

# THE **MCM** ADVOCATE



ISSUE 1

## Welcome

We hope you will enjoy the first edition of the MCM Advocate and find the information contained in it both practical and stimulating. In these newsletters we hope to inform you on current issues concerning you, your yacht and the industry as a whole.

We will also present our latest projects both under construction and recently launched.

Additionally, we will report on the activities of our yachts as they cruise the world.

We will endeavour to bring you up to date with current technical issues, standards and code compliance, changes in law and regulations and anything else that might affect your enjoyment or the efficient running of your yacht.



**Nigel Ingram and Peter Wilson**

## In the Wind...

**Nauta 112:** Nauta Yachts, along with naval architects Reichel/Pugh have designed this sleek 34.14-metre yacht to be built at Baltic Yachts scheduled for delivery in 2010.



**Kokomo 58:** Hot on the heels of his first year enjoying the 52-metre Kokomo, Lang Walker has ordered a 58.4-metre Dubois designed sloop to be built at Alloy Yachts.

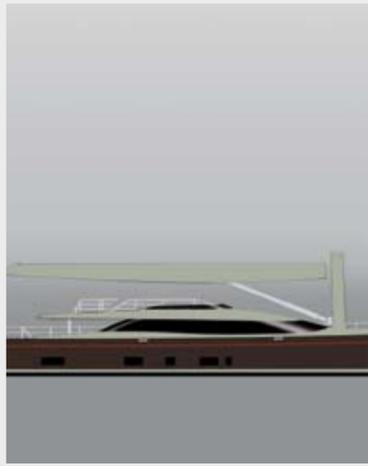


**CII:** As a further example of our many repeat clients, an elegant motor yacht project has begun at Holland Jachtbouw - this 42.28-metre yacht, as the name suggests, is the second boat for this client. CII is scheduled to be delivered in December 2009.



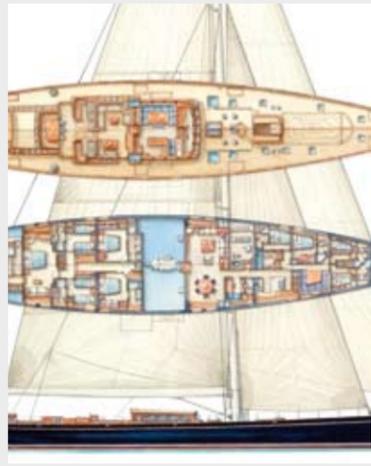
## Also Under Construction

On the front page we told you about three of our most recent projects that are underway but the list continues with the following yachts that are under our watchful eye through the construction process. For more information on these yachts visit our website [www.mcmnewport.com](http://www.mcmnewport.com)



### Red Dragon Delivery 2008

Designer	Dubois Naval Architects
Builder	Alloy Yachts
LOA	52.0m
LWL	44.8m
Beam	10.2m
Draft	4.9m



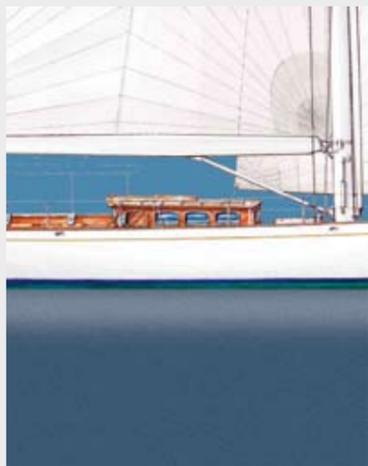
### Boreas Delivery 2008

Designer	Hoek Design
Builder	Vitters Shipyard
LOA	52.5m
LWL	36.8m
Beam	9.5m
Draft	4.5m



### Angel Delivery 2008

Designer	Langan Design Associates
Builder	NZ Yachting Developments Ltd
LOA	25.45m
LWL	21.0m
Beam	6.12m
Draft	3.0m



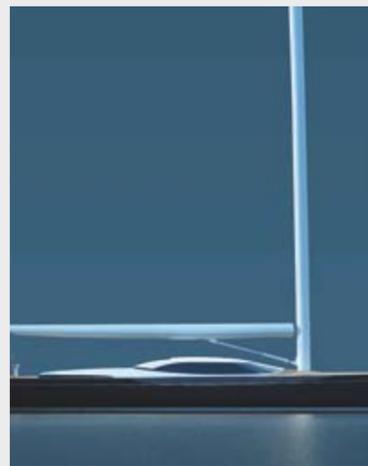
### Kealoha Delivery 2008

Designer	Hoek Design
Builder	Classen Jachtbouw
LOA	27.5m
LWL	18.7m
Beam	6.0m
Draft	3.4m



### Q5 Delivery 2009

Designer	Warwick Yacht Design
Builder	NZ Yachting Developments Ltd
LOA	30.5m
LWL	28.0m
Beam	14.64m
Draft	2.1m



### Lady B Delivery 2009

Designer	Dubois Naval Architects
Builder	Vitters Shipyard
LOA	44.7m
LWL	40.23m
Beam	9.04m
Draft	4.0m / 6.0m

## June 2007 – The Month to be in Palma

The month of June was unbelievable. With the Dubois Cup, The Superyacht Cup and the NZ Millennium Cup all being held consecutively between the 13th and the 19th of June, we at MCM were represented there in force - and thoroughly enjoyed ourselves.



Photo by Onne Van der Wal



Photo by Richard Langdon

Our projects Kokomo, Timoneer, Paraiso and Savannah were all participating and from what we can gather - a great time was had by all. Andy McNab was sailing on Paraiso while Peter devoted his expertise to the performance of Kokomo and Nigel expertly handled Timoneer.

These showcase regattas are wonderful opportunities for owners to enjoy their yachts in a relaxed racing environment, and also to experience the camaraderie with their peers and friends après race.



Photo by Claire Matchless



KOKOMO

2007 St Barths Bucket

Photo by Onne Van der Wal

GEORGE TOWN



KOKOMO

## Yacht Management Memo



Photo by Claire Matches

2007 has been very successful for MCM Yacht Management. Our yachts have cruised to exotic destinations, raced in some excellent regattas, and those that charter have had lucrative seasons. In addition, some of our yachts have had yard periods where they have undergone surveys for both class and flag state authorities, all of which have been made that much smoother by having MCM Yacht Management operating quietly in the background.

The MCM Yacht Management fleet continues to expand with the addition of yachts such as the 37.5-metre Palmer Johnson motor yacht Muse. Traditionally, the focus has been on MCM's in-house build projects, but as MCM's reputation for providing strong, professional management grows, we are routinely being approached by clients outside our construction management sphere to manage their yachts. As the Superyacht industry moves ahead, MCM Yacht Management are on the leading edge of all aspects of it, and we continue to forge strong bonds with owners, captains and crews - keeping everyone up to date with developments in the regulations and requirements to ensure safe, pleasurable ownership and operation of these ever more sophisticated yachts.

We are looking forward to 2008 with a number of beautiful new yachts being launched. After delivery, the construction phase will move seamlessly into MCM's operational management.

I look forward to seeing you on the waterfront.

Kind regards,  
Andy McNab

## MCM Opens a Palma Office

The new office establishes a European base for MCM Yacht Management in order to support all aspects of our yacht management services in Europe and in particular the Mediterranean. With an expanding portfolio of clients whose relationship with MCM continues long after their yacht has been delivered, we felt it was strategically important to have a permanent presence in the Mediterranean.

We have delivered such striking and prestigious projects as the Dubois designed Kokomo and the Hoek designed Adèle to their enthusiastic owners, and then continued to support the owners with our yacht management services.

Andy McNab, our director of MCM Yacht Management commented, "Our new office in Palma allows us the ability to provide the owners and captains with an extremely high level of local service both in Palma and throughout the Mediterranean."



Photo by Claire Matches

Ginny Standbridge is running MCM Palma and will address the day-to-day needs at the Palma office. Ginny has a long history in the Superyacht industry and previously worked for us for six years in the Newport office from 1996 to 2002, before moving to Palma in 2006.

MCM Palma will support the whole range of yacht management services, but with particular emphasis on areas that are specific to the Mediterranean, including logistics,

parts procurement and the all important local knowledge.

Palma is a key destination for Superyachts to prepare for the Med' cruising season, undertake repairs and yard periods and use as a base.

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## An Owners Point of View

### By Lang Walker : Owner S/Y Kokomo

By the time you are reading this newsletter, my 52-metre yacht Kokomo will be in Palma having sailed 30,000 miles since launch.

Alloy Yachts in New Zealand built Kokomo for me, and it was from there that she then sailed to my hometown of Sydney. My wife Sue and I thoroughly enjoyed entertaining our friends on board there through the Christmas and New Year holidays, and afterwards we cruised up to the Whitsundays, Cairns, The Great Barrier Reef and Osprey Reef in Australia. Since then Sue and I have visited such exotic places as the Galapagos, Cocos, Panama, the Caribbean, Sardinia, the Balearics, Norway, Denmark and Germany - not bad going when we have only had the yacht for a little more than a year!

Kokomo is a 52-metre fast cruising sloop and is the newest addition to my Kokomo fleet. She is a Dubois design with a Redman Whiteley Dixon interior. She is roughly 11.5-metres longer than the previous Kokomo that Alloy built for me, which was 40.5-metres. The previous yacht was also designed by Dubois and was launched in February 2000. We completed a circumnavigation with her in 2004 and through the experience of living on board and sailing that boat, I decided I wanted more speed and to take advantage of the latest available technology. I also wanted more space for



Photo by Onne Van der Wal

my ever-expanding family and friends. Hence I commissioned the current 52-metre Kokomo which I have been enjoying immensely. I certainly enjoy all aspects of the design and construction process and I am very excited about my next project at 58.4-metres. As superyacht systems develop further, I can now push the design performance yet further. As a result, I have recently ordered a 58.4-metre Dubois designed sloop that will have a lifting keel, a carbon mast with composite rigging - and a cloud of sail on the 71-metre mast. These features will have a tremendous affect on performance while the increased beam and length will afford us even lighter and airier spaces than on the 52-metre boat. Again, Peter Wilson of MCM is overseeing the project for me. Being built at Alloy Yachts, this Kokomo is scheduled for delivery in 2009.

Every one of my boats is an expression of my passion for yachts, and so with each new project I make improvements over the last one. As my needs change, so do my boats. I have enjoyed the journey and the challenge that each new project brings. Continuing my relationship with MCM ensures continuity and a superior outcome. And speaking of that, my 52-metre Kokomo was selected as a finalist for Best Sailing Yacht over 36-metres by the Superyacht Society.

Cheers,  
Lang Walker



Photo by Onne Van der Wal

Lang Walker on the wheel and Malcolm McKeon of Dubois Naval Architects on the joysticks.

## Water, Water Everywhere...

This is an excerpt from David Glenn's excellent blogs (written in Yachting World whilst sailing to Rio de Janeiro via South Georgia onboard Adèle).

Sailing on board with him is MCM director, Nigel Ingram and Jan-Eric Österlund the original owner of the beautiful SY Adèle.

Web log entry dated 8 February 2007

### It's raining in South Georgia

South Georgia might be regarded as being the last stop on earth, but visitors can enjoy a truly astounding array of wildlife, industrial history, reminders of war and a scientific look into the future. The rain was coming down in stair rods when we arrived but it couldn't hold us back. First stop was the post office. Having posted our missives we were faced with an extraordinary choice.

Should we visit Shackleton's memorial cross standing on King Edwards Pt reached by running the gauntlet among fur seals who occasionally bare their teeth and have a little snarl (armed with our sticks - see previous blog- we fended them off but our group's tail end Charlie was well advised to glance astern occasionally)? Or should we dally by a small colony of king penguin, looking a little bedraggled in their moult, huddled on the beach. Or you could watch elephant seals frolicking - well, rolling around - on the water's edge. We did it all of course!

We rounded off the day with cocktails at the Commissioner's house where the delightful and surprisingly young scientists of the British Antarctic Survey entertained us and explained some of the work they were doing with the vitally important fisheries industry. A thorough understanding of the behaviour, life cycle and movement either side of the Antarctic Convergence Zone is crucial to the good management of stocks particularly those of the extraordinary tooth fish which lives at in excess of 2,000m and is regarded as white gold, by fishermen who sell it for our tables dressed up as Chilean Sea Bass.



Photo courtesy of Jan-Eric Österlund

Web log entry dated 19 February 2007

### Lessons from Adèle

If he did this all again, what would Jan-Eric Österlund change aboard Adèle? I talked to him over breakfast this morning on a fantastic sailing day as we thundered along about 36 hours out of Rio de Janeiro.

The sailing is quite fantastic - Nigel Ingram's watch has been disconnecting the autopilot and enjoying being at one with Adèle. She's a joy to sail in these conditions. We're sitting chatting in the cockpit over breakfast with the air temperature around 28 degrees. Not bad for a Monday morning...

What this leg from South Georgia has proved more than anything is that a big, complex superyacht - at least this one - is more than capable of reeling off the miles to weather in comfort at very healthy speeds in very different conditions. OK, there's an angle of heel but you can still have hot showers, an extraordinarily comfortable night's sleep, three substantial meals a day, watch a movie, write a blog, edit a slide show, fish for tuna or simply sit and read in the sun, with little discomfort. The air con has steadily moved from heating the accommodation to cooling it. It's a travelling pleasure dome. And, fingers crossed, we haven't had a single snag - well nothing serious that I know about.

It has also been remarkably easy to 'change gear' aboard this yacht something which, of course, can only be achieved by having a well-drilled, highly organised crew. We certainly have that.

Despite this seeming utopia, there are still ways of making things better. I asked Jan-Eric Österlund what he would change if he did it all over again. Here's his wish-list in no particular order of preference.

1. If Adèle could have been 2m longer, a larger freezer capacity and a larger crew mess would have been right up there. He would also give more room to the laundry. All are a bit tight and additional freezer units have had to be installed in the bilge store area.
2. The shower faucets, at least in the owner's cabin, need to be fitted on the fore or aft bulkheads, not to port or starboard. This means when Adèle is heeling one can lean on the shower stall 'wall' rather than be impaled on the taps.
3. Adèle needs a bigger stern anchor. It has been used to anchor the yacht bows on to a swell that might have crept into an anchorage. It has also been used when going bows to a rock mooring in Scandinavia. Adèle's counter leaves little room for a big anchor in its dedicated lazarette. Deck stowage might be the

answer.

4. Single bunks have excellent lee clothes but the doubles need to be split down the middle to fit a dividing lee cloth. Couples have had interesting times on this trip!

5. Adèle needs a heated diesel fuel tank to cope with low temperatures. They thought the fuel in Argentina was of the correct type to go south, as the cruise liners were taking it, but these ships have diesel tank heaters to stop the fuel 'waxing up' as the temperature drops to 1 degree. Fuel in Adèle's day tank was beginning to cloud and engineer Paul Irvine was worried we were heading for a major problem, especially as the main tanks are adjacent to Adèle's aluminium hull. It didn't materialise but if Adèle went to the ice again a heater would be essential.

6. Skipper Andre would like more fuel capacity. 24 tons is what she has. J-E says it's OK. I'll leave it at that!

### And some of the good things...

1. The great thing is her motion - she is a beautiful 'ride' upwind - the test is, will we be exhausted after of a week sailing upwind? I think not. She has passed that test with flying colours.

2. Three tenders seems a lot of tenders. For this programme it's proved to be an excellent choice, with all three employed for different conditions and locations - J-E would do that again.

3. The ketch rig is an excellent choice, infinitely adjustable, loads of sail for light airs, easy to reduce for heavy airs and perfect for those motor sailing moments when you need to squeeze to weather for a while. Great sails, reefed or full, from North Denmark.

4. Furling systems excellent once the Rondal problems were solved and the Harken cars modified.

5. There was talk at one stage of twin engines. The Caterpillar 1000hp main hasn't missed a beat. So no change.

6. Never any shortage of hot water (see previous blog). A brilliant system which has worked very well in cold climes.

Current position 27deg 31min S 40deg 45min W. Should be in Rio tomorrow evening.

To read more of David's blog go to [www.yachtingworld.com](http://www.yachtingworld.com) then the Supersail microsite.

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