

ocean

CROWNING GLORY

PALM BEACH MOTOR YACHTS' NEW 65 FLYBRIDGE REIGNS SUPREME

REVIEWS

SUNREEF 102 DOUBLE DECK
PALM BEACH 65 FLYBRIDGE
X-YACHTS X55
TWIZZLE

TWIZZLE

GRACE & PACE ABOARD
ROYAL HUISMAN'S
SUPER-KETCH

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MIZZEN ACCOMPLISHED

ROYAL HUISMAN'S SUPER KETCH *TWIZZLE*
REDEFINES THE LIMITS OF PERFORMANCE
CRUISING, WRITES ANTHONY TWIBILL.

BUGSY GEDLEK





WHITE NIGHTS
 Above: The generous main cockpit is ideal for outdoor dining, flowing seamlessly into the main salon (lower left) and deck. Above right: View over the aft deck. Below right: The intimate aft cockpit, with direct access from the owner's stateroom below, is protected from the weather with a retractable dodger.

DESPITE HER SLEEK LINES TWIZZLE IS A SPACIOUS CRAFT TOPSIDE, WITH THE BEST AREAS RESERVED FOR THE ENJOYMENT OF OWNERS AND GUESTS.

RAY MAIN

State-of-the-art is an overused term, particularly in the rarefied world of luxury superyachts. For newly launched *Twizzle*, the Dutch superyacht yard Royal Huisman have earned the accolade, working in unison with an experienced yachting couple and their design team to craft the quintessential ketch. *Ocean* first sighted her near-60-metre aluminium hull under construction during a visit to Royal Huisman in 2009. Staggeringly large, it seemed to stretch beyond even the extensive confines of Huisman's purpose-built sheds.

The following September in Monaco, *Twizzle* was revealed at the tiny principality's annual superyacht show. The owners (who had owned several luxury yachts previously, the most recent being a *Feadship De Vries* motor superyacht of the same name) had specified a fast, luxurious long-range cruising yacht with shoal draft capabilities and all the amenities, comfort and standards they were accustomed to on their motor yacht. The yacht should be streamlined, low-profile and arresting in appearance, and effective in all latitudes and climates. It was a challenging brief alright, and the result is certainly testimony to the specialist talents that Huisman and the owners harnessed to construct their masterpiece.

Unusually for a project of this scale, the owners themselves steered the project throughout. Redman Whiteley Dixon were responsible for *Twizzle's* exterior styling, as well as interior design in association with Todhunter Earle, while Dubois undertook the naval architecture for hull and rig design. The result is a stunning combination of luxury boutique home and powerful blue water sailing craft.

First impressions are of powerful contemporary lines, a towering 62-metre "Panamax" ketch rig, and an innovative "floating" deckhouse structure that incorporates a half-raised ship's bridge between main deck and flybridge.

Despite her sleek lines, *Twizzle* is a spacious craft topside, with the best areas reserved for the enjoyment of owners and guests. There is luxurious accommodation in three spacious guest cabins, plus a magnificent owners' master suite. *Twizzle* also boasts a high standard of crew amenities, with five double crew cabins available to a crew of 10, in addition to the captain's accommodation, which can double as an additional VIP

guest cabin if the occasion dictates. In keeping with the owners' 'access all areas' brief, *Twizzle* has been designed with a swing keel that allows a shoal draft of only 3.8 metres: quite remarkable for a vessel tipping the scales at close to 500 tonnes. For upwind sailing, a massive centreboard can be lowered to 10.8 metres in around a minute, with the assistance of hydraulics.

The yacht's stability is enhanced by a relatively low centre of gravity achieved by her low profile and some 100 tons of internal ballast designed around the swing keel. As there is no ballast within the duplex stainless steel centreboard itself, stability remains continuous, whatever the position of the keel. A low wetted-surface area hull, complete with recessed anodes and flush hull ports with retractable stern and bow thrusters, is further optimised with a beam of just 11.6 metres. To make her even more slippery under sail, a variable pitch propeller skews its four-blade design for minimal drag.

Dubois Naval Architects have focused on a hull and rig that combines superior sailing performance with sea-kindliness, stability and comfort. The ketch rig is by Southern Spars, with its main mast soaring 62.43 metres above sea level – the tallest that can fit under the Panama Canal's Bridge of the Americas at low tide – and carrying up to 1,952m² of sail (upwind) on composite spars supported by ultra lightweight, yet immensely strong EC6+ carbon standing rigging. North 3DL sails and Rondal captive and drum winches have been optimised for racing.

Those taking a turn at the helm will appreciate the "feel" they experience from rudder to wheel. As the distance between helm and rudder on *Twizzle* is too great to permit a direct mechanical steering



system, a digital “fly-by-wire” hydraulically driven system is employed instead. To simulate helm feedback, Royal Huisman devised a custom system that measures the axial forces on the rudderstock and converts them into directional loads on the wheel via an electronic actuator – enhancing helming enjoyment as well as efficiency. The yacht’s on board system also combines the information from load cells fitted in the mast to calculate the maximum load and flexing in the rig. The resulting data allows *Twizzle* to be sailed to full potential, whether cruising or racing.

Step aboard *Twizzle* and first impressions are of extraordinarily long, clean lines of teak deck running fore and aft. There are no hatches visible, indeed no obstructions at all spanning the acres of teak. Closer inspection reveals that the effect is down to some expert joinery; the flush hatches are there all right (no less than 18 of them in the foredeck alone) but without margin planks and with hinges cleverly concealed below deck. Two of the forward hatches, port and starboard, are super sized, built from carbon fibre beneath teak cladding, and hydraulically operated to reveal twin 6.3-metre Castoldi jet-driven tenders. Between them, equally well hidden, is a knuckle-boom tender crane.

A special feature greets you at the foot of the main mast. Just forward of the sweeping deckhouse window, a hydraulically operated crow’s nest provides an exhilarating ride up the 62-metre-high carbon composite mast. Those with a head for heights will enjoy breathtaking views of port, ocean or tropical island.

Up on deck *Twizzle*’s vast, double-curved deckhouse windows are believed to be the largest glass pieces ever created by Royal Huisman’s specialist partner, Yachtglass. The work included the careful concealment of the mullions supporting the bridge deck so as to achieve an ‘all-glass’ exterior and glass-tinting techniques to make the glass appear dark from the outside yet clear from the inside.

Usually on large yachts, the forward area of the deck salon with its dramatic views over the foredeck is given to the bridge and helmstations. Aboard *Twizzle*, however, the whole of the main deck salon has been given over entirely to owner and guests. Far from compromising the navigation and operation of the yacht, this provides the opportunity for a half-raised bridge situated in a commanding position above the deck salon, with easy

access both from the crew area and to the flybridge steering stations. As a result, the area behind the main deck’s vast curving window is left free for a magnificent theatre lounge, easily transformed for casual dining as desired. Stairs forward to port provide direct service from the galley, while doors aft on either side lead onto a spacious lobby area. From here, wide stairways give access to accommodation below and flybridge above.

Full-width Rondal glass sliding doors aft of the saloon open to offer a seamless transition to the alfresco dining and leisure deck beneath the flybridge. Further back the decks rise towards a sundrenched aft-deck, complete with a secluded mid sized cockpit area directly accessible from the owners’ study. The cockpit is protected by a clever canvas bimini that retracts neatly into a recess.

To starboard of the dining deck, a staircase with retractable rain hood rises to the flybridge above. Commanding the wonderful outlook across the decks are dual helm stations equipped with high-backed seats. Large sun beds, sofas, a bar, barbecue and a table that extends for ‘roof-top dining’ ensure the ideal atmosphere and functionality for the social area of the flybridge.

Another impressive feature is the stern platform. The two-tier boarding / swim platform can be hydraulically positioned at various heights according to sea conditions. A hydraulic carbon fibre swim ladder is concealed in the lower platform, while a grand stairway gives access to the main deck. In keeping with the owners’ demands no mechanics are in view and every detail has been thought of - even down to the fresh water flush of the swim ladder as it is retracted. This installation is symbolic of the attention to every detail evident throughout *Twizzle*.

Adjacent to the stern platform, a lazarette contains snorkelling and dive gear (including a dive compressor and a nitrox production unit), water skis and wakeboards, two kayaks, and even a sailing dinghy, along with a variety of bar and barbecue equipment.

From the lobby, a wide staircase to starboard gives access to the cabin deck. Here a low-lit corridor leads to three guest cabins - two doubles and a twin - and to the owners’ stateroom aft. The guest cabins feature contemporary fittings and décor with beautifully conceived modern architectural detailing that includes custom hardware with a distinctive bronze finish.

Lighting is subtle and unobtrusive, and supplements natural light from the large portholes. The lights come on automatically when cabin doors are opened, obviating a search in the dark for the controls. Each cabin has an Apple iPod Touch to control the audio-visual systems and television.

The owners’ stateroom, further aft behind a concealed watertight bulkhead, features a centrally positioned, oversized



HIGH LIFE

Above left: Gazing towards the Monaco shoreline from the flybridge helmstation at night. Above: *Twizzle*’s innovative, custom-crafted stern platform. Top and right: Dining on the flybridge.

BI-DIRECTIONAL LIGHTING ON *TWIZZLE*’S MASTS AND UNDERWATER LIGHTING ALONG HER ENTIRE 189-FOOT LENGTH PRESENTING A STUNNING LUMINESCENT IMAGE AFTER NIGHTFALL.

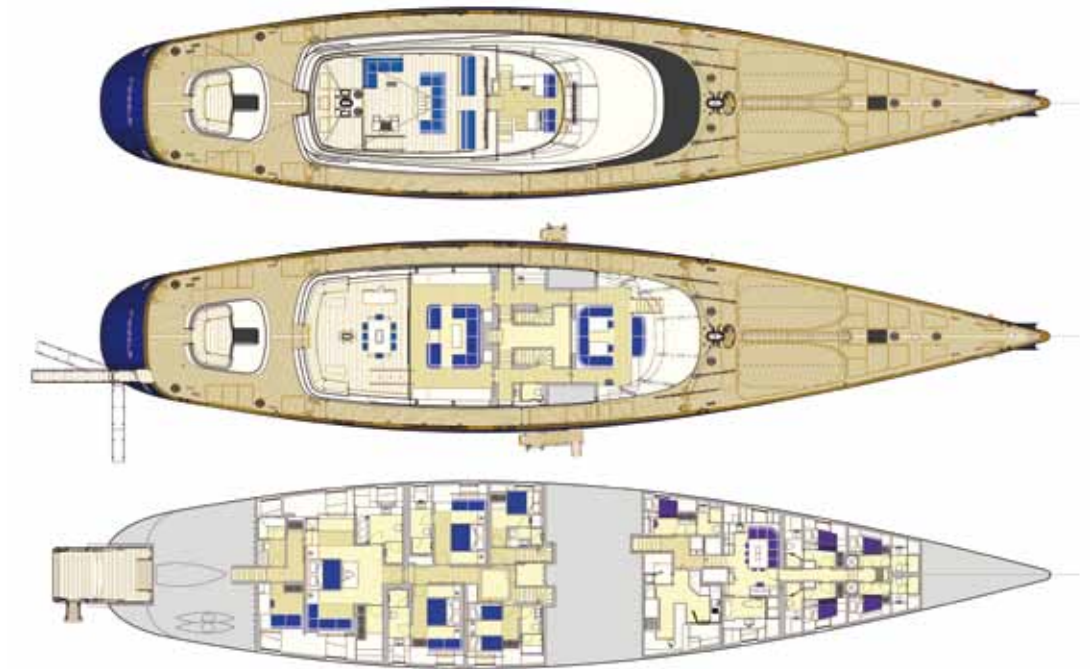
RAY MAIN





SUITE THING
Top: Master stateroom designed around the mizzen mast base. Left: Owner's private study and (above) en-suite.

RAY MAIN



BUILDER	Royal Huisman
COUNTRY OF BUILD	The Netherlands
YEAR OF BUILD	2010
NAVAL ARCHITECT	Dubois Naval Architects
INTERIOR & INTERIOR STYLING	Redman Whiteley Dixon
INTERIOR DÉCOR	Todhunter Earle Interiors
LOA	57.5 m / 188.7 ft
DISPLACEMENT	496 gross tonnes
DRAFT	10.8 m / 35.43 ft (board down) 3.8 m / 12.47 ft (board up)
SPARS / RIG	Southern Spars
SAIL AREA	1952 m ² (upwind) 2872 m ² (downwind)
SPEED (CRUISE)	12 knots under power
OWNER & GUEST BERTHS	8 in 4 cabins
CREW	11

king bed located abaft of the mizzen mast, itself artfully presented as a design element. To starboard, there is an L-shaped sofa and walk-in wardrobe. To port, doors connect to a large bathroom against the forward bulkhead and to another door, further aft, that connects to the aft lobby. This lobby leads to another bathroom with steam shower, and provides access to the owners' study and to the stairs leading aft to the owners' cockpit and swim platform.

The operational hub of *Twizzle* is the half-raised bridge deck with its superb outlook and easy proximity to daily life and activities aboard. It is accessed by a short flight of steps from either the main lobby to starboard or the pantry area on the port side.

Both the flybridge and inside bridge have "glass cockpit" type steering and control stations with wide touchscreen displays by Radio Zealand and Yachtglass. Scrollable information pages do away with buttons and knobs, keeping the user interface simple. All displays are fully sunlight-readable, and can even be angled in line with the sun's azimuth when not in use.

The navigation and communications electronics fitted to *Twizzle* are supplied by Radio Holland and Marine Technologies (MT), and feature an Integrated Bridge System with a certified ECDIS (Electronic Certified Documentation and Information System). All nav/com systems can be viewed and controlled via a custom 'Twiznet' interface at any of the helmstations.

A Dynamic Positioning System (normally the preserve of oil rigs and cable-laying ships), enables *Twizzle* to maintain her precise position without resorting

to anchoring or manual controls, via GPS-linked applications of her propeller, thrusters and rudder.

As you would expect for such a high-tech yacht, *Twizzle* has an exceptional communication, electronics and entertainment system. Guests can adjust the lighting, shuttered hull-ports, air conditioning and television with a single handheld control; they can control their own iPods, plugged into their cabin, from anywhere in the yacht; there are the usual DVD, internet and satellite TV streams and an option to stream photos from the day's cruising via a dedicated TV channel.

Twizzle's owners have striven to make her eco-friendly, and the yacht is certified to the highest levels for operation in protected waters, including Alaska. Working with the Yacht Carbon Offset program, *Twizzle* has also agreed to a Carbon Offset Balancing Agreement to compensate for the estimated greenhouse gases emissions associated with her construction. She is believed to be the first ever superyacht to enter such an agreement. This being the case, she can add admirable ethical credentials to her already long list of attributes.

www.twizzle.org
www.royalhuisman.com