

SYI 2017 | VOLUME 12 | ISSUE 1

SuperYacht

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Aquijo

GROUND-BREAKING LUXURY SAIL YACHT

Royal Huisman

SECURES NEW DEEP WATER FACILITIES

Palma Superyacht Show

SHAPING UP FOR GROWTH IN PALMA

EXPLORING WITHOUT LIMITS

Legend



Photo courtesy of Icon Yachts

WHEN IT CAME TO 77.4M EXPLORER YACHT LEGEND, THE DESIGN BRIEF FROM HER OWNER JAN VERKERK WAS QUITE CLEAR; TO CREATE A VESSEL CAPABLE OF VISITING ANYWHERE IN THE world, from the sunny climates of the Mediterranean and the Caribbean to the more extreme environments of Antarctica, Greenland and the North Pole. She was to become a yacht in which guests are safe and can move freely between decks, and where plenty of entertainment is readily available, both on board and in the water.

Delivered in summer 2016 after a twelve-month refit at Icon Yachts in the Netherlands, Legend began life in 1974 as an icebreaking tug from Dutch yard IHC Verschure serving in the Soviet merchant marine for 26 years. Later, she was converted into a yacht – Giant – from 1999-2003, before being laid up in 2005. Verkerk, who had spent years exploring the Antarctic aboard his classic yacht Sherakhan, saw a 'gap in the market' for a true expedition yacht and set about transforming her into 'a luxurious cruising platform for anyone looking for a real adventure'.

Complete Transformation

The fully classified Class 1 ice-breaking ship underwent a complete facelift, and can now carry 26 guests in luxury rather than the previous twelve. Powerful yet sublime in style, she boasts thirteen

AFTER



staterooms, including a Master suite, two VIP suites, four double staterooms and six convertible staterooms. She is also capable of carrying up to nineteen crew on board, plus a ten-expedition crew that includes an ice-pilot, expedition leaders and a doctor.

Her on-board technology has been significantly improved, with all mechanical systems replaced, and her stern has been extended by 3.6m to create a large swimming platform, as well as add a huge sixteen-person Jacuzzi with waterfall on the extended main deck. The increase in length also makes mooring the tenders that bit easier, as well as giving guests closer contact to the water.

Adventure Toys

The luxury thrill-seeking amenities continue, with two large tenders for when guests want to go on an expedition, space for a three-person U-Boat Worx >>

BEFORE



Photo courtesy of Diana Yacht Design

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C-Explorer submarine (capable of diving to 300m with two guests and a pilot) to be stored in the garage, and her previous helideck converted to a fully CAP 437 classified version, strong enough to carry a six-person Eurocopter EC135. There is also a smaller chopper, for emergencies, to be craned from the helideck to sit on the extended foredeck. Rotor blades will be stored neatly in new foredeck lockers and both helicopters vacuum-wrapped to keep them pristine on crossings. Inside, she features a Balinese spa with sauna, a gym, jacuzzi, beauty salon and movie theatre. Not to mention the modern entertainment system, array of water sports toys and a medical suite.

Legend began her adventures with charters in Antarctica in Christmas 2016. In 2017 she is due to travel South America and Greenland in spring, spend summer in the Baltic and then return to the frozen south for winter. The fact that she was originally built as a Class 1 icebreaker – not just Ice Class – giving her reasonable fuel efficiency and a safe and solid structure is of significance to Verkerk. “I have been able to create a vessel that can go anywhere in the world, but also provide the luxuries that have become standard in the superyacht industry,” he says.

Overcoming Obstacles

In addition to a complete rebuild of the interior and technical installation, Verkerk was keen to incorporate softer lines without losing too much of her sturdy look. When Legend arrived at the Icon shipyard she had a canoe stern, a red hull and soft yellow super structure. Despite her structure being very safe and solid, drastic changes were undertaken to transform her into the adventure-seeking motor yacht that she is today. >>



Photo courtesy of Icon Yachts



Photo courtesy of Icon Yachts



Photo courtesy of Icon Yachts



Photo courtesy of Icon Yachts

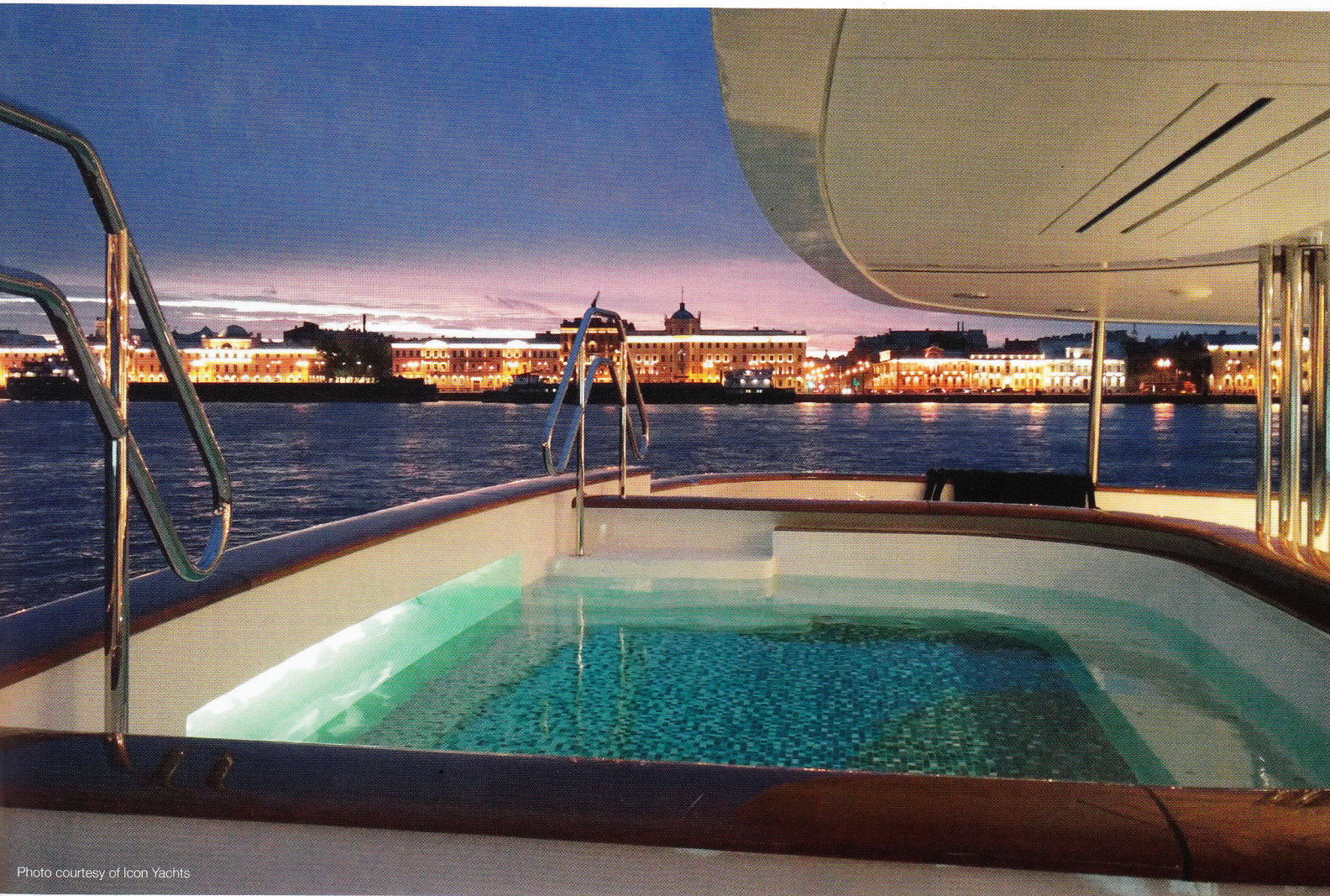


Photo courtesy of Icon Yachts

The bulwarks were completely restyled to match the new stern, her 6.4m draught is nearly twice as deep as many yachts her length, and numerous painstaking structural 'tweaks' have been carried out to correct previous design indiscretions, which were picked up thanks to today's 3D scanning technology. The large salons on the aft part of the ship were completely misaligned, which meant the aft side had to be raised by 250mm to correct the sheer line. Windows were misaligned or too low so it was hard to enjoy the views, stairs were uncomfortable to negotiate, decks had camber in the wrong direction, and bulwarks were very high.

Total Overhaul

In addition, a huge tender amidships broke up the boat into a fore-ship and aft-ship. The solution was removing a massive secondary mast from this space, adding an extra deckhouse and extending the fore-castle deck back to join more substantially with the aft deck. The connection of the fore and aft-ship made the boat whole again, symbolised by one long continuous strip of white painted onto the

discreet dark grey hull to give her length and appearance. By the end of the refit at Icon, 100t of new steel and aluminium had been added.

However, in addition to complying with the IMO Polar Code that came into effect on 1 January 2017, which covers safety measures and environmental protections for yachts venturing into defined polar waters, Legend also needed to be fully SOLAS compliant, due to the fact she was to become a passenger ship. This turned out to be the most challenging part of all, and in the words of Hans-Maarten Bais, Creative Director and Naval Architect at Diana Yacht Design, who was responsible for the exterior design and engineering of the rebuild: "A ship built in 1973 was not designed for modern SOLAS regulations... With a lot of creativity and help from specialists, we managed to get the job done and created one of the largest explorer yachts in the world with a full passenger ship certificate. We're really proud of the final result."

www.iconyachts.eu



Photo courtesy of Icon Yachts