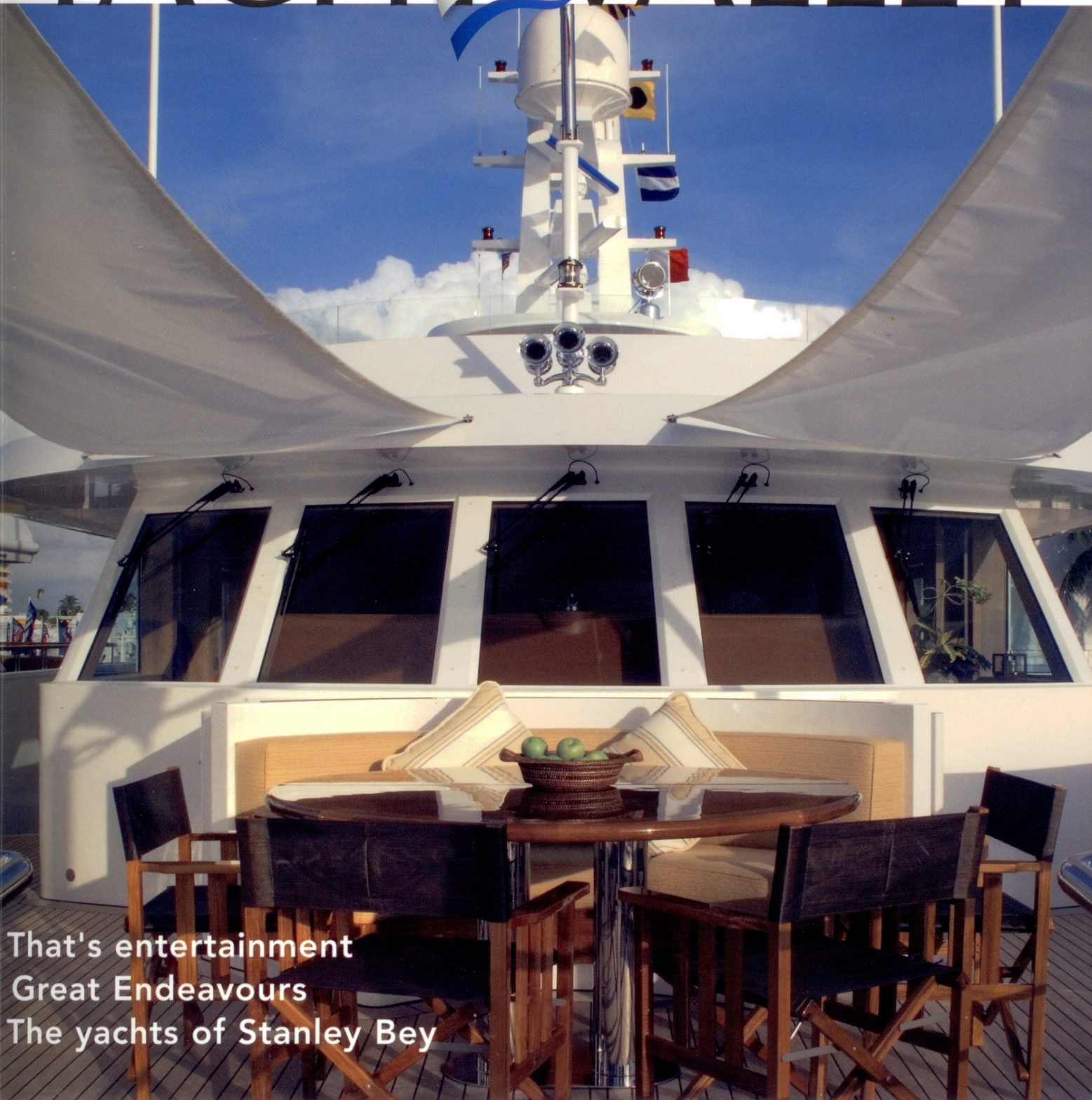


YACHT VALLEY



That's entertainment
Great Endeavours
The yachts of Stanley Bey

An Owner's Story



Building on experience: The yachts of Stanley Bey

Although he did not grow up in a maritime family, from the moment Stanley Bey sailed a toy boat in Raritan Bay he was hooked. His first 'real' vessel was purchased at the age of 25 but an ambition to build a yacht from scratch had to wait somewhat longer. After retiring at the age of 52, Stanley lost no time in fulfilling his dream. Great boats such as *Campbell Bay* and, most recently, *Perle Bleue*, show why Mr Bey is now recognised as one of the most knowledgeable of owner builders.



"I started with a 7.5-metre Owens sailing boat," Stanley tells us. "Then I got married, my first child was born and I was without a boat for what would turn out to be the longest period in four decades of ownership. Around five years later, a new adventure began with a nine-metre racer. I quickly caught the bug and sailed quite a few races on the American East coast. It was only the fact that I got injured that forced me to stop these endeavours and turn my attention to cruising sailing yachts."

Running a successful business as a manufacturer of 200-litre steel and plastic oil drums, Stanley's time was precious. "All too often we found ourselves running on the engine, despite the hydraulic steering and other features I had installed to be able to sail after the accident. So we switched to small motoryachts, including a Grand Banks and a Hatteras. Only when I retired did we finally have the time to cruise on a grander scale, and our first large motoryacht was bought within a month. We christened this 85 ft Broward *Drummer* in recognition of both my work and the fact that I was a keen drummer."

The first build

Although *Drummer* was a lovely yacht, when Mr and Mrs Bey discovered that the largest Broward yacht ever constructed was about to be built on spec, they seized their chance. Launched in 1991, the 39.60 m *Pegasus* was the first yacht they built from scratch. "It was a wonderful experience to be so closely involved with the construction and layout of our own boat," remembers Stanley. "And both my wife and I became addicted to building... There are worse afflictions to have!" *Pegasus* (now called *Princess Tina*) was a great success and the Beys sailed her for five years.

Stanley's experience was exponentially enhanced by his next project: The comprehensive refit of the 1970 Feadship *Jardell*, which he renamed *Campbell Bay*.

"Incredibly, she was still sailing with her original engines and generators, and ran superbly. My natural curiosity got the better of me and I became engrossed with the engineering part of the yacht. We kept this 35.42 m boat for three years and, in the meantime, learned a lot about displacement hulls, steel hulls and engines."





A pearl of the ocean

Launched on the auspicious date of 07/07/2007, the 38 m *Perle Bleue* is a contemporary motoryacht with naval architecture by Diana Yacht Design and an interior by Donald Starkey Design. Her appearance is enhanced by a number of glass bulwarks on the bridge and sundecks. Extensive outdoor spaces were created to meet the desire for open areas and a romantic atmosphere. And everything was done to make the boat as environmentally-friendly as possible. *Perle Bleue* offers fine accommodations for ten passengers and seven crew including the captain.

Length: 38 m

Beam: 26.25 m

Hull: Steel

Superstructure: Aluminium

Engines: 2 x Diesel Caterpillar C18
DITA

Max speed: 13 knots

Range: 3,500 nm

“ Each yacht has been an improvement on the last ”

Introducing Hakvoort

This knowledge proved invaluable during the build of Stanley's next yacht, also named *Campbell Bay*. Delivered in 2002, this luxurious 45 m superyacht was built by the Dutch yard Hakvoort. How did Mr Bey find himself building on the other side of the Atlantic? “My broker showed me around quite a few yards, but I knew I had found the right one the moment I arrived at Hakvoort,” Stanley remembers. “I had figured out over the previous years what I find important when it comes to yards: A good organisation, a neat and tidy work floor, and a stable and reliable financial status. Hakvoort presented all of these characteristics and the yard was working on *Lady Duvera III*, which I immediately fell in love with. This stunning 43.60 m boat gave an excellent foretaste of the quality standard my wife and I wanted.” Coming to an understanding with Hakvoort was easy: After Mrs Bey saw

the engine room on *Lady Duvera III*, she was sure that the rest of their future yacht would be perfect. “And it was,” Stanley recalls. “She was the best boat we had sailed on until then. Now called *Cracker Bay*, she has logged over 100,000 miles and to this date has not needed a major overhaul or refit.” With such a performance, it was no surprise that the Beys decided to have their next yacht built by Hakvoort too. Their project team had developed a close understanding with the managers and workers during the preceding build, which resulted in an even smoother process the second time around. “I knew that Hakvoort would provide a yacht of the same quality as *Campbell Bay*, if not better. There were a couple of things we wanted done differently on our new project. One of them was a smaller draught, so we could visit some of our favourite cities on the US East Coast. We also wanted more al fresco space.”





The final touch

"Each time we have embarked on a build, we have learned more about what we wanted," Stanley continues. "As a result, each yacht has been an improvement on the last, and *Perle Bleue* is no exception. We visited the yard every six weeks and Hakvoort included me in most processes during the build. Thanks to an efficient layout, *Perle Bleue* actually has more usable square metres than *Campbell Bay*, despite being seven metres shorter."

One of the things Stanley enjoys most about being involved in the building of a boat is the minutia: "I don't have

an engineering background, but it has always fascinated me. I always managed to concern myself with technical issues during my active business years, and yachts are even more fun!" Stanley's favourite moment during the build of a boat comes much later in the process, however: "When the boat is finished and my wife and I fine-tune where the paintings will be hung, where all the details go. Everything is polished and cleaned, and we can take a look around and see that everything turned out exactly the way we wanted it to. There is nothing quite like that feeling." Stanley attributes the success of *Perle Bleue* to

Hakvoort's excellent team combined with the 40 years of yachtbuilding experience that he and his wife have under their belts. He also has a few golden tips for those who wish to follow in their path. "Patience is extremely important, and so is having a creative side, but a lot also depends on your own support team: Your family, broker and project team. You should also have a clear idea of what you want the boat to do and where you want to take it. Then there is the final piece of advice I can give, and that is, as Reagan used to say about Gorbatsjev: Trust and verify everything." ■

