

Pushing the limits

It is all in her name. The owners of *Twizzle* have taken a fresh look at what makes a sailing yacht, and twirled and twisted the concept to make her one of the most refined superyachts to date.

BY LAURENT PERIGNON

YACHT PHOTOGRAPHY BY BUGSY GEDLEK AND RAY MAIN





Specialist engineering allows the deck to remain uncluttered

Specifications

Length | 188.7'/57.5m
Draft | 35'4"/10.8m (board down),
 12'4"/3.8m (board up)
Beam | 38'/11.6m
Year | 2010
Builder | Royal Huisman, www.royalhuisman.com
Naval architect | Ed Dubois Naval Architects,
www.duboisyachts.com
Interior design and exterior styling |
 Redman Whiteley Dixon, www.rwd.co.uk
Main mast | 204'4"/62.3m
Sail area | 1,952sqm upwind /
 2,872sqm downwind
Guests | Eight to ten guests in five cabins
Charter agent | Burgess,
www.burgessyachts.com

Twizzle is the latest sailing superyacht released by the famed Dutch shipyard Royal Huisman. With naval architecture by Ed Dubois and interior design by Redman Whiteley Dixon, she was born out of the desire of her owners to create a sailing yacht that was close to nature and environmentally friendly without sacrificing the level of comfort usually found on a motoryacht, that would allow them to cruise around the world and access shallow waters and that would let them take part in regattas and enjoy the fun of racing with a high-performance ketch.

With such a complex brief in mind, there was little doubt that, if achieved, the end result would be iconic. The fact that *Twizzle* won the Judges' Commendation at the 2011 World Superyacht Awards is no surprise. *Elite Superyachts'* Laurent Perignon met with the owners to discuss the coming together of *Twizzle*.

Laurent Perignon: It is rare to see owners shift from motoryachting to sailing yachts. What made you turn to sailing and the build of *Twizzle*?

Twizzle: We owned a 47-meter Perini Navi sailing yacht for a while, which we really enjoyed. We decided to build a sailing yacht that could be used both for cruising around the world and for racing in superyacht regattas, which turned out to be more of a challenge than we expected.

Do you foresee an increasing share of motoryacht owners turning to sailing yachts or do you consider yourself to be exceptions?

While sailing yachts are getting bigger, the scaling-up problems are proving far more complex than for

The shallow draft allows *Twizzle* to explore shallow waters

motoryachts. Most large sailing yachts are built by experienced sailing owners. We really do not see many motoryacht owners making the move as few will be willing to marry the sailing systems (masts, rigging, sails, winches, hull, etc) with the amenities of a top superyacht such as full air handling, audio-visual and communications systems.

Was choosing Royal Huisman influenced by the fact they have successfully built both sailing and motoryachts before?

Yes, although it is more to do with the fact that only Royal Huisman can create groundbreaking and iconic yachts, especially large performance sailing yachts that fulfill the vision of the owners. Most shipyards do not want to spend time designing the new technology required to create these yachts.

What about New Zealand yards that are renowned for building large sailing yachts?

For us as owners, being close to our home was of paramount importance as we are very hands-on in the design process, having held 43 owners' meetings during the course of the design and build. It is also important for the collegiate team of designers and technical people.

What were the most interesting aspects of *Twizzle's* development?

One of the most interesting and challenging areas was the development of the hull and especially *Twizzle's* shallow draft that allows it to explore shallow waters, enter ports and navigate through coral reefs whilst still being able to deploy a swing-down centerboard to allow it to race upwind and act as a stabilizer when motoring or sailing.



Space is fully optimised within the interior

Another was the selection of the sailing systems, the high-tech, strong yet supremely light masts, rigging, sails and the powerful winches and control systems that allow hoisting the huge sails in just two minutes. This allows *Twizzle* to sail extremely well every day in a wide range of wind and weather conditions, from 5-35 knots of wind.

But probably the most fascinating challenge was to develop a general arrangement – the layout of the interiors – that flowed easily around the boat, bringing the main exterior cockpit into the main salon. There was also the design of the forward salon and guest areas and the design of the fly-bridge, raised bridge and swimming platform; all these areas had to be integrated into a coherent structure that could also handle the huge loads of the sails and masts while making everything look effortless.

What are the unique features?

For us, a sailing yacht is a beautiful flowing sculpture that is enhanced by the uncluttered and unencumbered decks and beautiful shapes of its superstructure and hull. This required a lot of specialist engineering to conceal the myriad hatches in the decks under which are concealed the captive winches, tenders, and crane and boat deck equipment. It really is the pursuit of both form and function in creating a magnificent yacht that performs incredibly well so it can be taken around the world.

A sailing superyacht must not just sail and motor as well as a motoryacht, but needs to be as comfortable and practical as well. This is not as simple as it sounds as one cannot have freestanding furniture because sailing yachts heel over when under sail, or even under motor when using a staysail to stabilize the yacht's movement through the water. Sailing yachts require many more technical systems to be crammed into far less space, and still to be as accessible for the engineers to maintain. Plus, they have to be intuitive to use and supremely safe for inexperienced guests and charterers.

Twizzle is two meters longer than our previous motoryacht but has one-third less internal volume in a carefully shaped hull. That poses considerable challenges needing years of planning to be able to maximize our use of space for engineering perfection and utmost comfort for guests in all conditions. And we needed to incorporate walk-in deep freezers, cold stores, dry stores and daily galley storage to be able to feed the 11 crew and eight to ten guests when exploring the world in far-off places.

You are offsetting carbon emissions for *Twizzle*; was the environmental impact a key reason for building a sailing yacht?

Minimizing the environmental impact of a yacht is part of the reason for choosing to build a sail boat. It is probably just as much the challenge of doing it well and achieving all of the aims and objectives that is important.

We build yachts to explore the most beautiful places on earth before they are spoilt forever. Yacht owners have a clear duty to protect the environment to the best of their ability and so the design of *Twizzle* is exceptionally green, with minimum pollution into the sea. We clean all outputs including soot from generators

Royal Huisman and Dubois Naval Architects

Royal Huisman is famed for building highly complex and iconic sailing superyachts. Established in 1884, Royal Huisman can build unique custom yachts up to 300'/100m. Fabrication takes place in a 30,000m² purpose-built shipyard.

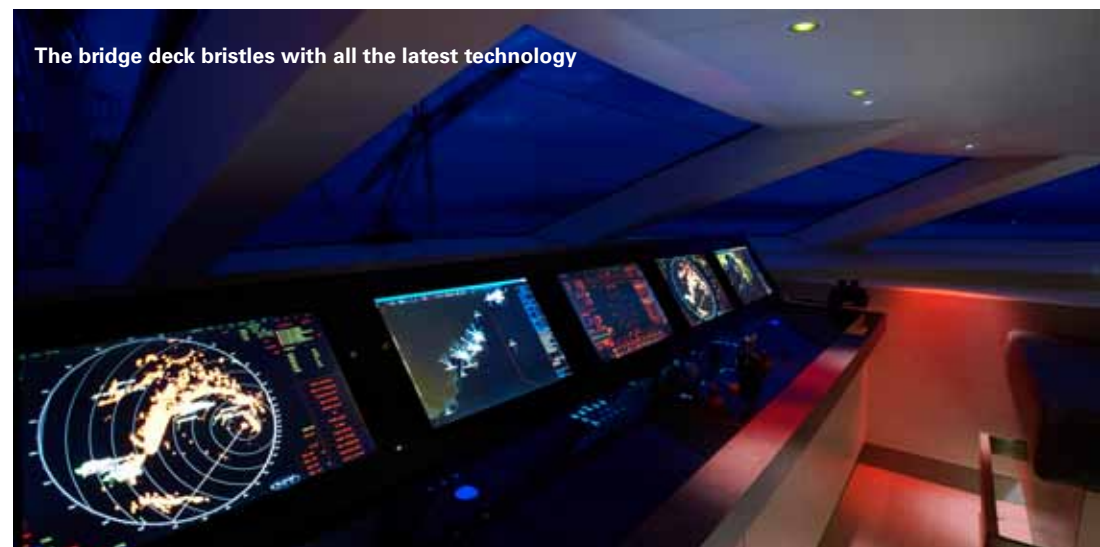
Founded by Ed Dubois in 1977 in the UK, Dubois Yachts is especially renowned for creating some of the most beautiful, high-performance sailing yachts the world over, many of which have won awards.

and our outflows from washing the boat. *Twizzle* will sail across oceans where possible and only has one fuel-efficient engine to minimize consumption. So it is only natural that we insist that it offsets carbon emissions, both in build and in use, and applies the credit to a biomass generator project in Guatemala.

Do you consider *Twizzle* to be your ultimate yachting achievement or are you now game for another such project?

Twizzle does represent the pinnacle of our yacht-building experience. Building a performance sailing yacht of this size is far more complex and challenging than building an equivalent motoryacht. For us, the pleasure comes in being able to use *Twizzle* the way we envisaged some four or five years ago, with our family and friends. We now look forward to taking *Twizzle* around the world and visiting some of the most remote and stunning destinations in the world.

Twizzle is available for charter through Burgess London from €196,000 per week low season and €210,000 per week high season. Contact london@burgessyachts.com or call +44 20 7766 4300. ■



The bridge deck bristles with all the latest technology