

## Welcome to the 2nd issue of The MCM Advocate

We received much positive feedback from you after the first issue - thank you for your kind comments.

Over the past year we have been very busy in the Construction Management side of the business as well as the Yacht Management division.

The early part of 2008 saw the delivery and handover of three projects: Angel (25.45m Langan design), Red Dragon (52m Dubois design) and



Photo by Chris Lewis

Kealoha 27.5m Hoek design). As project managers in these three very different builds, we worked in close consort with the naval architects, interior designers and builders to ensure all three yachts were delivered on time and met or exceeded the owner's expectations. In fact we had a lovely e-mail from the owner's of Red Dragon telling us how much they love their new yacht, how they so enjoyed the design and construction processes and the many new relationships they developed through the project.

As these yachts went off to sea, others came that much closer to completion. In New Zealand we are overseeing the next generation Kokomo (58.4m Dubois design) , a follow on



from the 52m launched in 2006, which is progressing very well at Alloy Yachts, and at Yachting Developments, the "Q5" project, a 30m Warwick designed catamaran has begun in earnest. The construction of the next



Paraiso a 44.5m Fontaine design (there is a great shot of the current Paraiso sailing in the St. Barths Bucket inside this issue) will start in early '09.

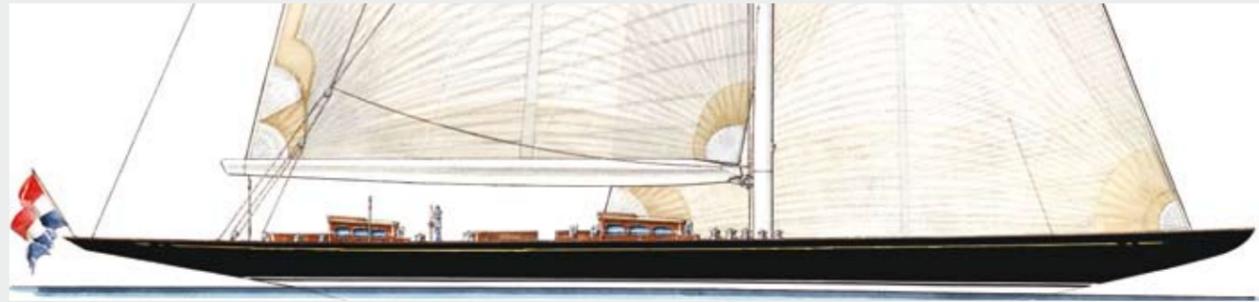
On the European front, we are busy overseeing the completion of CII, a 42.28m Langan designed motor yacht currently being built at Holland Jachtbouw. Also at Vitters is the 44.15m Lady B project.

Further proving that passion for the classics never dies, we are also building a new generation Hoek designed J-Class that will have excellent racing performance, and lack nothing in terms of her comfortable cruising interior with twin deck houses. Up in Finland meanwhile, the high performance 34.14m Nauta-Reichel/Pugh collaboration is laminated and on track.

We have some other very interesting projects in the development stage, but due to their exciting and confidential nature, we cannot share those details with you yet - watch this space...

Cheers, Peter and Nigel

## Under Construction



**J Class : Delivery 2010** Designer **Hoek Design** Builder **Claasen Jachtbouw** LOA **43.4m** LWL **26.51m** Beam **6.55m** Draft **4.8m**



**Paraiso 44 : Delivery 2011** Designer **Fontaine Design Group** Builder **Alloy Yachts** LOA **44.96m** LWL **37.06m** Beam **9.67m** Draft **4.42m**



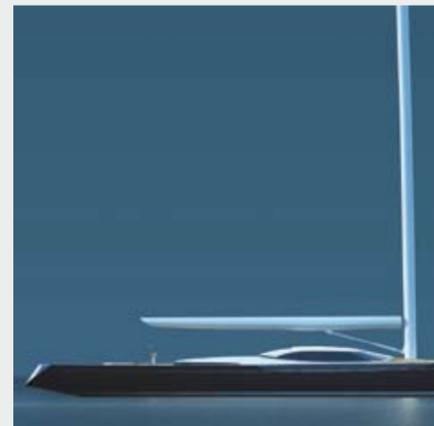
**MCM #151 : Delivery 2010** Designer **Hoek Design** Builder **Vitters** LOA **55.0m** LWL **38.4m** Beam **9.5m** Draft **4.8m**



**CII : Delivery 2010**



**Q5 : Delivery 2009**



**Lady B : Delivery 2009**

## An Owners Point of View

### Mike and Robin Reynolds, Bill and Eva Price: Owners S/Y Kealoha

Launched at the end of February, Kealoha, our beautiful Andre Hoek designed 90ft modern classic sloop was handed over from the builders, Claasen Shipyard at the beginning of April.

We endured very successful, (but cold and wet) sea trials, so it was time to have the yacht head south to the warmer waters of the Mediterranean.

The yacht went via the Channel Islands and the UK finishing up in Palma, Mallorca. After a few days of cleanup and preparation for cruising, Kealoha met up with us in Monaco in time to watch the Classic Grand Prix and on to Côte d'Azur to start our summer cruising. The contrast from yacht construction in Holland to actually cruising in the Mediterranean Sea is wonderful.

Kealoha then returned to Palma at the end of May for a few interior finishing touches. She left Palma for Turkey at the end of June, arriving in



Istanbul for a photo shoot. We, the Reynolds family, joined the boat July 3rd, and commenced 5 weeks of idyllic sailing in Turkey and Croatia, ending up in Greece where we left the boat for her return delivery to Palma, where she will complete some yard work and prepare for the arrival of the Price family, our partners in ownership of the yacht who will cruise her in the Balearics through August.

In October, the boat will be in Palma in preparation for the transatlantic delivery to Antigua prior to the winter cruising season in the Caribbean.

True to her classic Hoek lines, Kealoha is a wonderful sailing yacht. Her

spacious interior is comfortable and airy, combining the classic styling and ambience with the modern conveniences and systems associated with today's sophisticated Superyachts.

The build was expertly supervised by Nigel Ingram and her ongoing MCM management ensures that all aspects of the ownership, operation and maintenance of this superb yacht are taken care of, allowing us to enjoy using our yacht in the knowledge that we have a strong and experienced team supporting us as the owners, and our crew.

Best regards, Mike and Robin Reynolds

## Lionheart Moves

The J Class Lionheart moved recently from the paint shop at the de Vries, Makkum, facility back to her nearby hull builder Bloemsma Aluminiumbouw. Here the rudder was installed and she was



temporarily lowered in the water to keep the hull cool while the internal ballast was poured. Subsequently with the lead installed and final aluminium details attended to, she has been moved for completion to Claasen Jachtbouw's facility in Zaandam, shown here passing through the local scenery. Lionheart will be fitted out at Claasen and delivered early in 2010.



RED DRAGON

Photo by Ivor Wilkins

## MCM Yacht Management Update

### 2008 has so far, been a very interesting year for the yachting industry.

With the global economic turbulence, fuel prices fluctuating, increasing awareness of environmental issues as they pertain to Superyachting, tightening offshore financial controls, increasing security requirements, we in the Yacht Management group have had to be on top of every change or influence that effects how our clients operate and enjoy their yachts.



Red Dragon at St Tropez

Even though the bulk of our management portfolio is sailing yachts, awareness of fuel consumption is equally as important as it is for our motor yachts, especially as the larger sailing yachts predominantly motor-sail or motor when on delivery. The actual fuel consumption is reduced when a steadying sail such as a staysail is hoisted by a significant percentage. Perhaps we will see some of our motor yachts consider using kite sails to help reduce their fuel consumption, as they are currently experimenting with on small freighters.

Keeping track of changes in taxation and banking sectors is best left to the experts, but we continually monitor the reports that the various financial institutions publish. We have developed strong relationships with various

banks, taxation experts and law firms to help us navigate our clients through these tricky waters.

Preparing for a transit of the, Red Sea, the Gulf of Aden and the Gulf of Oman now require careful preparation and the hiring of additional "crew" to assist in the event of an attempted act of piracy. Travelling in convoy with other yachts would certainly help, but coordination

of itineraries and matching vessel types and speeds would take some planning. I recall a Marsh symposium in New York barely four years ago, where security representatives were speaking of the risks we now encounter on yachts, but they were discussing them in terms of commercial traffic.

It seemed unthinkable to me at the time, but here we have one of the world's busiest shipping routes with commercial traffic, and now private yachts being held to ransom. These issues have been yet further highlighted by the recent attack on a Superyacht at anchor in a quiet Corsican bay.

On a lighter note as both yacht managers and sailors, it is very exciting to be involved with so many 50 plus metre projects. This new breed of High Performance Superyachts adds a very new dimension to the Boat International and Bucket style regattas. It's amazing to see the Owners enjoying the thrill of manoeuvring these behemoths in close quarters as though they were 40 footers. There is much discussion regarding a standardised rating system, and to define the protocols under which these yachts compete. We feel this is a step in the right

direction, as more owner's enjoy racing these yachts, their needs to be a more refined and accurate way of handicapping based on both VPP's (Velocity Prediction Programme's) and actual on-the-water performance.

2008 has so far been a very busy year for MCM Yacht Management on all fronts - our office in Palma, Spain, is growing from strength to strength, providing unequalled service for our clients and captains for refit management, warranty work, crew placement and concierge services. We feel that this centrally located facility in the Mediterranean has given us a vital strategic presence in this busy area.

Best wishes for the balance of the summer season and we are looking forward to seeing you in the coming months.

**Andy McNab,**  
Director, MCM Yacht Management

**Contact : Andy McNab**  
MCM Newport  
555 Thames Street Newport  
RI 02840 0998 USA  
T : +1 401 849 3387  
M : +1 401 855 1093  
amcnab@mcmnewport.com

**Contact : Ginny Standbridge**  
MCM Palma  
Calle Veri 5, 2\*B  
070011 Palma de Mallorca Spain  
T : +34 971 425 592  
M : +34 606 011 747  
mcmpalma@mcmnewport.com

## Out and About

Even though we spend most of our time in the office or at the shipyard, we try not to lose sight of why we are in the yachting business!

Here are some images of what we have been up to...



Lang Walker owner of Kokomo



Nigel turns 60!



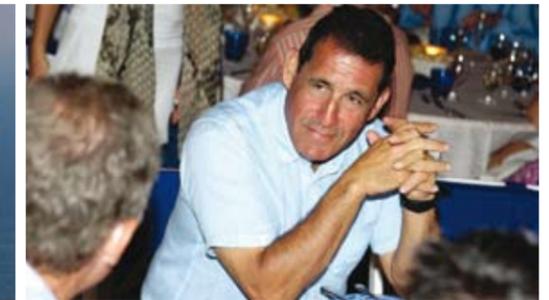
Andy chats with Helen of Dubois



Ben Marshall and Peter chat on the flybridge



Paraiso, St Barths Bucket 2008



Peter chats with Bill Tripp



Boat International Silver Jubilee 2008, Porto Cervo



"Red Dragon at my favourite anchorage in the world, Africa Banks, Seychelles" Captain Ben Marshall, S/Y Red Dragon

## The Last Word by Ben Marshall Captain of S/Y Red Dragon

After 2 years in the building, and a very successful collaboration with Peter Wilson of MCM, Red Dragon left Auckland, New Zealand at the end of March this year. After brief sea trials we then “turned left” at the top of New Zealand and headed for the Seychelles to pick up the boss for his first cruise, some 9,000 miles away. We arrived at Mahe, Seychelles approximately four weeks after leaving Auckland, with a brief stop for fuel at Bali and an obligatory BBQ stop at the Chagos archipelago - definitely no diving there as it is illegal, although very good, or so we have heard.



After a fantastic trip around the Seychelles, it was time to “head to the Med”. On our way past, we had a brush with some Somali gentlemen who wanted us to go and visit their country for a while (these chaps were definitely not from the ministry of tourism), an offer that we not so gracefully declined. We arrived safely in Rhodes, Greece having completed the journey from Auckland in just under 6 weeks at sea.



Crew training

In our time in the Mediterranean we have visited most countries from Istanbul, Turkey in the NE, to the French Côte d’Azur in the West. We have put some 18,000 nautical miles “on the clock” so far, and Red Dragon has acquitted herself very well indeed. Additionally, she draws many admirers wherever she goes, and in terms of her sailing characteristics - she has seen off a few other yachts with a clean pair of heels, leaving them in her wake at the same



Ready for action



Chief Stewardess prepares for Somali coast

time as putting broad smiles on the faces of her crew - she is an absolute joy to sail. Top speed achieved so far is 18.3 knots.

I must say that Red Dragon is a credit to the shipyard who built her, the design teams, mast builders, sailmakers and to everyone who had a hand in this enormously successful project.

Thank you all and we look forward to seeing you on the water somewhere in the world as we now plan our next trip around the planet. But before then, it’s off to the Monaco Yacht Show, St.Tropez and then Thailand for Christmas.

All the best,  
Captain Ben Marshall