

SuperSail

188ft *Twizzle* from Royal Huisman •



Cupboards bare?

There are a number of new launches taking place around the world that make the supersailing yacht market look in good health, especially in the Netherlands – although appearances can be deceptive.

A recent tour of Dutch superyacht yards revealed a lot of work in progress. With the 200ft schooner *Athos* just out of Holland Jachtbouw, the J Class *Lionheart* about to undertake sailing trials and *Twizzle* emerging from Royal Huisman (right) what is there to worry about?

But what of new orders? The truth is there is virtually nothing on the horizon apart from a hint that Huisman might be about to sign

Orders are needed now to secure the future

something new. And they certainly need it if they are going to maintain their much-heralded 'under one roof' policy, something which works exceedingly well in good times, but which might expose the company when markets get tough.

Holland Jachtbouw will have nothing in their expanded yard until the hull of the J Class *Rainbow* turns up from Freddie Bloemsma, but she is scheduled to leave the yard by the start of 2012, so what happens after that? Well, not a lot.

Vitters, however, seem in rude health with *Marie* launching soon and two other big yachts taking them through to 2014.

Orders are really needed now to secure the future. Those companies that prove quality comes before anything else and whose track record speaks for itself will surely be the ones to benefit from an upturn.

David Glenn



DUBOIS 57.49

Twizzle's talent for multi-tasking

As superyacht yards continue to search for that elusive, but crucial next order, a string of current builds are nearing completion. The first will be multi-purpose Twizzle from Royal Huisman this summer



This is a photograph of a model of the 188ft 6in *Twizzle* about to launch at Royal Huisman in Holland. Designed by a combination of Dubois Naval Architects, Redman Whiteley Dixon (exterior and interior) and Todhunter Earle (interior), this remarkable ketch is for one-time motor yacht owners who have left no stone unturned in their quest for a vessel capable of performing various tasks.

Her unballasted centreboard will draw a staggering 10.2m when down,

but when up the yacht will be able to nose into anchorages with a reduced draught of just 3.8m.

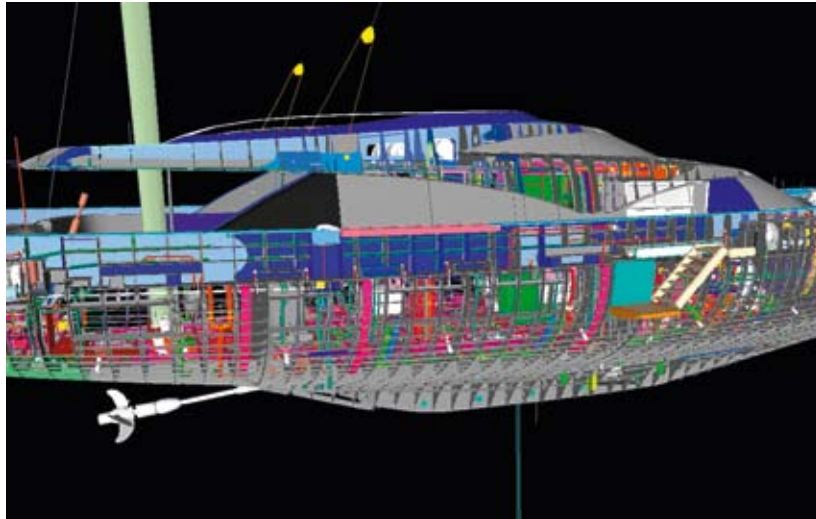
Her ketch rig is just short enough to allow the yacht to transit the Panama and Suez canals and her single Caterpillar main engine provides a 4,000nm range at 12 knots. There is little doubt that Ed Dubois will have drawn a yacht which will perform, despite having to meet the demands of unusually shallow draught for such a large yacht. Noticeable tumblehome – also

This model shows much of *Twizzle's* deck detail, including deep bulwarks from amidships aft. Inset: how the stern platform and garage works

unusual for a modern superyacht – will help the stability, as will her carbon spars and lightweight EC6 carbon fibre standing rigging. Both are from Southern. So this yacht is likely to achieve the versatility her owners demand.

When we saw *Twizzle* at Royal Huisman in early June we were intrigued by the unusually deep bulwarks from about amidships aft. A large step down from the foredeck area leaves you almost chest deep in bulwark, which will at once





Top: some of *Twizzle's* structural and internal systems detail. Above: Redman Whiteley Dixon styled the exterior of the yacht

provide genuine security, an element of privacy and protection from the elements.

Mike Koppstein of Huisman described this as a 'rule beater', a reference to the fact that *Twizzle* is under 500 tons gross tonnage, thus avoiding the regulatory burden that comes with being in excess of that figure. By in effect emptying out the hull at this point, the calculation for gross tonnage results in a lower figure despite the fact that the yacht will displace some 550 tons.

Among the yacht's other unique features is a stern platform which folds out and down from the transom and incorporates a fold-out boarding ladder. There is also an automatic passerelle, which can be deployed either directly aft from the transom for stern-to mooring or be swung through 90° so it can be used when the yacht is alongside. All the hydraulics are hidden.

Following *Twizzle*, a marvellous-looking 180ft (including bowsprit) Spirit of Tradition ketch is advancing steadily towards her launch date in

2012. Designed by Gerry Dykstra and with an interior by Rhoades Young, this yacht has the look of Otto Happel's Panamax ketch building at Baltic. This yacht appears to be less complex, although beneath the waterline she looks very slippery indeed with an extraordinarily short chord fin keel and a big bulb, all of which can be lifted to reduce draught from about 6.7m to 4.6m. This is going to be a stand out yacht in terms of looks and performance.

Metal is about to start cutting for the 122ft cutter *Bugamena* which is also a Dykstra/Rhoades Young combination. She is also destined for a 2012 launch date, but it would appear that progress with the yacht has been slow as the order was announced almost two years ago.

Rumour has it that Huisman are about to sign a much-needed new build, but when we visited the yard no one could comment or confirm that this was the case. By the time this story is published, that may well have changed.

Who's up for the Pendennis Cup?



J.Ratcliffe

One of the big events for large classic yachts in the UK this summer will be the Pendennis Cup, held during Falmouth Week from 7-14 August. It will be organised by the Royal Cornwall Yacht Club on behalf of the Port of Falmouth Sailing Association and will be hosted by Pendennis Shipyard.

There are currently seven firm entries, including *Adela*, *Mariette*, *Mariquita*, *Velacarina*, *Tomahawk*, *Pinuccia* and *Zarik*. Other yachts, including the Pendennis-built Frers ketch *Rebecca*, are still considering whether to enter.

Racing will take place in Carrick Roads and off Falmouth with the coast either side of the Fal estuary providing superb vantage points for spectators. Conditions during the inaugural Pendennis Cup in 2009 provided some spectacular racing.

PROGRAMME

Saturday 7 August	Registration
Sunday 8 August	Registration and Skipper's Briefing plus VIP Meet and Greet at a local restaurant
Monday 9 August	Race 1. Evening: welcome barbeque at the Royal Cornwall Yacht Club
Tuesday 10 August	Race 2. Evening: Henri-Lloyd Falmouth Week Competitors' night in Events Square, Falmouth
Wednesday 11 August	Layday. VIP champagne lunch
Thursday 12 August	Race 3
Friday 13 August	Race 4. Evening: St Mawes Quayside party
Saturday 14 August	Race 5. Evening: prizegiving