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Incorporating THE WOOD REPORT

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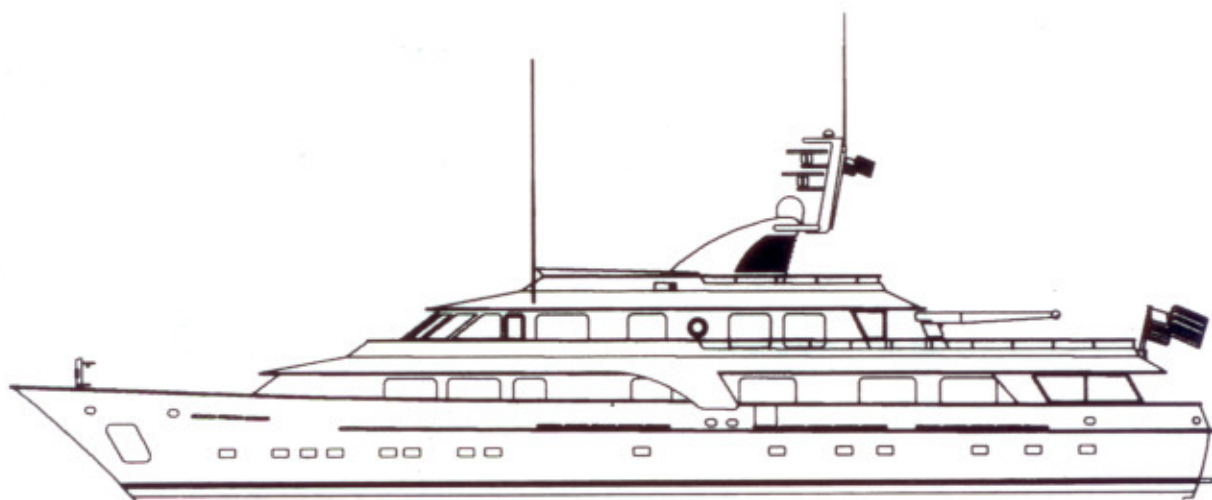
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CAMPBELL BAY

SIMPLICITY BY DESIGN

Campbell Bay, a very near sister to the 44-metre *Lady Duvera II*, was launched by builders Hakvoort in Holland on 4 May this year. Soon after her acceptance trials were completed, Mr & Mrs Stanley Bey, her proud owners, boarded and the yacht left for the Mediterranean. It was there, after a frantic dash from port to port organised for the press by Broward Yacht's broker Ken Denison, that *The Yacht Report* finally caught up with her as she nestled snugly on the dock in Cannes old port during late July. We were given an enthusiastic welcome by her American captain, Rusty Allen, who has worked for the Beys since the early nineties. He immediately launched into the astounding story of her build which demonstrated the incredible amount of planning and detailed research, common sense and experience that has culminated in the final product that is named *Campbell Bay*. The build took two years, despite a fire during the construction process of her guest and crew accommodation when the factory of sub-contractors de Ruiter burned to the ground just days before delivery of the completed units to Hakvoort.

This was the second yacht to bear the name featuring Mrs Bey's maiden name and a corruption of her married surname. The first was the 116-foot former *Lady Angela*, built in 1970 by de Vries, who carried the name from 1997 until she was sold in 1999. That was the year that a chance, non-scheduled visit to Hakvoort started the build process. Planning the new *Campbell Bay*, however, started way back in 1994 when Captain Rusty Allen began keeping a note book containing any comments he heard from his owners whilst they cruised on board their

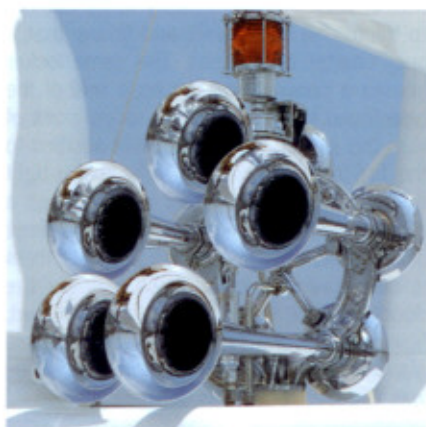
then current boat, *Pegasus*, built by Broward. Rusty would sit with Stanley Bey for hours discussing what features they liked on their own boat and the others they had visited. Mr Bey had years of boat-owning experience to draw upon, having started way back when he owned a 25-foot sailboat.

Some ideas, such as the need for a day head on each deck and the desire for a sky lounge, came from those early days of planning, whilst others came from the decision to charter and build the yacht to MCA yacht specification - something that more and more American owners are deciding to do as it becomes increasingly apparent to all in yachting that the MCA is becoming the world standard. Mrs Bey played both a strategic and an unusual role in the concept. It was she, for example, who specified the choice of Andrew Winch to undertake the design of the yacht's interior, but it was, unusually, her visit to the *Lady*

Duvera II, then still in build, that confirmed the decision to award the contract to Hakvoort. She worked in conjunction with Andrew Winch on the interior and was responsible for specifying individual commissions of French walnut furniture.

The boat is, in many ways, a traditional modern Dutch yacht design. She is pleasing to the eye and will offend no one. It would be hard to describe her as ground breaking in any way. It is, however, the attention to detail and the meticulous planning that have gone into her construction that will make her stand out and ensure she holds her value. Each of these details, none of them large, are designed to enhance the enjoyment of the owner, improve her safety while in operation and make the life of her crew who live and work on board that much easier.

There are examples of these planning details everywhere. Take, for example, the exterior door on the starboard side which opens to allow guests to pass from the main deck to the lobby. The outer door, which maintains water-tight integrity, slides aft to reveal an internal fashion door far more in keeping with the décor. This door then opens inwards to the mosaic-tiled lobby, so that only under way is the exterior door needed. The owners have chosen to incorporate a library sitting room where on other boats a study or owner's office might be situated. Looking around the boat you see that these owners feel that in retirement from business they no longer have need of a study. Large lockable closets ensure that the owner's clothes stay on board when charter guests are using the room and they are plenty of cupboards and drawers remaining unused for everyone. One deck



up there is a splendid sky lounge decorated in a Cuban theme, offering a complete contrast to other recreational areas on board. This lounge opens on to the boat deck and adjacent external eating area which can be enclosed if necessary. This deck houses the ship's tenders and water toys, which are deployed using a pair of discreetly stowed cranes.

Innovative design does not stop with the guest quarters. On the bridge there is a separate radio communication centre with full GMDSS for all four sea areas. The fully computerised bridge affords complete engine-room-monitoring capability using flat screens, and achieves, this together with MCA acceptability, by having a duplicate analogue control monitoring system cunningly hidden away in a dropdown display cabinet. As a navigator, I was particularly impressed with Rusty Allen's simple but effective chart-storage system that he adapted after he had seen similar systems elsewhere. His version is simplicity itself and utilises commercially available technical drawing plan holders to create a hanging library of charts several folios large. Open the cupboard, select your chart, slide unwanted charts forward, then open the cupboard a little further and your chosen chart is there, waiting to be lifted clear on to the full size chart table above. One amusing feature of the bridge identifies her American heritage: each of the padded leather bridge watch-keeping chairs is equipped with the ubiquitous plastic cup holder big enough for the largest of dunkin' donut coffee cups!

On deck, the owners specified teak planking three quarters of an inch thick and insisted on this being laid traditionally rather than by using a modular system. "It should last a lifetime," Rusty proudly told me. It was here on the bridge deck that Rusty has made another change, having discussed at length with fellow captains the best position for bridge wing controls. Captain Allen has moved his well forward of the traditional norm. The effect is that he has far better all-round vision from both stations and finds, in practice, that he moves from side to side far less when undertaking 'tight squeeze docking'. On the fore deck a nice touch is the crew mess table and seating for *al fresco* meals. Even here, detailed planning is evident, with a garbage locker designed to take garbage rather than the token 50-litre bin bag so commonly found elsewhere, and there is a hatchway into the rope and fender locker that takes a fully inflated F18 ball fender.

A pleasing crew mess with an octagonal table would accommodate all her nine crew, but clearly someone missed a trick here as there is neither a dishwasher nor even a small sink unit for washing up. All crew

crockery has to be transported up to the galley using a dumb waiter and even the kettle has to be filled from one deck up or in the laundry room for that quick cuppa! Fire and safety issues have been handled well, as is the case with most modern yachts freshly out of the yard. However, this is the first time that I have noticed all crew doors fitted with rebated grooves into each of their sides. These rebates are filled with a special sealing compound which expands when subjected to great heat, so cutting down the spread of air or smoke should a fire break out. Low level emergency lighting and illuminated exits points are also incorporated into the crew area. There is access from the crew area to a service sub deck containing walk-in freezers and dry stores. The large laundry room is another area where thoughtful design is put to good use. Firstly, it is large enough to cater for the demands placed upon it, catering as it does for up to 20 people at a time. Secondly, the washing machines are each adjacent to their own dedicated drier. These Meile machines have had their hinges so arranged to make it one simple movement to transfer laundry from washer to drier. The engine room has benefited from thoughtful innovation and clever use of anti-vibration and noise-reduction techniques to make this yacht one of the new breeds of super silent craft. The Tio mufflers and exhausts are fitted onto an A frame, which is bolted directly on to each of the twin 970 hp Caterpillar engines rather than suspended from a bulkhead or deck head. Each of the two Northern Lights generators is packed into its own soundproof housing and each of these has its own independent manually operated self-contained CO2 smothering system.

Behind the engine room on the lower deck is guest accommodation that fully benefits from the money spent on noise reduction. There is space for ten guests down here, housed in four, almost identical double cabins and a double Pullman berth cabin, which is suitable for children, servants or bodyguards. On the same level is a large walk-in linen cupboard easily large enough to handle all the towels and linens that a busy charter boat needs. This same locker houses a conventional fire hose reel of the type found in hotels. From a safety point of view this is a sound and sensible addition to the fire-fighting inventory. The water-tight door arrangement in this area utilises a clever design of disguise. Wall and deck head panels drop away when power to them is cut, leaving a clear track way for the doors to slide into place. I was surprised, however, that the system lacked an audible alarm and Captain Allen commented that he was about to rectify this deficiency.

The lazerette is reached from the swim platform and here again Rusty Allen has incorporated improvements learned from the mistakes of others. His passerelle door has both mechanical and automatic remotely operated locking systems, the former using traditional drop pins. But how do you stop over keen crew from trying to open the door remotely without first checking that the pins have been removed? Easy, the pins are made part of the remote-opening operation. Rusty has achieved this by making it necessary to remove the pins from their manual drop position and placing them into the circuit of the remote system. If the pins are not moved from one slot to another first, the remote system does not work. The lazerette also houses steering motors and the emergency steering position, and incorporates a clever system to keep shore power electricity lines neat and tidy by rolling them onto cable drums.

Back on deck Rusty proudly showed us his revised design for water and fuel filling, each remote from one another and each designed to spill first on deck rather than over the side. "Oil on deck is a pain," he says, "but easier on the owner's pocket than a fine from port authorities." All the stainless steel fittings on deck are from the in-house production department of Hakvoort. It is of the highest quality, following a simple and elegant design.

Finally, up to the sun deck above the bridge to admire Stanley Bey's array of five shining Kahlenberg air horns. Rusty had a twinkle in his eye as he told me the story of how his boss had bought them over ten years ago for his then 126-foot Broward. They simply did not fit the boat, so he took them to a consignment chandlery store and traded them down for a three-horn set better suited to the Broward. Years later, as the new Campbell Bay began to become a reality, he revisited the store to find them still sitting on the shelf in their box. He snapped them up, installed them and there they now sit, glistening in the South of France sunshine, a shining example of the success that is this very good specimen of Dutch yacht building. Our tour almost over, we walked aft to the main deck where a pair of large dining tables is surrounded by pleasant seating area overlooking the stern. Our discarded shoes had been tidied neatly away into a specially designed shoe locker. How much neater that was over the otherwise crowded shoe basket or hanging shoe pockets. This item alone almost summed up the attention to detail that marks Campbell Bay out from the others.

By Captain Michael Howorth with photography by Frances Howorth.

