



Looking forward from the informal aft recreational and dining area towards the interior main deck salon. Full-width sliding doors open or close at the touch of a button to transform the layout of this versatile living space. Note the clean simplicity of the staircase to the flybridge.

TWIZLE ROYAL HUISMAN

This elegant 57.5-metre ketch is one of the most sophisticated yachts built by the Dutch yard in its 127-year history. She offers high-tech, high-performance ocean-going sailing in graceful style



Above, left: the beauty of the clean teak deck where expert joinery conceals 18 hatches housing equipment and two 6.3-metre tenders. Clever joinery techniques ensure the planking runs right through the hatches without the intervention of margin planks. Above, right: the main deck's

forward most lounge and dining area offers magnificent glass rimmed views. Opposite: Twizzle under way, hinting at her exceptional performance. Dubois naval architects set a swing keel within the 3.8-metre draft fixed keel. Lightweight and exceedingly stiff carbon fiber materials form

the basis of the mast and standing rigging while an optimized beam and 120 tons of internal ballast secure performance and stability. The rig, with its 62-metre mainmast (set to clear Panama's Bridge of the Americas), carries 1,952 sq. metres of sail up-wind and 2,872 sq. metres downwind.

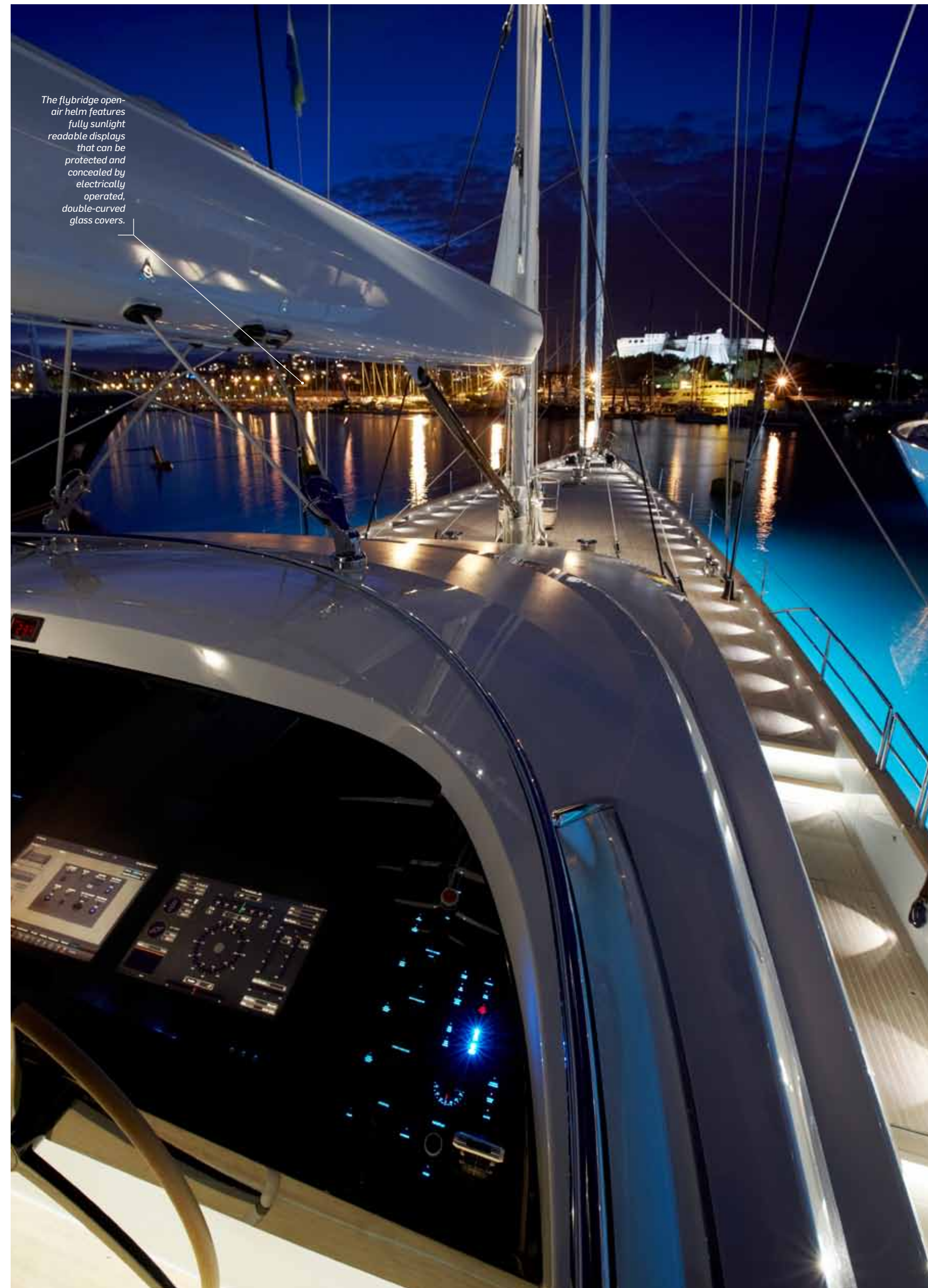


Twizzle was conceived as a powerful long-distance sailing yacht with shoal draft capabilities, offering all the comfort and amenities of a motoryacht

From any perspective, the 57.5-metre ketch Twizzle is an exceptional sailing yacht. Built by Royal Huisman – one of the world's most respected custom yards – Twizzle was conceived as a powerful long-distance sailing yacht with shoal draft capabilities, offering all the comfort and amenities of a fine motoryacht. This challenging ambition has been fully realised. Twizzle's sparkling sailing performance has turned heads at superyacht regattas such as the St Barth's Bucket while her elegant design, fine craftsmanship and engineering, and luxuriously appointed amenities have attracted major awards. These include Best Custom Yacht (Asia Boating Awards), Judges Commendation Best Superyacht 45 metres plus (World Superyacht Awards), Best Superyacht 45 metres plus and Best Interior Design (International Superyacht Society Awards), Best Superyacht Interior and Best Recreational Area for Guests (ShowBoats Awards). Meeting such an aspirational brief created numerous challenges for designers Redman Whiteley Dixon, interior décor specialists Todhunter Earle, naval architects Dubois, and design engineers and builders Royal Huisman – for whom Twizzle was one of its most sophisticated projects in a 127-year history. One of Twizzle's most dramatic features is her elegant, glass-surrounded superstructure. It appears almost to float above the hull and deck

with little visible means of support – yet it has to house the half-raised bridge deck and the flybridge, support exceptional rig loads, and withstand high waves and blasting sunlight. Huisman engineers devised an ingenious structure that incorporates concealed supporting mullions and vast, double-curving glass windows involving oven heating and bending on a scale never before attempted. Glass tinting techniques darken the glass externally, ensuring privacy, whilst allowing full daylight within. Twizzle's design aesthetic is visual understatement. Nowhere is this more evident than in the long clean lines of her teak-planked foredeck, seemingly uninterrupted by hatches or equipment. Closer inspection reveals more Royal Huisman ingenuity. There are no less than 18 hatches, two of them large enough to conceal 6.3-metre Castoldi jet-driven tenders. Clever joinery techniques ensure the planking runs right through the hatches, without the intervention of margin planks. Even the hinges are concealed. Air vents are hidden in the bulwarks, protected from water incursion by a neatly-designed and class-approved snorkel-and-ball system. The stern platform is a case study in engineering ingenuity. The transom slides and pivots to reveal a two-level platform linked by teak steps. The height is adjustable to sea conditions, and a retractable swim ladder is incorporated into the





The flybridge open-air helm features fully sunlight readable displays that can be protected and concealed by electrically operated, double-curved glass covers.



Above, left: the internal bridge, forward on the half-raised bridge deck. Twizzle's bridge has been configured as a "glass cockpit" - a term describing the touch-screen digital displays that offer access to every kind of control and information. Above, right: the

transom swim platform offers easy access to the water for swimmers, divers and dinghy sailors. The transom slides and pivots to reveal a two-level platform linked by teak steps. The height is adjustable to sea conditions, and a retractable swim ladder is incorporated into

the lower platform. The entire hydraulic operation is invisibly pivoted and automatically programmed from deployment to stowage. The adjoining lazarette contains snorkelling and diving gear, water skis, wake boards, kayaks and dinghies.



Twizzle's sparkling sailing performance has turned heads at regattas while her elegant design, fine craftsmanship and engineering have won major awards

TWIZZLE

LOA	57.49 m
Beam	11.59 m
Draft	10.8 m - 3.8 m
Displacement	550 tons
Sail Surface	1,952 m ² (upwind) 2,872 m ² (downwind)
Cruising speed	17 knots
Guest berths	8
Crew	12
Naval Arch.	Dubois Naval Architects Ltd.
Exterior and interior design	Redman Whitely Dixon Ltd.
Interior décor	Todhunter Earle Interiors
Shipyards	Royal Huisman

lower platform. The entire hydraulic operation is invisibly pivoted and automatically programmed from deployment to stowage, even including fresh water flushing of the swim ladder. The adjoining lazarette contains snorkelling and diving gear, water skis, wake boards, kayaks and dinghies. Twizzle has an exceptionally flexible layout, offering all kinds of options for socialising, from intimate dining or conversational groups to large gatherings that flow freely through the main deck saloon to the alfresco afterdeck via full width glass windows that retract at the touch of a button. The afterdeck also offers access to the beautifully appointed flybridge with its own social, dining and BBQ amenities as well as the twin helm stations. Among many notable features, Twizzle's bridge deck has been configured as a "glass cockpit" - a term describing the absence of traditional instruments and controls in favour of touch-screen digital displays that offer comprehensive access to every kind of control and information. The flybridge helms feature fully sunlight-readable displays that can be protected and concealed by electrically operated double-curved glass covers. Although "fly by wire", Twizzle

has her own simulated rudder feedback system, custom designed to provide the essential "feel" for the man on the helm of a direct linkage system. The generators incorporate soot-burning systems so efficient that a white handkerchief placed over the exhaust is left unmarked. A Dynamic Positioning System enables Twizzle to hold her position precisely through automated application of helm, thrusters and engine. Security in port is enhanced by smart-card access via concealed touch pads. Twizzle's advanced electronics systems, custom Alarm and Monitoring System, customized "Twiznet" interface, and independent cellphone network are further examples of the innovation that make this yacht so efficient, safe and progressive. With the aim of optimising amenity space within a minimalist visual concept, these features and systems (and countless more) were developed for optimum reliability with minimum intrusion on space and sightlines. The greatest engineering achievements of this project perhaps reside in what you cannot see, rather than what you can. Twizzle is available for charter, with luxurious accommodation for eight or nine guests.