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SUPERYACHT SPECIAL

Pegasus • The Other Woman • Maracunda

Venezuela charter cruising

INTERNATIONAL



The Other Woman



Dramatically proportioned and engineered to perform under power and sail, combining twin lifting keels and water-jet propulsion, *The Other Woman* is a highly distinctive motor-sailer built by Australian Yacht Builders. Words and pictures by *Guy Gurney*.

When you glance down the specification list of a sailing yacht and encounter 'Pianos by Steinway and Yamaha', it occurs to you that here might be something out of the ordinary. In fact, the 58.2m (191ft) motor-sailer *The Other Woman* is not only the largest US-registered private yacht in existence, but she inspires superlatives in every area of performance, equipment, construction and design.

Her owner, Edward Cantor, an industrial real estate developer from Linden, New Jersey, had previously owned a dozen or so yachts when some eight years ago he conceived the idea of a large, shallow draft yacht that could not only carry him about the world's oceans comfortably, but do so equally fast and

efficiently under power or sail.

Laurent Giles and Partners, of Lymington, were consulted initially, and they produced an imaginative concept that was later developed, enlarged and refined by the naval architects and engineers of Bold Craft Engineering Corporation, of Jacksonville, Florida. Also playing major roles in the final design were Glade Johnson of Seattle and Paola D Smith of Fort Lauderdale, who were responsible respectively for exterior and interior styling.

Other designers have previously tackled the challenge posed by the conflicting requirements of high performance under both sail and power, but never before have these ideals been successfully realised in such a large vessel. Designers will tell you that any yacht, by





One of the main considerations for Paola Smith in developing an interior design plan was to create an ambience of luxury and practicality which would complement the owner's original art collection. Above: the main saloon, unified by a central

colours theme, features a number of intimate social areas characterised by different furnishing styles and art works. Left: the dining room's 1920 Eero Saarinen oval inlaid table and flute-backed chairs are perfectly in keeping with the magnificent marine centrepiece by Buccellati



ON BOARD

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Above: sky lounge with Italian grey leather seating and red suede bar stools. Out of the picture the second piano onboard, an upright this time.
Left: the four-person, air-conditioned elevator with sculpted doors serves all four decks

nature, must be a compromise, but *The Other Woman* shows little sign of it. She cruises at 17 knots under power, with a maximum speed of 20. Under sail in a moderate breeze she has reached at 14 knots and has the potential of 17.5 given the right conditions.

Yet this is a long-distance cruising vessel equipped better than most commercial ships, and so laden with the comforts of the most luxurious home that she displaces 559 tonnes. She has been strongly and beautifully constructed in aluminium to American Bureau of Shipping standards by Australian Yacht Builders of Brisbane, Queensland. Despite the yacht's massive size she is handsomely proportioned; her styling is that of a large, modern motor-yacht, but with the surprising addition of two masts that rise 45m (150ft) above the water.

So how do the two seemingly irreconcilable disciplines of power and sail manage to work so well side by side? Below the waterline is a soft-riding, easily driven round-bilged hull,

with a slight wedge shape towards the stern that is said to provide extra lift, preventing any tendency for the hull to 'squat', flattening out the wake and increasing speed. Two huge 16-cylinder Caterpillar 3516 engines, of 2800hp each, transmit their considerable force through KaMeWa Series 90 jet drives, eliminating propellers that would create drag and inhibit performance under sail. Two centreboards of aluminium filled with a mixture of lead shot and resin are lowered to provide, together with two fixed rudders, the required lateral resistance when sailing. These can be used under power for extra stability in very heavy seas over and above the use of the stabilisers.

The main centreboard weighs 24 tonnes. A smaller one of 4 tonnes, located further forward, is used mostly for trimming purposes. One reason that an efficient fast powerboat hull shape is unsuitable for sailing is that the waterline shape changes dramatically as the boat heels, producing strong weather helm. That is

why a powerboat tries to broach if a big quartering sea picks her up and heels her over. A hull intended for sailing is designed to maintain a symmetrical waterline shape when heeled, minimising the amount of weather helm, but it is relatively inefficient under power. *The Other Woman's* designers were able to use a highly efficient powerboat-type hull, and neutralise weather helm under sail to a large extent by adjusting the exposed area of the forward centreboard (thus the position of the Centre of Lateral Resistance) as she heels.

The schooner rig was developed with the help of Hugh Treharne of Hood Sailmakers in Australia, who built the six radially-cut sails as well as a vast and powerful 'MPS', or gennaker, 952m² (10,250 sq ft) in area, which is the sailing equivalent of those enormous Caterpillar engines. Intimidating though its size might be, this sail is surprisingly easy to set and douse using a long spinnaker sock. Hood Yacht Systems masts and furling systems stow the



Above: the ballroom-sized master suite with separate sitting area stretches over 9m (30ft) in length and features oversize bed, bathrooms, TV, VCR

and wardrobes with touch-control carousel. The rich fabrics used include Pratesi llnens. **Left:** owner's study finished in silk and natural ash

other sails at the touch of a button.

Sail trimming is carried out by remote control from the open steering position on the upper deck that they call the flybridge, using joysticks mounted on a control panel. These are connected to Lewmar captive stowage winches that swallow up the sheets, leaving no loose ends in sight. Push-button winches from Barient are used for halyards.

From the wheel the sailing master has a commanding view of the world ahead. In addition to sail controls, he has at his fingertips the controls for engines and centreboards. Engine controls are repeated in the enclosed wheelhouse one deck below, and at each end of the full-width open bridge, in wing steering positions that provide a complete view of each side of the yacht when manoeuvring into a dock with the aid of the 120hp bow thruster.

Further aft on the flybridge are an open-air bar surrounded by 16 stools, a big barbeque



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Above: the spiral stairway, formed in stainless steel with lucite steps, is crowned in the Sky Lounge with a stunning stained glass cupola. **Above left:** four generously sized and individually styled VIP staterooms as well as this fully equipped exercise room with sauna and steam rooms are located on the lower deck

grill, and a swimming pool more than 6m (20ft) across and 1.8m (6ft) deep. The pool holds 17,520 litres (3854 gals) of water - hot or cold, fresh or salt - squirted in through swimming jets if you feel like some exercise. There is also a Jacuzzi area in the pool.

Between the steering position and the bar, a funnel-like structure turns out to be the housing of an elevator that whisks three people at a time between four decks. Like much other equipment aboard, the Jered-Brown elevator and its hydraulic mechanism are of commercial grade as used aboard cruise ships and naval vessels: it is designed to operate without hesitation however the ship may roll. But for *The Other Woman* rolling should not be a problem, for she has Naiad Maxi stabilisers with 30sq ft (2.8m²) fins to dampen unwanted movement. Even under sail, she doesn't heel beyond about 14 degrees.

Taking the exterior elevator down a deck, we find the wheelhouse forward. Here is the main steering position, with every conceivable modern navigational device mounted in two large consoles. Furuno has supplied most of this, including S-band and X-band colour radar, recording and colour video depth sounders, scanning sonar (colour), weatherfax, GPS, Loran C, satnav and portable VHF radios. Other equipment includes JRC satcom, Sailor single sideband, ICOM and VHF radios, Datamarine digital fathometers and Brookes & Gatehouse Hercules 190 instruments. In addition, this area contains two IBM computers, a fax machine, a photocopier, and the control centre for a comprehensive Westec security system and two RCA closed-circuit TV systems.

On the port side is a door to the captain's cabin; to starboard another door leads to the 'sky lounge', or evening entertainment area.

Ah, here's the first piano, a Yamaha upright. The decor is that of an expensive night club, with metallic grey walls, silver and gold trim and red upholstered chairs and bar stools. Opposite the bar is a bank of stereo equipment and one of 11 television sets to be found aboard, as well as part of the vessel's collection of more than 500 compact discs and videotapes. The big white dome mounted on the main mast contains a 3m (9ft) dish antenna to receive satellite TV transmissions from US and European stations on 144 channels, with descramblers provided for all cable stations.

Next to the bronze sculpted door to the elevator (the door on each deck is sculpted to a different design), a spiral staircase constructed from stainless steel with internally lit Lucite steps leads from here down to the next two decks. Above, the staircase is topped by a thick stained-glass panel designed by Harriet Hyams that forms the circular floor of the



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Main picture: *The Other Woman's* masts tower 45m (150ft) above the water. **Above:** the hydraulic sail-handling systems are operated with electronic joy-sticks from a central control panel. **Top left:** the pool, complete with built-in Jacuzzi area, holds 17,520 litres of either hot, cold, fresh or salt water. An impressive list of tenders, vehicles and toys are available for shore-going and entertainment

open-air bar on the flybridge.

The next level down is the main deck, where we find ourselves in a granite-floored lobby amidships that serves as a reception and 'junior' breakfast and dining area for arrivals aboard. Forward, past an emerald green study with a malachite coffee table, is a corridor to the owner's stateroom, flanked by large, extravagantly appointed 'His and Hers' bathrooms finished in marble and onyx. In the centre of the stateroom stands an enormous bed, with an oil painting by Marc Chagall hanging above its head. In fact, one of *The Other Woman's* most striking features is the collection of art that is on display throughout the yacht. Other painters represented include Picasso, Matisse, Dufy and Grandma Moses, and there are sculptures by Bonnard, Moore, Frank Stella and Fernand Botero. To show off these works to the best advantage, the yacht is decorated mainly in beige and off-white.

Features of the stateroom include an entertainment centre, a separate seating area, and two big closets with automatic carousels that deliver chosen clothes to the door at the touch of a button.

Moving aft again, to port is a large commercial galley, fully equipped to deliver good food for up to 200 people for parties and receptions. Adjacent is a splendid dining room with seating for 16 people around a large inlaid table, made to a design from the 1920s from an unusual yellowish wood, with matching flute-backed chairs.

This leads us through a corridor or through large mirrored sliding doors to what is surely the largest saloon on a private yacht, measuring approximately 15 x 10m (50 x 33ft). This great space has been divided up into several seating areas with sofas, chairs and tables set out in groups. One such group surrounds the second piano, a Steinway grand. With a desk to

one side, a library, card table, bar and a wide choice of areas in which to relax surrounded by interesting works of art, this saloon is an agreeable place in which to find yourself.

There's still another deck to come. The lower deck has four guest cabins, three with king-size beds, the other with three single berths, and each with its own private bathroom, two of which have a two-person Jacuzzi tub. Each cabin has its own colour theme used in silk wall-hangings, wood and marble surfaces and fabrics. Throughout the yacht, the quality of workmanship is unusually fine. This is most immediately apparent in the wooden cabinetry, mostly executed in silver ash, an indigenous Australian hardwood.

The afterdeck provides storage for two powerboats, both 9m (29ft) long; a glorious Riva mahogany runabout and a Formula sport-fishing cruiser that can sleep six. These are lowered into the water with a 6800kg

The Other Woman

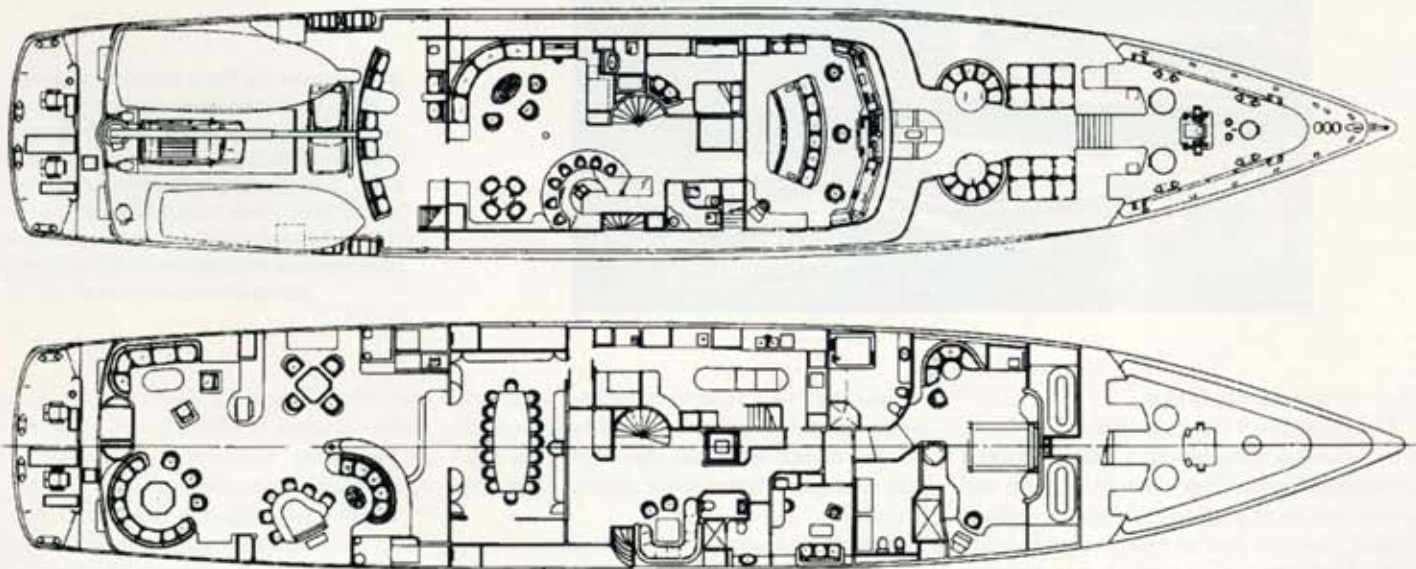
SPECIFICATION

LOA 58m (192ft)
LWL 45.4m (148ft 11in)
Beam 10.8m (35ft 10in)
Draft 2.2m (7ft 6in) keels retracted; 5.2m (18ft 0in) keels extended
Displacement 600 tonnes (approx)
Mast Height 45m (150ft) above waterline
Sail area 2500 m² (27,000 sq ft)
Speed under power 20 knots max; 17 cruising
Speed under sail 17.5 knots max
Range 5870nm at 11 knots; 2070nm at 19 knots
Hull material aluminium
Classification ABS, AMS, * , Circle E
Engines 2 x Caterpillar 3516, 16cyl 2800hp
Gears 2 x Reintjes LAF 840
Jet Drives 2 x KaMeWa Model Series 90
Generators 2 x Caterpillar 165 kW; 1 x Caterpillar 90 kW
Bow Thruster Schottel 120hp

Stabilisers Naiad Maxis
Fuel capacity 151,416 litres (33,312 gals)
Freshwater capacity 22,500 litres (4950 gals)
Watermakers 2 x Village Marine 23,000 lpd (5060 gpd)
Masts/Rigging Hood Yacht Systems
Sails Hood Sailmakers
Captive winches Lewmar
Stand-up winches Barient
Deck fittings Harken/Barbarossa
Naval Architect Bold Craft/Laurent Giles
Exterior Styling Glade Johnson Design
Interior Design Paola D. Smith
Engineering/Project Management/Owner's Rep Bold Craft Engineering
Builder Australian Yacht Builders, 47 Byron Street, PO Box 98, Bulimba, Brisbane, Qld 4171, Australia.
 Tel: +61 7 3993488.
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With her tandem centreboards and efficient rig, *The Other Woman* is stiff (less than 10° of heel) and promises both a fast pace and comfort for passengers under sail



(15,000lb) capacity crane mounted near the stern. If you want to go fishing but prefer to stay with the comforts of the mother-ship, there is a fishing cockpit right aft, fully equipped with a pair of fighting chairs. Fancy a little clay pigeon shooting? A remote-controlled, voice-activated trap launcher can spin 350 claybirds into the air off the stern.

The centre of the afterdeck is taken up by a specially built landing craft, a brainchild of the owner. On deck this provides safe storage for spare fuel for the various tenders, but when

lowered into the water by the crane, it can carry ashore one of two motor vehicles carried aboard, a Plymouth Voyager van or a VW convertible. Other 'toys' include two motor scooters, four bicycles, two jet-skis, two Sunfish sailing dinghies, a 3m (10ft) Zodiac inflatable, and six sets of scuba gear with a compressor.

The Other Woman has already proved herself on passage from Australia, via Hawaii to San Diego, and through the Panama Canal up to the East Coast of the USA. During the early part of the voyage she encountered gale-force

headwinds for long periods, but came through with flying colours. Quarters are provided for 15 crew, though 10 is the regular complement. When at sea, she is totally self-sufficient, to the extent of having comprehensive medical equipment aboard, including twin emergency oxygen systems and X-ray, EKG and defibrillator machines. She has a fuel capacity of 33,000 gals (150,000 litres) and carries 22,500 litres (4950 gals) of fresh water. With a draft fully laden of only 2.4m (7ft 9ins) there are few places in the world that she cannot visit. □