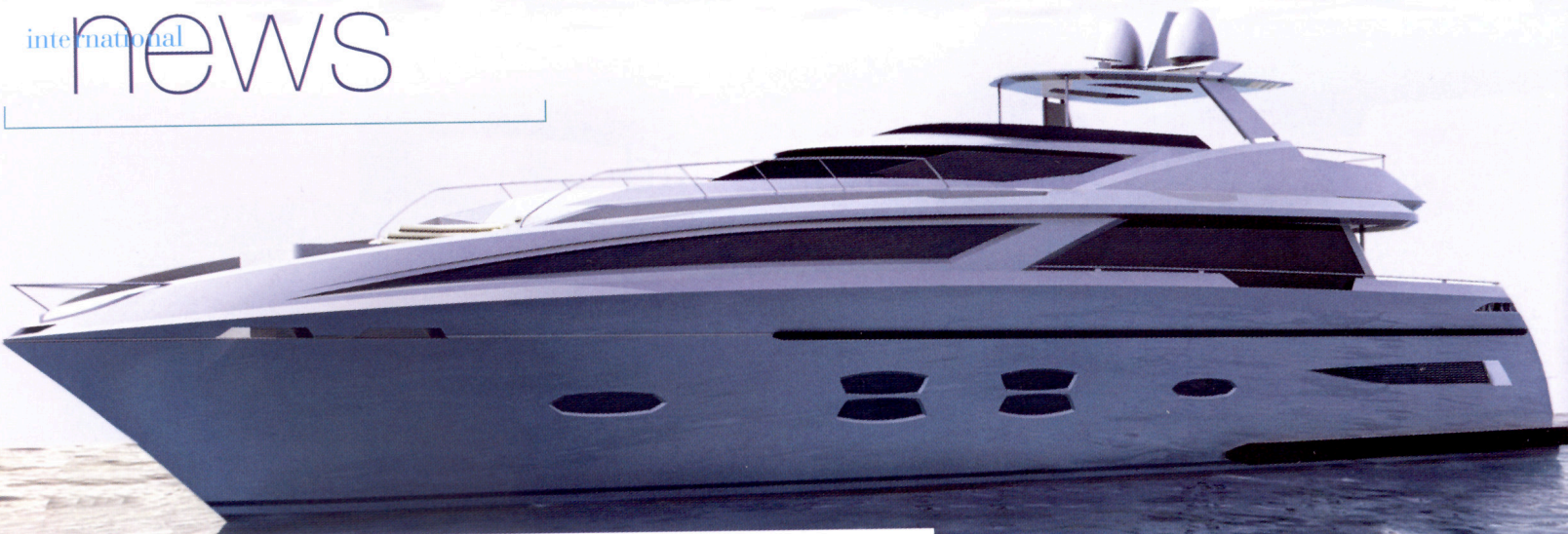


BOAT

TENDERS FOR
YOUR SUPERYACHT
FROM BESPOKE
TO PRODUCTION

CLASSIC
BEAUTY
90 METRE
NERO





35m takes shape at Logos

▶ Logos Marine, a young Turkish company whose team of five nevertheless have 50 years of naval architectural experience in designing, supervising and building yachts, is building a 35m motor yacht for delivery in 2010. H2 Yacht Design was selected by the owner for exterior styling and interior design while Fryco is doing the naval architecture and project management. Structural engineering and systems design will be handled in-house. The new yacht will have two full-beam master cabins, one full-beam VIP and two guest cabins plus up to seven crew in four cabins. The

profile is that of a raised pilothouse yacht with combined saloon and dining area, professional galley and laundry. There are large seating and sun bathing areas on the fore deck, aft deck and on the flybridge with its hot tub. Twin 2,400hp MTU 16V 2000 M93 diesels will deliver a top speed of 27 knots and a cruising speed of 24 knots with nav stations in the pilothouse, and on the flybridge and stern. A complete hydraulic system will be supplied by TRAC and the yacht will have a zero-speed stabiliser system. The lazarette will carry a 4.5m tender and a jet ski. AM

CONTACT: Logos Marine, Turkey **tel:**+90 216 446 6950 **e-mail:** info@logosmarine.com **web:** www.logosmarine.com

Pendennis builds Barracuda 105

▶ Pendennis is completing a 32m aluminium motor sailer designed by Barracuda Yacht Design for a European client, and with an interior by Javier Muñoz. The yacht, which is due to launch in 2010, has tight constraints on weight and noise control to achieve a good balance between cruising performance and comfort. Her hull profile has a gently rising sheerline, traditional bow and raised counter stern. Accommodation includes an upper saloon area, which leads down into the lower saloon with seating for eight people. From the upper saloon a rear stairway leads to two twin-bedded guest cabins and on through a central doorway into the full-beam owner's suite, dominated by four windows on each side. Natural light is drawn in through the tall windows set into the hull and through the elevated pilothouse, which also has a large glass area. Rig tension is therefore directed to the double bottom rigid structure, thereby diverting most of the stress away from the hull. The Barracuda 105 will carry a self-tacking jib and no running backstays, and has a retractable bulb keel. AM

CONTACT: Pendennis Shipyard, UK **tel:**+44 (0)1326 211 344 **e-mail:** info@pendennis.com **web:** www.pendennis.com

InRizzardi's larger RCustom

▶ InRizzardi's commitment to building larger custom boats is evident in this Tommaso Spadolini /Umberto Tagliavini (Marine Design & Services)-designed 32.5m, RCustom 105. The contemporary style originates from the owner's desire for a wide body yacht with generous interior spaces and a full-beam master cabin forward on the main deck. Four guest cabins, all with their own en suites, and crew accommodation make up the lower deck. There are no deck gangways but instead sidewalks are formed by elongated stairs starting aft that rise to the main deck and then slope down forward. This gives the yacht an arched, soft line, like the dorsal shape of a fish. InRizzardi's 105 Custom will be equipped with two MTU 12V 4000 M93 engines that, based on the efficiency of the hull, should deliver a speed of 38 knots. AM

CONTACT: Cantieri Navali Rizzardi, Italy **tel:**+ 39 0773 532025/6 **e-mail:** info@rizzardi.com **web:** www.inrizzardi.com

