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PLUS: *How to hire a celebrity chef*

Rock n' roll
owner: Sailing
with The Who's
Pete Townshend,
page 72



Words - Louisa Beckett Photography - Jim Raycroft

The must-haves on Cheoy Lee's new Global 104 model that launched this spring might seem a tad ambitious, starting with the unlikely combination of an on-deck master and a country kitchen. But wait, there's more: Five en suite staterooms, a skylounge that seats 15 and crew quarters for five, including a double captain's cabin – in a yacht that had to draw less than six feet for Bahamas cruising and go 25 knots.

Talk about wanting it all. But thanks to the design collaboration between Cheoy Lee Shipyards, naval architect Jon Overing and interior designer Sylvia Bolton, the clients who built the first hull of the Global 104 got everything on their wish list.

"It has no competition, as far as the interior volume goes," Panu Virtanen, vice president of Cheoy Lee Shipyards North America, says of the new model. "They created a boat that did not exist in the marketplace. In a 104, we did not compromise on the aft deck, salon, dining...and we were able to put in a huge galley and an on-deck master with his-and-hers heads. Typically, that's n12 stuff."

The 104 has a fresh design that maximizes every bit of available space in the hull and superstructure. "It was challenging," says Overing, who worked closely with Bolton. "She brought the layout to a greater level..." He wasn't even fazed when, at one point, Bolton erased a wall that he had drawn in the original GA. No problem.

Bolton, who has enjoyed a long association with the Chinese yard, designed the owners' previous 84-foot Cheoy Lee as a spec boat prior to their purchasing it. "They liked my work," she says. So she was the natural choice when the owners decided to move up to a larger yacht to better accommodate and entertain their big family.

Their new yacht neatly balances contemporary and classic, elegance and playfulness, open spaces and functional family furnishings and storage. "They wanted to have a family boat... They like luxury and beautiful things, but they didn't want, I'm afraid to touch the upholstery," Bolton says. This mission statement spurred her to find solutions that would satisfy all their needs.

for example, substituting a lovely nylon carpet for a less practical wool one.

While the couple trusted Bolton to use her own judgement in many areas on board, she says, "They were very specific about the things that meant a lot to them." This included the skylounge, where the owners wanted to be able to bring their family together to socialize, play games and watch movies on a 75-inch ultra-high-definition TV. "The bigger, the better," she says.

Bolton put a large window and sliding glass doors aft in the skylounge so traffic could flow between it and the open boat deck area. Once the crew deploys the tenders and toys, the boat deck can be transformed into an open-air dining area with a portable, folding dining table and chairs, and two huge market umbrellas for shade.

"This area was designed to be able to change depending on how they use it," she says, adding that the family enjoys cookouts. "They have the biggest barbecue we could find."

There is also a bar on the boat deck, but since the owners are not big drinkers, it is the only one on the yacht and is mainly used to mix healthy juices.

The wheelhouse, forward, is a high-tech area with three Stidd chairs facing a full Furuno electronics array with nothing left out; there is even a GOST Nav-Tracker security system for the tender. A dayhead serves both the bridge and skylounge. Doors lead out to the foredeck, which offers yet another large social area.

The main deck, which encompasses several of the owners' most favored areas, is something of a space-planning marvel. There is a good-sized, open salon and a dining table for 10 people. In addition, the owners do their own cooking while on board and requested a comfortable, country kitchen-style galley that could seat eight.

Forward is a master suite that seems impossibly big. It encompasses a king berth, desk, cedar closet (a few steps down in the bow) with washer and dryer and exit to the foredeck, and his-and-hers heads separated by a shower.

The configuration of the master bathroom created a bit of an abrupt end for the corridor that runs between the salon and master suite, however. "I wondered what to do with it," Bolton says. "My approach is to make everything intentional, so I decided to place an





element that was important to [the owners] there.

"There is a beach near their house that they really like," Bolton says. So, she found a photo that resembled a scene from that beach, had it enlarged and used it to cover the wall at the corridor's end. The owners liked it so much, "we ended up doing a similar treatment down on the lower deck." These large photos, which are printed on Lucite, also are easily washed of sticky fingerprints.

The owners do not plan to offer the yacht for charter (therefore, they did not build it to class), but Bolton wanted to ensure the lower-deck décor would be versatile enough to mature along with the owners' children and hold resale value. Currently, the art and ambience in the lower-deck staterooms, most of which will be occupied by children, are bright and playful, particularly in the cabin with the big pink cat print and candy-colored pillows. But, the basic bones of the stateroom work equally well for a child or an adult. "The moment she grows out of the pink cat, we can change the art, change the pillows," Bolton says.

The owners treat their crew like family, and one of the "important things" in their brief was to have sizeable crew quarters. Located aft of the engine room, the space can be entered from the swim platform or the side deck. It comprises a captain's stateroom with double berth and en suite head, single and double bunkrooms that share a head, a good-sized crew lounge and another washer and dryer.

In drafting the naval architecture for the project, Overing increased the depth of the after portion of the hull by a foot-and-a-half to create more volume for these comfortable quarters. He also incorporated his signature "parallel tangent tunnels," which not only help

to reduce the yacht's draft, but also improve the flow to give more efficient performance.

During a sea trial in the Atlantic Ocean off Fort Lauderdale in 15 knots of breeze, a beam sea with swells of two to three feet tried to unhinge the Global 104, but the yacht just shrugged it off. At a cruising speed of 20 knots at 1,950 rpm, the ride remained smooth and comfortable, aided by the Naiaid stabilizers.

"Twenty knots is really effortless," Overing said. "[The yacht] cruises very well at twenty-two knots or so."

As the captain slowly advanced the throttles, we saw speed over ground climb on the GPS monitor to 25.6-plus, briefly touching 26 knots, at around 2,290 rpm.

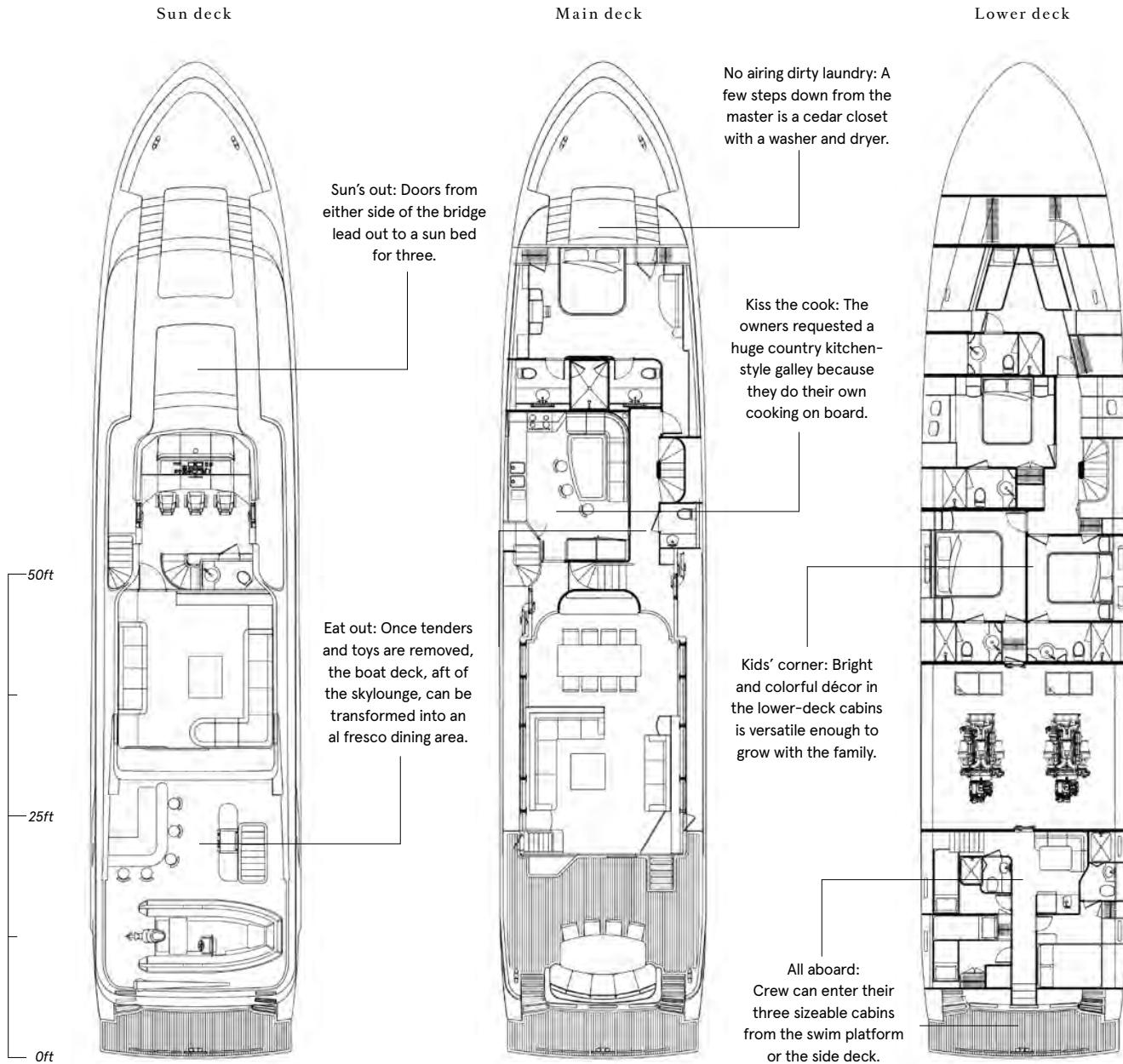
On official sea trials, Cheoy Lee has recorded a top end speed of 25.8 knots with a little more than a half load of fuel, exceeding expectations. Fuel consumption was measured at a total of 162 gallons per hour at 20.8 knots and 202 at the official top speed of 25.8 knots.

Overing attributes the yacht's performance and efficiency to the confluence of a number of factors, including the hullform and propellers, which are a little larger than standard for a boat of this size, and Cheoy Lee's advanced composite construction. "The interiors are incredibly lightweight," he says.

That comes as no surprise as the family-run Cheoy Lee yard has close to 150 years of boat-building experience. What better yard choice is there for the family who wanted it all? ■



Global 104 - Cheoy Lee Shipyards



LOA: 103' 10" (31.7m)

Beam: 22' (6.7m)

Draft: 5' 10" (1.8m)

Displacement: 211,500 pounds

Power: 2 x 1,900-hp

Caterpillar C32 ACERT

Speed (max/cruise):

25.8/22 knots

Range: 2,400 nm @ 11 knots

Fuel capacity: 5,000 U.S. gallons

Stabilizers: Naiad

Generators: 2 x 55kW Kohler

Thrusters: Naiad

Freshwater capacity:

600 U.S. gallons

Black/gray water capacity:

350 U.S. gallons each

Owner and guests: 10

Crew: 5

Construction: FRP

Naval architecture: Jon Overing

Interior design: Sylvia Bolton

Builder/year:

Cheoy Lee Shipyards/2016

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