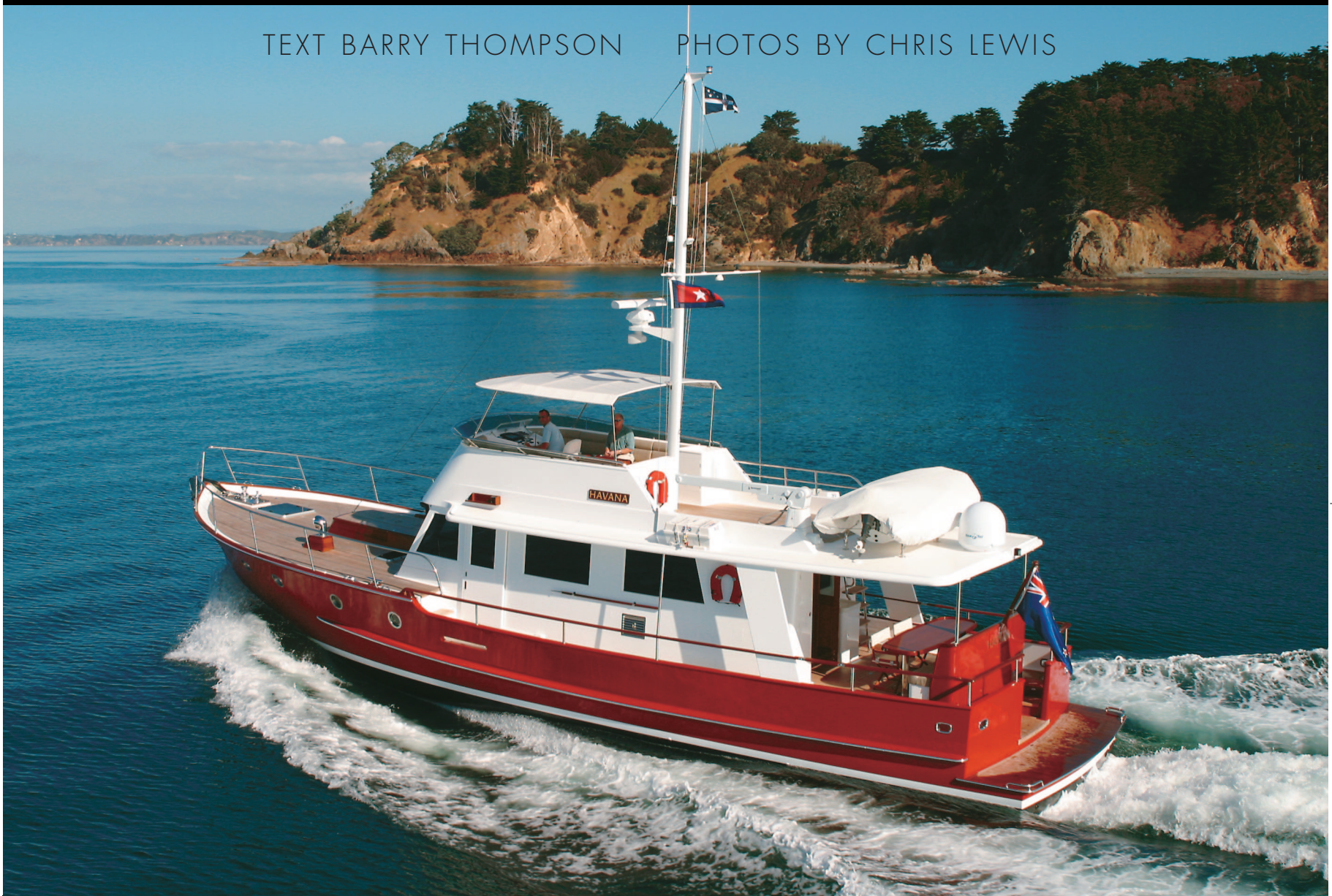


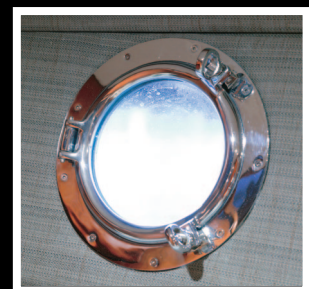
# A Gentleman's Motor Yacht

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PHOTOS BY CHRIS LEWIS



When designer Kevin Dibley was first approached by Havana's owners they already had some reasonably firm ideas on what they wanted. They needed someone of Dibley's vast experience to transform those conceptual thoughts into something practical. The result is a trawler style gentleman's motor yacht of rare distinction with classic looks built to superyacht standards.





The owners' previous launch was the Ed Monk designed Belize, which they had built at the Salthouse Boatbuilders Ltd yard in Greenhithe, Auckland. As a testimony to the quality workmanship of the yard, they had no hesitation in going back to the same yard to build Havana. The wanted a smaller boat than Belize, but one that was still capable of passage-making to destinations such as Fiji, Tonga and the Great Barrier Reef.

Havana utilises a Bob Salthouse designed hull,

taken from a 53ft mould that was considerably modified from the original dimensions. Havana is wider on the deck, although remains the same at waterline and is longer than any of the previous eleven boats from the same mould. During the construction, Dibley Marine was brought in to work through various re-design areas and one of those was the stern extension and boarding platform access.

"We spent a lot of time working through the ergonomics versus aesthetics issues with the

The full-size L-shaped dinette is upholstered in suede buffalo hide.

owners and we were pleased with the outcome. The owners wanted the same features on this design even though it was quite a bit shorter than Belize", said Dibley.

The result is a very comfortable transition between the two levels, with the aft deck lounge and table area complimenting the space perfectly. The owners also had very clear ideas on the interior and again Dibley worked through the ergonomics while the owners worked through the detailing and styling.

"The main design philosophy was for spaciousness and ease of movement, with long sightlines. That meant bulkheads were removed or angled to cater for this effect", he added. Entertainment and comfort were areas that could not be compromised and the systems had to be to superyacht level.

The exterior aesthetics were also very important and the owners were adamant they didn't want the vessel's original 'trawler' style to be affected by any changes. However, the compromise for Dibley was he had the freedom to accentuate certain areas to make the yacht look longer and sleeker than she actually is.

"The sheer line on this design was perfect at the outset and the darker brick red hull worked well with the bounce of the sheer and the lengthened aft end", points out Dibley.

The superstructure had to support a large inflatable and davit system as well as a comfortable flybridge station for helming and entertainment. Access would be by way of a ladder leading up from the aft deck. The flybridge entertainment area is covered with a bimini that is designed to visually disappear to onlookers ashore. A mast ties in all the features of the yacht and gives her a shippy nautical feel.

For Dibley, the result is a pleasing blend of styles, which bond sweet traditional external lines with the interior, engineering and appointments of a modern, sophisticated yacht.

#### Classic Layout

One of the unique features of Havana is the forward layout that is accessed down a short curved staircase. Havana was first designed for three cabins, but the owners decided to change that right from the start and went for a two-cabin layout with a separate office/study area. It's spacious and open and provides a place of quiet relief from the rest of the boat. The owners' stateroom has two oversized single berths rather than the conventional double, although there is talk of this being changed. The forward guest cabin has a pair of 3/4 size doubles.

Fitted sisal matting and upholstered headlining panels in custom bonded raffia are used throughout the accommodation areas and continue throughout the vessel.

Each of the cabins has recessed downlights, a Gebo hatch complete with blind and bug screening, plus individual air conditioning air handler and controls. Aromatic Cedar lined hanging lockers and drawers provide abundant storage. There are two en-suites, one for the owners'

Stainless steel is a rich feature of the galley.



stateroom, the other for both use by guests in the forward cabin and as a day head. The owners' en-suite has a separate shower cubicle with glass hinged door and Dornbracht shower mixer and rose, a top mount Starck Duravit basin and teak vanity with glass mosaic vanity top and floor. The guests' en-suite is virtually a mirror image.

The portside office/study is finished with a fitted sofa, teak desk, swing-out seat and point for modem, laptop and DECT wireless phone. A forward locker hides away the laundry with individual washing and drying machines.

From the cockpit to the galley you can see that Havana is designed for entertaining and there's a feeling of warmth aboard. Although on a lesser scale the interior designer has applied the same thinking to the galley as he would to a superyacht. Stainless steel is a rich feature in this very spacious area, with its Bosch gas hob and electric oven, Sharp microwave and custom stainless steel fridge and freezer. A nice touch is the fully plumbed-in La Cimbale coffee machine just waiting to provide a latte or cappuccino for the guests. The cocktail cabinet beneath the bench top includes fitted crystal glass storage.

The impeccable build quality of Havana continues through the long saloon, which incorporates the galley, dining area and forward helm. The full-size L-shaped dinette is upholstered in suede buffalo hide and complimented by a pair of tub chairs with a cabinet between, housing all the stereo equipment. A 37" plasma TV on an electric lift pops up when required. Stylish American made McGuire folding chairs are used for either dining inside or around the cockpit table.

Recessed down lights provide the lighting and electronic dimmers provide the mood. Just like the accommodation areas, the saloon has its own individual air conditioning system.

Forward is the lower control station with an all teak and leather dash, complete with a wide range of the latest navigational, safety and engine management systems. These include a Northstar computer screen running the Maxsea charting/navigation and the latest Furuno Navnet. Side doors lead out to teak laid decks and high bulwarks with varnished teak capping rails. Eyebrows extend right to the coaming line, covering the side decks and add to the small ship likeness of Havana.

The teak covered aft deck provides an outdoor lounging space and on-the-water access via rear stairs to the teak boarding platform and Besenzoni electric/hydraulic swim ladder. Courtesy lights at the access steps assist safety at night for visiting guests. Arranged with a fixed seat and teak table under an extended roof overhang, the aft deck is ideally suited to alfresco dining. The lazarette area below the rear deck provides a massive storage area and if required could easily be converted to crew quarters.

A stainless/teak ladder leads up to the expansive upper deck which features an open sky lounge with wet bar, helm chair, teak occasional table and built-in seating with canvas upholstery. A tinted acrylic windscreen surrounds the bridge, which has an overhead bimini mounted on a fixed stainless steel frame.

The alloy mast is more than a mounting point for the radar scanner, aerials and remote operated



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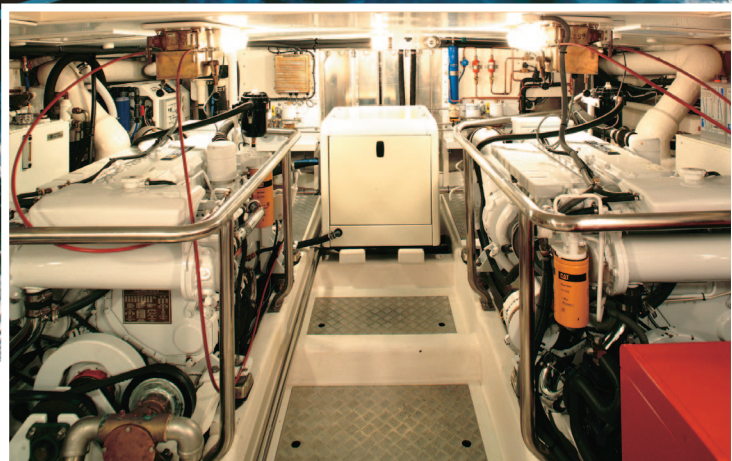
The portside office/study is finished with a fitted sofa, teak desk, swing-out seat



A 37" plasma TV on an electric lift pops up when required.



Above: The upper aft boat deck is finished in hand-laid teak and houses the Besenzoni electric/hydraulic crane and Zodiac YL340R tender.



Right: Havana is powered by a pair of high gloss white 255hp Caterpillar diesels, which provide a top speed of 13 knots and cruise of 11 knots.

searchlight - it's also a statement of Havana's trawler heritage.

The upper aft boat deck is finished in hand-laid teak and houses the Besenzoni electric/hydraulic crane and Zodiac YL340R tender complete with 8hp Yamaha four stroke outboard. The Seatel satellite television receiver dome sits in behind. Havana is powered by a pair of high gloss white 255hp Caterpillar diesels, which provide a top speed of 13 knots and cruise of 11 knots. Trac digital, hydraulic stabilisers with winglet fins help to provide stability in adverse sea conditions and a fully sound-proofed engine room keeps operating noise to a minimum.

Havana's mechanical checklist is exceptional and reads like a who's who of quality, with an astonishing list of standard equipment that you would normally associate with a superyacht. The same is evident in the detailing from the engine room fit-out to the stainless rails. Havana is unquestionably first class. Built to M&I survey, Havana is a little ship that certainly lives up to its claim as a gentleman's motor yacht of rare distinction.



### TECHNICAL SPECIFICATIONS

Boat Name	M.V Havana	Propellers	4-Blade Bri Ski	Stainless Steel	Marine Metal Fabrications
Design Name	Salthouse 62 Pilothouse	Generator	Kohler 13kVa	Stabilisers	American Bow Thruster/Trac
Year Launched	2003	Inverters	Mastervolt 2kW & 3kW	Davit/Swim Step	Besenzoni
Designer	Bob Salthouse (Hull)	Air Conditioning	Climma	Tender	Zodiac YL340/Yamaha
Kevin Dibley (Superstructure)		Water maker	FCL	Ent. System	Atlantic
Builder	Salthouse Boat Builders Ltd	Air Horns	Kahlenberg	Audio/Soundline	Firewatch CO2
LOA	19.8m	Batteries	Sonnenschein gel cell	Ice maker	Hoshizaki
LWL	18.0m	Bow Thruster	American Bow Thruster	Searchlight	Jabco
Beam	5.20m	Windlass	Maxwell V4000 Hydraulic	ELECTRONICS	
Draft	1.60m	Anchor	Manson S/S	Autopilot	Cetrek 741
Displacement	35 tonnes	Steering	Seastar	GPS	Furuno GP31
Max Speed	13 knots	Controls	Kobelt	Plotter	Northstar 1201
Cruise Speed	11 knots	Wipers	Speich	Radar/Depth Sounder	Furuno
Construction	Balsa core composite	Paint (Topsides)	International	Navnet CMap NT	
Fuel Capacity	3045 litres	Paint (Antifouling)	International	VHF	Skanti CU102 & ICOM
Water Capacity	2275 litres	Ports/Hatches	Gebo	Weather Instruments	Cetrek
Engines	2 x 3116TA Caterpillars @ 255hp each	Veneer/Plywood	Teak / Various	Software	Maxsea
Gearboxes	2.5:1	Heads	Tecma	Switch Panels	BEP
Drive System	Conventional	Liferafts	RFD	Price	NZ\$2.5 million

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