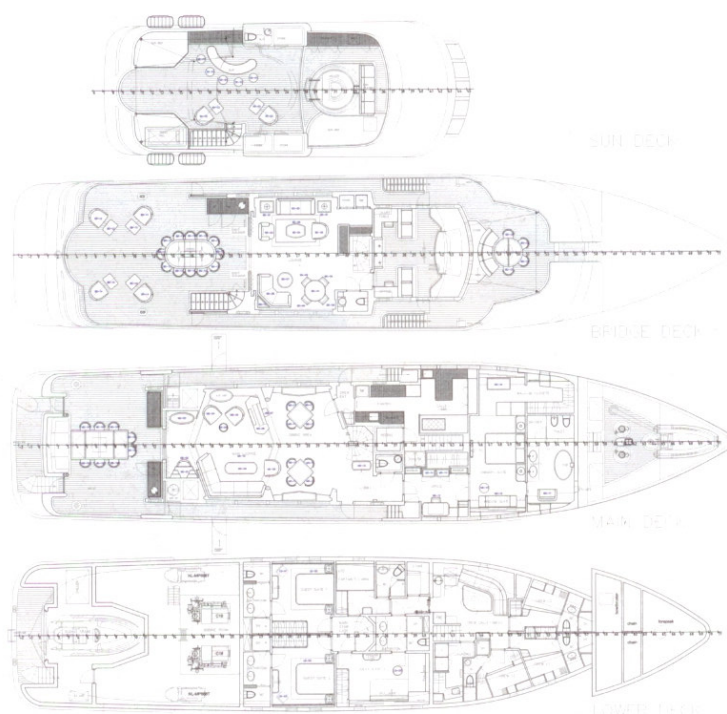
Beyond the dining table is a further seating area for six that makes an ideal cocktail spot. "This space is the culmination of our yachting experience," Stanley chuckles. "We have a lot of grandchildren, so we keep a portable table that opens up to seat six more. With some rearranging of the furniture 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 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 is a chart table with drawers and a desk with a built-in radio and communication equipment. The decor here echoes that of the upper saloon, with limed teak, leather-clad bulkheads and traditional teak-and-holly flooring.

One level up, the sun deck 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 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 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 accommodations. *Perle Bleue* is no exception, as she provides four comfortable cabins on the lower deck for the captain and his six crew – the captain's being finished in sturdy anigré. Each of the cabins has a shower room, while the crew mess has an entertainment unit with a flatscreen LCD television and plenty of lockers, drawers and bookshelves.

Low maintenance is the key word on board, both on deck and in the engine room, whose clever design allows optimum technical accessibility. The storage areas have 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 tight-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. □



Open spaces, like the circular table in front of the bridge and the extra long bridge deck, are a few of the ideas incorporated by the Beys.

## SPECS

**LOA:** 124.8ft (38m)  
**LWL:** 108.2ft (33m)  
**Beam:** 27.2ft (8.2m)  
**Draft:** 7.2ft (2.2m)  
**Displacement:** 349 tons  
**Engines:** 2 x diesel Caterpillar C18  
**Propellers:** 2 x Van Voorden 5-blade, S1  
**Speed (max/cruise):** 13/11.5 knots  
**Fuel capacity:** 12,600 gallons  
**Range:** 5,750nm at 9 knots  
**Bow thruster:** Hydromar  
**Stabilizers:** Quantum QC1200 Zero-Speed  
**Generators:** KiloPak 99kW  
**Watermakers:** 2 x Matrix, Silverline  
**Freshwater capacity:** 2,642 gallons  
**Grey/Black water capacity:** 686.8gals  
**Sewage system:** Hamann  
**Fire-control system:** Danfoss/Seafix  
**Security systems:** Frankentek installed by Intellect  
**Monitoring system:** DekaSis ships alarm system installed by De Keizer  
**Air-conditioning:** Dometic Marine Air Systems, installed by Heinen & Hopman  
**Communication/Navigation electronics:** Furuno/Seatel, Thrane & Thrane/Raytheon Panasonic installed by Bardwell  
**Entertainment systems:** Kaleidescape, Runco, Crestron, B&O installed by Intellect  
**Owner and guests:** 10/Crew: 8  
**Tender:** Castoldi 16  
**Tender-launching system:** Sliding davit SSL-1200 in passerelle  
**Passerelle:** Hydromar  
**Paint:** AwlGrip by Klaver Yacht Painting  
**Construction:** Steel hull/aluminum superstructure  
**Classification:** Lloyd's ✱ 100A1 SSC Yacht Mono + LMC MCA  
**Owner's project managers:** Jim and Ginny Kenyon, Wim Koersvelt  
**Naval architecture:** Diana Yacht Design  
**Exterior styling:** Donald Starkey Design  
**Interior design:** Donald Starkey Design  
**Broker:** Ken Denison, Denison Yacht Sales  
 Tel: (888) 339-2248  
 sales@denisonyachtsales.com  
**Charter:** Fraser Yachts, Fort Lauderdale  
 Tel: (954) 463-0600  
 charter@fraseryachts.com  
**Charter rate:** \$145,000/week  
 \$155,000/week from September 2008  
**Price guide:** Not Available  
**Builder/Year:** Hakvoort Shipyard/2007  
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