

BOAT

International

On Cloud 9

Putting family at the heart
of this new 74 metre



"I have always
loved the feeling
of adventure
a boat gives you.
You feel free"

Rafael Nadal,
page 127

RAGS TO RICHES

How waste materials became the latest luxury finishes

THE FURTHEST FRONTIERS

Head off grid in the Kimberley and Antarctica



*Above: The central table can be relocated to the forward deck to create space for a dance floor.
Below: Custom LED lighting has been recessed deeply into the ceiling, softening the effect, while ADG Custom Lighting pendants over the dining table continue the cream and steel theme.*



Above: The interior colour palette is crisp with splashes of dark brown for a clean, contemporary and understated look. Cream fabric wrapped wall panels complement the colour on doors, lockers and watercooler and contrast nicely with the darker Alpi veneer in the saloon and dining room.

There are back-ups of back-ups for just about everything. Even if *Lacey Kay* suddenly went "dead ship", there would be a way to navigate and steer



9 rand adventures across the ocean don't necessarily require an 800-ton superyacht, but if you choose a more modest vessel that you'll need to pick a lot in. The new 39-meter Lacey Kay® (with an 85-ton nautical-mile range) is just such a yacht. She has more of everything to get the job done: more systems redundancy, more fuel and more style.

The yacht is the second Nordhavn 396 from Pacific Asian Exterior Spices (PAE), better known as California-based Nordhavn. It is a steel displacement yacht built from GRP as AB classification at Nordhavn's private facility in Xiamen, China. The 396 is also a stretched hull - an extended version of the popular 36 design. It's an approach that Nordhavn believes captures value. "It's a lot more cost effective to stretch a proven hull form than to design and build one from scratch, so our owner got more for their money," says PAE vice-president Jim Leishman.

The 396 is also a highly customized boat. Trevor Smith, PAE's project manager, guided it in second hull of the 36 model through its 27-month build process. "Redundancy was always there," he says. "For the owner's boat self-sufficiency and this boat is the sum of all the ideas he forged on his previous Nordhavn."

Indeed, on Lacey Kay there are back-ups for just about everything, including hydraulic electronics and electronics - including the two found on the first hull. MacGuffin, which was delivered in early 2013, has two generators as standard but a smaller third 27 kW Onan was added to Lacey Kay for quiet nighttime operation. Also added were three fuel transfer pumps, another hydraulic cooling pump, an Alfa Laval fuel polishing system, three laundry facilities with Miele washers/dryers, and additional power windows for the navigation system so that even if Lacey Kay were suddenly in "go" mode, there would be a way to brighten and steer. "Even the black and 853 water pump stack each other up," adds Smith. "It's all about bells and whistles."

If the focus is self-sufficiency, then tankage is paramount. Lacey Kay carries 5,500 liters more than the standard 4,500 liters. Two vessels even five or six meters longer can claim to carry this much fuel and therefore have such freedom to roam.

In the transformation from the 36 design, the hull of the standard 36 gained two meters and the swim platform and deck for a total of a 71 square meters of deck space. This allowed for space gains inside including 13 meters in the salon. Even the two cabins were 0.2 meters greater, creating more comfortable berths for Lacey Kay's four South African staff.

The upper-cabiner profile evolved as well. The pilothouse deck gained almost three meters, and the flybridge more than two. Other exterior treats included adding the windows on the main and upper decks, expanding the head up by 1.8 meters and changing the angle of its supports to be more vertical and to match the structure below. Nordhavn's signature Perseus-style bridge is still there but is now hidden a 370-liter

fuel tank that supplies the two tenders carried on the bow - and there's a packs a color-coded galley.

Across beam was added a chock block at the end of the flybridge to support the extra weight of the 90-degree spa pool that also has an additional heater to ensure the water is ready to go within an hour's report for its use. Along the perimeter of the flybridge are carbon refrigeration and freeze drawers, an ice maker, storage cabinets and a large Kefalon grill. The carbon cabinet with its built-in disinfectant can be relocated to the forward deck over clear space for an anchor float although the owner says he has even with guests aboard, they never feel the need to move any of the boat's furniture.

Nordhavn prides itself on the extensive customization it can provide. For example, although the standard design for this boat features an impressive master cabin in the bow, Lacey Kay's owner overlooked the upper cabin and opted instead to build a second master aft of the pilothouse, where their view was better and their privacy ensured. The owner-dedicated stowage in the aft makes this a choice to be envied.

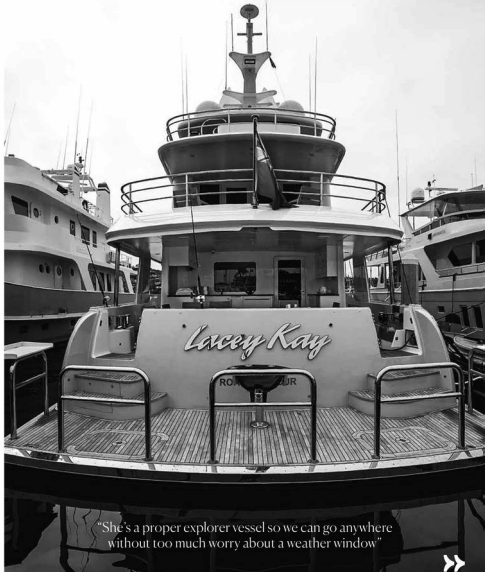
Another reason to love the master on this deck is the direct access to the Star Trek-like command center in the pilothouse. Twin Steiff chart face fireplaces are some running Nordhavn and Navtec charting software, an dashboard packed with equipment from a variety of brands, including Furuno, B&G, Icom and others. Multiple FLIR cameras assist with monitoring the engine room. The view forward includes Maxwell windows and three 2-and-1/2-meter doors wedged around the center side of the National Service center. Lacey Kay has two viewing stations for close-quarter maneuvering, from where visibility forward, aft and down into the water is excellent.

The interior color palette is as bright as the reaches of dark brown, creating a clean, contemporary and understated look. The two are the work of Stuart Cole, who was approached to do the yacht's styling because he had designed the owner's 100-foot Nordhavn 96. "The owner was very hands-on throughout the project and has a genuine enthusiasm for design," says Cole. "His has interests in the nautical industry and asked if he could incorporate stainless steel finishes in the interior architecture. My answer was 'absolutely!'"

Chromed stainless steel strips were fabricated and placed in the U.S. one into a pauper shipped to Xiamen. The strips feature throughout the yacht's interior, adding an industrial feel to doors and joinery on nightstands and dressers.

"No matter the size of a boat, it's still a boat and not a house, so it's important to make things like electrical and plumbing fixtures seem out of proportion with the environment," adds Cole, who worked design houses worldwide before choosing perfectly sized shower heads and uniquely Italian company Gessi and Dornbracht and faucets by UK-based Tommy's Design.

Two master's stowage, lockers and two master's lockers with darker Alpi weave in the salon and dining areas, which are offset with cream fabric-tyed wall panels. The horizontal grain on the joinery, combined with solid-wood centers, creates a casual style with practicality - hard corners



"She's a proper explorer vessel so we can go anywhere without too much worry about a weather window."





The standard design for the Nordhavn 96 features a master suite in the bow, but Lacey Kay's owners chose to take advantage of the extensive scope for customization and added a second master aft of the pilothouse – a position that offers both a better view and a private veranda

are much more durable than veneer panels. The dining and saloon tables feature cross-grain patterns, a design element subtly repeated throughout the interior, including on the Majilite No. 2 suede headlining.

Central pillar LED lighting was recessed deeply into the ceiling, evening out and softening the effect. Custom scones throughout add warmth and architectural detail, and of special note are the two round ADO Custom Lighting pendant fixtures over the dining room table: the round metal structure and cream shade repeat both the stainless steel accents and the colour scheme of their surroundings.

The galley is completed in granite and marble and features brands including Sub-Zero, Bosch and GE Profile. A motorised partition rises from the worktop to close off the galley from the dining room for formal affairs. A recessed rectangle in the partition's aft (saloon-facing) side awaits the installation of artwork. A separate coffee and tea station is to starboard near the stairs to the pilothouse. Here, guests can help themselves to drinks without disturbing the work going on in the galley and the presence of this station adds to the casual atmosphere the owners sought to create.

On test day, the sun welcomes us to San Diego Bay's flat waters, where Captain Arnold manoeuvres Lacey Kay away from the dock using the portside wing station. Tanked up and provisioned for her departure the next day for points north (ultimately Alaska), the yacht glides along the bay like a vintage Cadillac: solid, self-assured and unapologetic. There's nothing hesitant or bashful about her. To a shore-side observer, it must be clear that this yacht, with her bulbous bow parting the water, is meant for business – of the long distance, weather-be-damn'd variety.

The twin Caterpillar C-18 ACERT 600hp engines push the yacht to a top speed of 14 knots at 1,807rpm at wide-open throttle. Her sweet spot is more in the nine to 10 knot range and, when dialed down to eight knots and 25 per cent engine load, she burns eight gallons per hour. Ignoring things like headwinds and seas and a possible countercurrent, theoretically Lacey Kay could cover 8,500 nautical miles, even with the added consumption of her generators, and never need to visit a fuel dock.

The 30-inch propellers are fixed to Y-struts positioned aft, well away



from the fiberglass keels. This reduces cavitation – the formation of bubbles – helping fuel economy and reducing noise. We hear virtually nothing in the pilothouse and even the saloon on the main deck is hushed and pleasantly vibration-free.

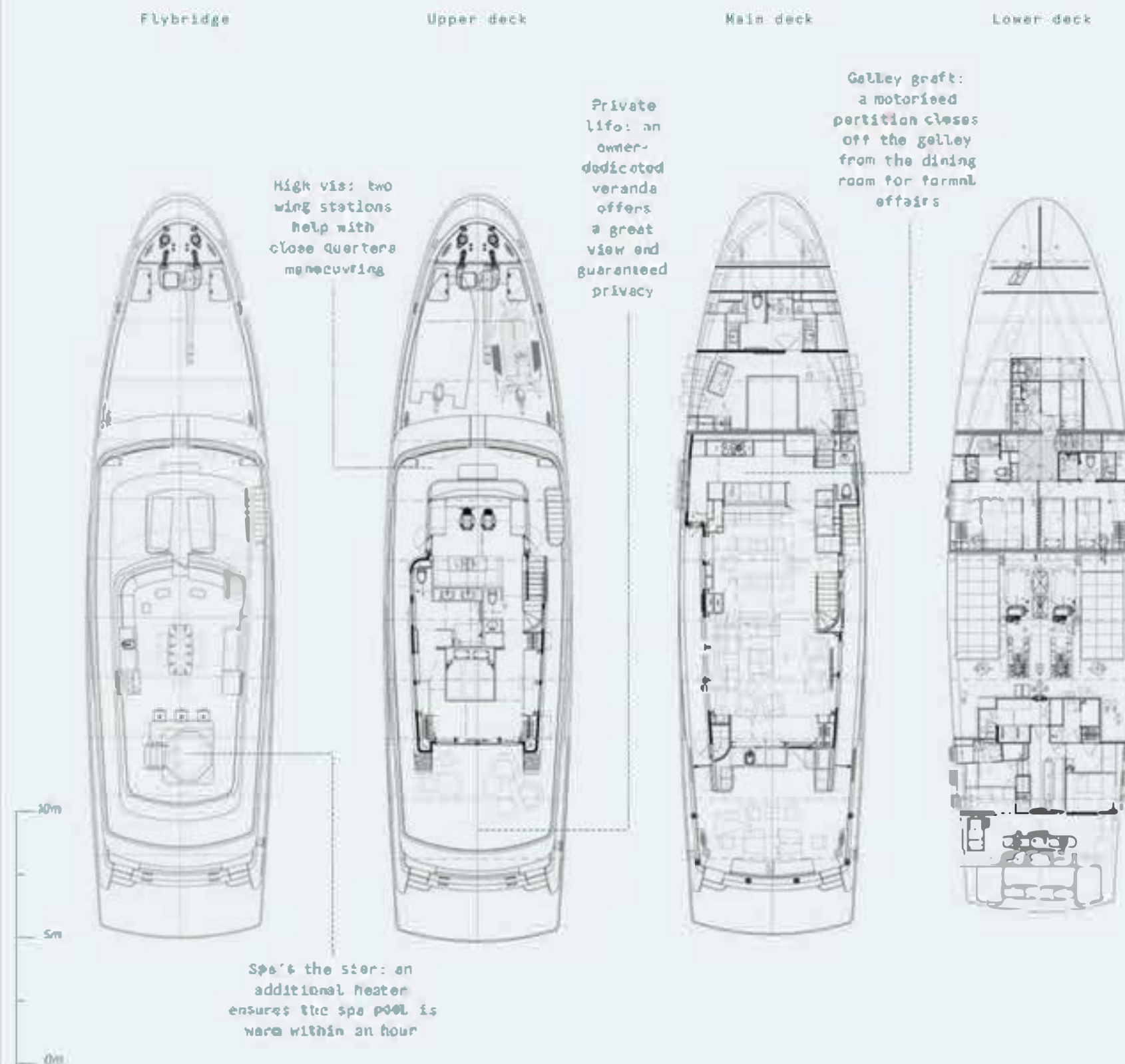
owing to a reconfiguration in the hull to squeeze in the additional fuel tanks, Lacey Kay has four 0.8 square metre stabilisers rather than the twin 1.8 square metres that are standard. "Coming up from Baja, we had 12ft seas and 30 knots of wind and we had no problems," says the captain. "She's a proper explorer vessel so we can go anywhere without too much worry about a weather window."

While Lacey Kay is only three metres longer than her progenitor, with her spacious interior, impressive range and styling, the length extension is where the comparison ends. She's a completely new beast. And with an itinerary that runs from Mexico, Alaska and Bermuda to New England, this super-yacht is amply equipped to make the world a

SPECS

LACEY KAY

NORDHAVN



LOA 29.44m
DVL 26.49m
Beam 7.3m
Draft (full load) 2.49m
Gross tonnage 199GT
Engines Twin Caterpillar

C18 ACERT 600hp @ 1,800rpm
Speed max/cruise 12/10 knots
Range at 7.5 knots 8,500nm
Generators 2 x 44kW; 1 x 30kW

Fuel capacity 35,025 litres
Freshwater capacity 3,407 litres
Tendries 1 x Ribeye TA480; 1 x Ribeye A550
Owners/guests 10
Crew 5

Construction Fibre Reinforced Plastic
Classification ABS and Yachting Service for construction and AMS for machinery

New architecture Jeff Leishman NA/Pacific Asian Ent
Exterior styling Jeff Leishman
Interior design Scott Cole / Ardea Designs

Builder/year Pacific Asian Ent/Nordhavn/2016
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