

STRATOS

HOLIDAYS 2001

LIFESTYLED WITH ALTITUDE

Bear in the Air

A conversation with Jack Nicklaus

Second Time's a

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Charm

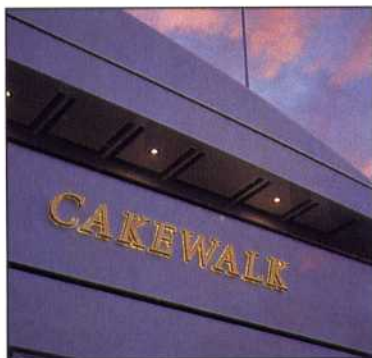
*After a complex refit of their first boat, when it came time to commission a new design,
the owners incorporated their extensive experience to make sure the end result would be a CAKEWALK.*



IT IS A SULTRY SUMMER EVENING IN MONTE CARLO, AND, ALTHOUGH EARLY, THE ACTION IS IN FULL SWING. IN THE PLAZA THAT FRONTS THE CITY'S RENOWNED CASINO, EXOTIC SPORTSCARS AND CHAUFFEURED SEDANS STOP BRIEFLY IN THE GLOW OF TIVOLI LIGHTS TO DISCHARGE THEIR WELL-DRESSED PASSENGERS, WHO ASCEND THE STEPS AND GLIDE THROUGH THE BUILDING'S ORNATE ENTRANCE AND DISAPPEAR INTO THE BRILLIANT AURA WITHIN.

Nearby, liveried doormen at the stately Hermitage welcome guests as they emerge from the line of gleaming limousines that have whisked them from Monaco's bustling seafront heliport in time for a leisurely dinner and a late night of gaming.

A perfect venue for a romantic evening stroll, the plaza's exquisitely tended gardens paint the scene with color, and the sweet smell of jasmine drifts through the air, an intoxicating perfume brought on by the approaching darkness. From the lawn behind the casino, the view across the renowned harbor is all-encompassing. On the opposite bluff, the setting sun paints the Grimaldi Palace in golden light. It was here that Princess Grace and her beloved Rainier held sway over a storybook world, where today paparazzi clamor frantically for a



glimpse of the eligible Prince Albert or of Princess Stephanie and her latest paramour.

Far below, the restaurants and cafés along the Boulevard Albert 1^{er} are abuzz, as patrons come and go, crowding the sidewalks as they stop here and there to greet friends or take in the sights. Just a few

months earlier, this same spot would have been nearly unbearable as the deafening shriek of Formula One racecars filled the air. But, tonight, the atmosphere is relatively sedate, as music plays in the bistros and laughter rings from groups clustered around small tables or at dimly-lit bars.

In the calm water of Port d'Hercule, some of the world's largest and most famous yachts are moored cheek-by-jowl, protected by a fortress-like wall, whose narrow entrance is guarded by stone towers and the imposing Capitainerie. Neoprene-clad divers in their workboats scurry about, helping to arrange the anchors of arriving and departing boats as they quietly maneuver to and from the quay.

The newest of these is the formidable *Cakewalk*. Built by the highly respected C. van Lent & Zonen shipyard in The Netherlands, the 62.3-meter *Cakewalk* is the largest boat ever built by the shipyard and has a stately profile that is in many respects reminiscent of the builder's earlier launches. Instructed by the owner and his wife to ensure that the boat be timeless and traditional in her design, the naval architects, De Voogt International, have made use of a long, slightly swept sheer with a knuckle forward that increases interior volume. Large, rectangular windows in the public spaces and a classic mast profile and placement are contributory elements that have long been



signatures of traditional Dutch motoryachts of this class.

Albeit their first newbuild, this is the second van Lent yacht that the owners have purchased. The last, originally christened as *Fifanella*, went through a complex refit that dramatically altered the boat, lengthening her, renewing all major equipment and systems and reworking the entire interior. For the owner and his wife, the exercise helped to solidify the list of requirements that they planned to incorporate into a new boat when the time came for a design to be commissioned.

The owners have spent many years cruising and enjoy taking a number of guests and family as they travel. Therefore, one of their requirements was to have an uncluttered deck arrangement, a mandate that prompted the architects to find a workable solution that would





allow the tenders to be kept off the traditional boat deck location designated aboard most large motoryachts. Instead, each custom-built tender stows in a separate garage, one on each side of the boat, hidden behind substantial, beautifully fitted, glazed gull-wing doors in the

hull's upperworks at the main deck level forward of the owner's suite.

By freeing up the boat deck, the architects were able to provide spacious exterior lounges on three decks. The aft deck lounge is protected by the overhang of the bridge deck and has been arranged with a centrally mounted elliptical table that easily allows the space to be used for formal dining. A pair of curved stairways leads aft to the swimming platform, which has access to the aft peak in which watersports equipment, including four personal watercraft, is stowed. In addition to having a full head with a stall shower, the area also has laundry equipment for washing swimwear.

A second lounge, located on the bridge deck, has been provided with novel lighting fixtures—detachable reading lamps that mount on the fluted wood-clad columns—that at

night the space the feel of a cozy study that is an extension of the bridge deck's interior lounge.

On the sundeck, the space has been divided into a pool and sunlounge abaft the mast and a bar and lounge space forward that is equipped with custom-made, movable floor lamps. The base of the mast separates the two areas and is used to house the staircases, the elevator, service equipment and a day head for guests. The aft bulwark of this lounge is made of composite, so that in the event of an emergency, the aftermost portion of the lounge can be cleared of furniture and used as a helipad.

The interior design duties were split between two firms, and there is no doubt that the collaboration has been a complete success. Assigned to work out the general arrangement and all of the architectural details, British de-



signer Andrew Winch adopted a traditional neo-classical motif that carries through the boat. Richly finished raised-panel cherry joinery has been used in each of the luxury spaces. What is particularly remarkable about the joinery is that it is executed in solid wood; no veneers are used. Whilst the use of solid stock can offer more natural grain and more interesting patterns in some applications, it requires a great deal of extra preparation and care in installation to prevent checks and cracks from developing due to the natural expansion and contraction that takes place as a result of changes in temperature and humidity.



Conceived from what Winch refers to as

“historical reflections” and in keeping with some of the design elements found aboard the owner’s previous boat, the joinery is highly detailed.

“We executed curving architrave moulds, ‘French curved’ heads [and] many of the doors and cabins have shell scrolls,” notes Winch, who also specified matching woods for plantation shutters and other elements, such as bulkhead frames.

The boat’s décor was done by Liz Dalton, a respected interior designer who is based in Palm Beach Gardens, Florida. Dalton worked closely with the owner’s wife and with the Winch organization’s project coordinator, Mat-

thew Chatt-Collins, to specify all soft goods and accessories and was involved with choosing and specifying movable furniture, some of which was custom built using drawings or photographs of antiques. These reproductions were commissioned to hide modern equipment, such as plasma screens, or to house domestic items, such as silverware, crystal and crockery.

The designers have given each space a unique signature, while integrating all of them into a unified theme. Accessories are well chosen and do not overpower the spaces they occupy, nor do fabrics compete for attention. Stones used for vanities and soles are rich and subtle, while cabinetry has distinctive details, such as doors in some pieces that employ beveled glass and fine curtaining.



The main stairway, a grand affair reminiscent of a Georgian manor house, serves all decks and was a fundamental design feature requested by the owners at the outset of the project. For passengers disinclined to walk, an elevator is installed outboard of the staircase to port. Another principal requirement that had to be incorporated into the arrangement of the boat was unobtrusive access to all spaces to permit the crew to serve and clean without intruding upon the owners and their guests. This matter received a great deal of attention, and as can be seen as one inspects the boat, the result is elegant in its simplicity. For vertical movement, a staircase was built in a separate



well that adjoins the yacht's central stairway. The combination of the two staircases into a central tower also serves to satisfy the fire zone requirements of the MCA Code. To facilitate the crew's movement fore and aft, doors have been placed judiciously in various spaces that allow service personnel to use a secondary traffic pattern within the luxury accommodation. Another connection allows the crew to access the tender garage area from inside the boat, eliminating the need to use the foredeck access at sea or during inclement weather.

The general arrangement that Winch worked out with the owners provides six staterooms for guests on the cabin deck abaft the

engine room and seven double crew cabins and related spaces forward. Each of the guest cabins is finished with cherry wainscoting and fabric panels on the upper portion of the bulkheads. All are furnished nearly identically with a queen berth, a lovely writing desk and a convertible sofa. The engine room is located in the traditional midship section of the boat and is equipped with an enclosed, air-conditioned control room as well as a separate, highly sound-insulated room that houses the boat's three generators.

On the main deck, the main and dining saloons have been laid out to provide an open, continuous view forward and aft, with only low cabinetry separating the spaces. Forward, the spacious entrance foyer showcases the main



to augment the programming available through the boat's stabilized satellite television receiver. Intellect's highly sophisticated hard-drive-based system stores 75 films and 500 CDs that can be called up at any time in any space. It is interesting to note that due to multiplexing capability, the same film can be watched simultaneously at different start times by different people.

Inasmuch as comfort and safety were of paramount concern, *Cakewalk* is classed by Lloyd's Register of Shipping and, as noted, complies with the British Maritime and Coastguard Agency's Code of Practice for oceangoing vessels. In addition to the equipment and systems required by those bodies and an impressive suite of navigation and communications electronics, she is equipped with an anti-roll tank system developed by the Feadship organization that can stabilize the boat when at rest. Other components further increase the level of comfort. For example, an ozone generator in the HVAC system, eliminates odors.

Overall, *Cakewalk* stands as one of the finest examples of her builder's expertise. She is without doubt one of the most advanced yachts built by Van Lent to date, yet she delivers on her owners' demand to have a traditional design that will stand the test of time and a level of fit and finish without compromise. ■

stairway, beautifully-crafted of wrought-iron with sensuous, curved wood railings. A day head is positioned discreetly in the forward portion of the foyer inboard. The forwardmost section of the main deck accommodation has been reserved for the owner's suite, which is full beam to maximize space and privacy. In addition to the large stateroom, the suite has a separate, well-appointed study, a large dressing room and two spacious heads.

The bridge deck is arranged with a large lounge abaft the stair tower. Less formal in design than the main saloon, the area makes use of comfortable furnishings upholstered in fabrics chosen by Dalton to create an intimate home-like ambiance. As in most yachts of this size, most of the forward portion of this deck is taken up by spaces that are used for the overall operation of the boat, in this case, the wheelhouse, captain's suite, radio room and service areas. The boat's gymnasium is also located here, adjacent to the service pantry to port.

In his desire to use the best available technology, the owner commissioned Intellect Integrated Electronics to design and install a state-of-the-art entertainment system to provide guests with a wide selection of music and video

