



Superyachts

There are few yards in the world that have the craftsmen to build true superyachts. Germán Frers has a decade of experience supervising the construction of classic yachts at such yards, and can count them on the fingers of two hands.

One is the Royal Huisman Shipyard in Holland, where *Hyperion*, the 155ft cruising sloop designed by Frers for Silicon Graphics and Netscape founder Dr. Jim Clark, was built. Huisman established their reputation for building large alloy yachts in the early 1980s with the construction of Herbert von Karajan's inshore maxi *Helisara* and Cornelis van Rietschoten's Whitbread Race winner *Flyer*.

Across the Baltic, lying alongside the River Weser on the outskirts of Bremen, is another yard with close to 100 years of tradition behind its name; the famous Germán yard of Abeking & Rasmussen. Specialising in wood, aluminium and steel construction, this is the yard former Fiat chairman Giovanni Agnelli chose to have his 116ft sloop *Extra-Beat* built. Across the English Channel, Pendennis Shipyard in Falmouth was chosen by American Charles Butt for the construction of his 139ft classic alloy ketch, named *Rebecca*, while Green Marine, the specialist composite builder at Lymington, contracted to mould the Prada 2000 Italian America's Cup challenger, has built Frers-designed performance maxis for Wally Yachts and individual owners.

Over in France, Construction Navale Bordeaux (CNB) has produced a series of Frers designed performance cruising yachts, including the 92ft light displacement alloy cruising maxi *Don Duan*. Across the Atlantic, Mike Kelsey's Palmer Johnson yard, based at Sturgeon Bay, Wisconsin, has a similar reputation for quality in alloy, built up over three decades of constructing Frers designs. Further north, Eric Goetz Custom Boats at Bristol, Rhode Island, where George Coumantaros' IMS maxi *Boomerang* took shape, are the masters of hi-tech composite technology.

In Italy the 1992 America's Cup, coupled with strong commercial interests in hi-tech composite engineering, led to the birth of Tencara, which began life as a research facility for the giant Montedison chemical group, sponsors of Raoul Gardini's *Il Moro* line of America's Cup challengers. This has one of the largest composite engineering facilities in the world.