McCONAGHY

boats

Adastra

McCONAGHY boats

The 42.5m Trimaran is being built for a Hong Kong client for long range ocean voyaging

"Adastra" is the result of more than 5 years of design and discussion with the owners, to build a yacht that meets the needs of a very experienced ocean voyaging couple and their family, and to provide the level of comfort and style that would be expected in a yacht of this class and size. No effort has been spared in the challenge to produce a beautiful yacht that will have low fuel consumption and yet provide excellent sea keeping qualities and luxurious accommodation. "Adastra" takes the power trimaran concept further than has ever been attempted before, previous vessels like "Earthrace" and "Cable and Wireless" were stripped out record breaking machines. The challenge of turning this concept into a viable luxury yacht has led us to further research and to develop new thinking on stability and comfort at sea for this type of craft. Extensive tank testing and radio controlled model tests in waves have been carried out to analyze stability and performance. Outrigger height has been optimized for ease of motion at sea, and a new outrigger shape has been developed to increase stability in waves. We have undertaken a state of the art structural analysis of all the major components in the yacht in order to achieve the light weight required for very low fuel consumption. All this has resulted in the exceptional vessel that is nearing completion in China

Adastra's 16 metre beam creates a spacious saloon area on the main deck which offers superb views through a panoramic window and accommodates a lounge area, dining table, and navigation station. A forward facing door through the saloon window gives easy access to a large sunbed on the foredeck. The aft deck has a sofa and bar area to port and a dining area to starboard, further aft of this there is space for a 4.9 metre tender and directly below is a garage which can store a 3.1 metre tender. The garage door has been designed to fold out and create a large dive platform. Extra space has been created below deck by slightly flaring the central hull just above the waterline. This area has been split into two sections with a full-width master cabin located aft with access from the deck saloon, and two further guest cabins, accommodation for the crew, and the galley located forward of the engine compartment. Adastra offers comfortable accommodation for nine guests and up to six crew members. The main helm station, which has seating for two, is positioned in a raised pilot house situated between the aft deck and the saloon area and forms part of the cross beam structure.

A SiMON 2 integrated ships monitoring system monitors fuel, security, pump sensors, electrical, lights, etc. The vessel has a fully automated fuel management system which includes an Alfa Laval system for cleaning the fuel

The anchoring system is unique with 3 anchors all driven by carbon fibre drum winches run by hydraulics. The primary anchor is a custom 130kg Bruce style anchor that deploys out of the starboard wing. The bow anchor is 80kg and deploys out of the bow with a carbon fibre arm. The third anchor is 60kg which deploys out of the port wing and will be used as a stern anchor.

The Superstructure is carbon fibre with Nomex honeycomb core, the hull is Glass/Kevlar foam sandwich and the interior is light weight oak cabinetry using honeycomb panels. To help reduce weight, virtually every aspect of the boat is custom built. This includes carbon fibre hatches, portlights, ladders and even hinges, which are all built specifically for the vessel.

Adastra

McCONAGHY boats

SPECIFICATION

LOA	42.5 m
Beam	16 m
Hull Draft	1.12 m (1.6m to tip of rudder)
Main Engine	1x Caterpillar C18 -1150 hp @ 2300 rpm
Outrigger engines	2x Yanmar 110hp @ 3200 rpm
Generators	2 x 36 kw custom in the outriggers linked to 110 Hp Yanmar engines, and 1x 26 kw Northern lights in Main engine room

Owner & Guests	9 persons
Crew	5-6 persons
Tenders	4.9m stored on the aft deck and a 3.1m stored in the garage
Freshwater Capacity	2x 800 gph fresh water makers - 2700 L water

Displacement	
Light	49 tonnes, Fully equipped and full stores and crew, no fuel and no water
Cruising Max	15000 litres fuel - 64.8 tonnes
Ocean Passage Max	77 tonnes (only for occasional long ocean passages) 32000 litres fuel
Speed max	22.5 knots
Range at 17 knots	4000 miles

Fuel consumption	
13 knots	90 litres per hour.
17 knots	120 litres per hour
Exterior Styling	John Shuttleworth Yacht Designs Ltd.
Naval Architecture	John Shuttleworth Yacht Designs Ltd.
Structural Design	John Shuttleworth Yacht Designs Ltd. & Applied Structural Analysis Ltd.
Interior Design	Jepsen Designs
Builder	McConaghy Boats

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Deck GA

Adastra

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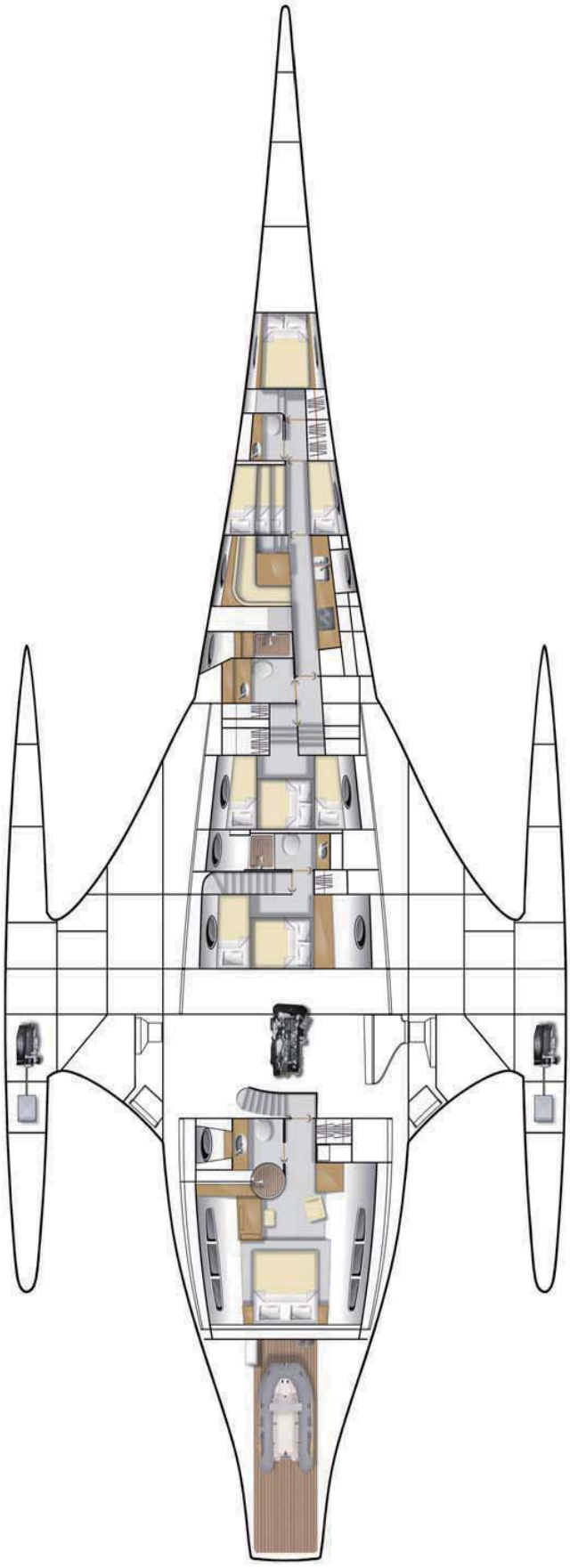
Mid GA

Adastra

McCONAGHY

boats

Lower GA



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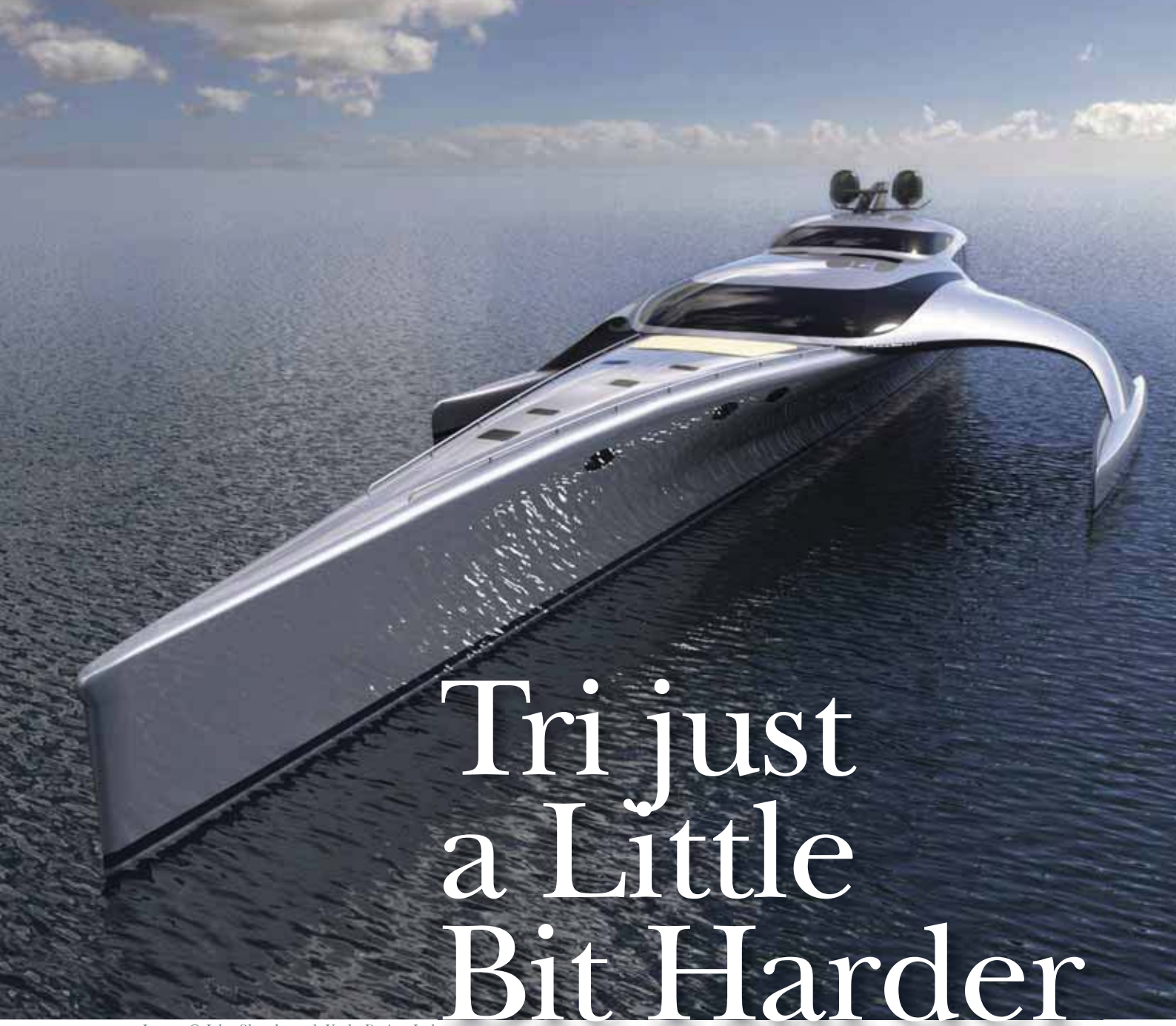

Tri just a Little Bit Harder

Image: © John Shuttleworth Yacht Design Ltd

A Conversation with owner Anto Marden

By Tork Buckley

McConaghy Boats Zuhai was the unexpected surprise of my Chinese trip last year. Following trips from Australia to Zuhai I found a vast Aussie-owned yacht factory in the region. There amongst foil moths, match racers, carbon parts and mini maxi *Alfa Romeo*'s new hull was an unusual 41-metre motor Trimaran in build. The owner is a very experienced yachtsman and ship operator living in Hong Kong. Here I chat with him about the project.

YACHT OWNER ANTO MARDEN

We discussed the concepts behind this radical yacht and a new maritime role for beanbags. One look at this trimaran and one might easily assume it is yet another designer concept/fantasy. Not so, this is a real project and one based in part on a successful world-speed-record breaker.

That's a very interesting project you have over in China…

AM: Yes, it's been going for quite a long time actually. 30 years ago when he was still living at home with his mother, John Shuttleworth designed me a 45-foot sailing trimaran, *Mazinga*. He charged me £1,000. I had her built by a couple of hippies in the south Philippines. They were cruising around, up to no good, swallowed the anchor and went ashore to build two boats. One was called *Airmail*, a Kelsall catamaran design; the other was *Mazinga*. John was working for Kelsall at the time, then he went out by himself and we built *Mazinga*. Since then, she's been everywhere, all over south-east Asia, and I've still got her. She is built of wood, but the decks are Verticell cardboard honeycomb cored. I think there's wood on top and underneath, and to save weight, we used Kevlar. There's S-glass and carbon bands, which for her time (1983) she was very advanced. Yes, the boys were right up there on the cusp and she's done very well. I'm on my third engine now.

I like that; the engine wears out but the boat doesn't; quite a good sign, I'd think.

AM: Well, round here your only good sail is in the winter from Hong Kong to Manila. You do also get wind in the north of the Philippines; the winter monsoon in the north blows like s**t. But that's it. The summer monsoon is wet; OK, you can get a 10-day fine spell, but it's basically wet; and Indonesia is all light variables. You do get the odd Sumatra belt through and for 45 minutes you think you're going to die, but then it all stops. So it's not exactly great sailing, and you do spend an awful lot of time motoring, at 7 knots in my case. But if you're cruising, and going long distances – Indonesia is thousands of miles across – it's motoring. And so I thought that seeing as I'm also getting old (laughs), I'd better have a motorboat.

But a very radical looking one.

AM: Right; I've been toying with the idea for quite a long time, with John. Then I made some money because the shipping market went up and I finally had a few pennies to spend on frivolities.
I went to Nigel Irens, because he's really the leader in power Trimarans. I was also talking to John; they're both very brainy. John drew this super shape – actually very reminiscent of *Mazinga*, except the floats are kind of stubby. Finally, I decided I'd go with John. But I also asked Nigel to draw a power monohull for me.

Aussies are fantastic boatbuilders. They do great yacht work. And there's a reason for that: when they poke their noses out of Sydney heads, it's rough, really rough; so they have to build good boats.

(Nigel in fact drew a 40-metre monohull *Hang Tuah* for Anto that would also be built in China [and is indeed now finished]. It conformed to Nigel's LDL, or Low Displacement to Length ratio concept.)

How did the concept for *Hang Tuah* come about?

AM: I originally wanted to build the tri in steel and aluminium, but there were weight considerations and John doesn't know much about aluminium construction. Meantime Nigel said, "Forget the pontoons, let's just build a really long, thin narrow monohull with a steel hull and aluminium superstructure." He went ahead and drew it and it looked great.

I'm in the shipping business and build all my ships in China, so I looked round and found a yard to build it in – in Jintan near Nanjing, on the Imperial Canal up the Yangtze from Shanghai.

(Anto has a hotel property on an island in the Indonesian archipelago near to Singapore (www.pangkil.com). The monohull will be used in and around the hotel property and through Indonesian waters. He has previously cruised Indonesia and I wondered how the legendary paperwork difficulties affected his cruising.)

It's quite difficult cruising, in Indonesia?

AM: Nah, it's easy. Well, there's always a tap dance in the third world wherever you go, but at least you don't get pirated. It's just the officials that can be difficult. In the old days I'd sail all around Indonesia; you have to get a cruising permit, but that's pretty easy. You just pay the money; and in those days it was pretty cheap. You have to clear in and out, and deal with customs, immigration and the harbour master, at every port. And actually I never paid; we were never asked for money. We were in the out-ports up in Sulawesi. They weren't very quick, but they were always really polite and it was really all OK – except for Bali,. So Indonesia's not that difficult, unless you want to ply for hire. Actually the Philippines is the best place for cruising around, regulation wise. Because you just clear in and that's it.

I hear Indonesia has beautiful cruising grounds.

AM: It's hugely extensive and really nice. And this is where the *Hang Tuah* is going to be used to cruise. She's going to be Indonesian owned, crewed and flagged.

(Back with the Trimaran it's clear that Nigel's previous designs had a strong influence on the look and concept. Anto commented: "But Nigel, of course, has spent his life designing boats that he thinks people should have. He's a really good bloke. I took him to China to see the yard and he loved it. He is basically the guy who has the most experience of power Trimarans."

His design, the 1998 record-breaking *Ilan Adventurer* (for Cable and Wireless), and an earlier 1988 proof of concept *Ilan Voyager*, are clear ancestors to Anto's Trimaran. *Ilan Adventurer*'s record stood from 1998 until another Trimaran – Craig Loomis' *Earthrace* – broke it just last year. *Voyager* is still in use; Anto believes it's in the Canary Islands "running backwards and forwards as a ferry".)

AM: So, John designed the tri and provided a package to go out to tender.

Image: © John Shuttleworth Yacht Design Ltd

YACHT OWNER ANTO MARDEN

It was composite by now?
AM: Yes, it nearly went to carbon fibre, but we luckily decided against that. It would have been possible, if a bit more expensive, but John had already designed it in conventional composite and didn't want to redo it. I heard that McConaghy were building America's Cup boats in Dong Guan and I tracked them down there. I brought a drawing of the boat and that's when I first met Mark Evans. He was in Dong Guan, then in a joint venture with a Hong Kong/Chinese company that was making carbon fibre surfer parts. Mark said, "I'd love to build your Tri but I don't think I could do so here and I don't really know how to charge you for it." Life (and time) went on and Mark moved the factory to Zuhai and when the time came for us to go out to tender, he called me. "Are you still on for this big trimaran?" I said: "Funny you should mention it, because I've got a bid package here; do you want to quote?"

(The tender went out to a yard in the UK and also in South Africa [John being originally from South Africa].)

AM: However, McConaghy was quite honestly the obvious choice, just across the river from my home and market leaders in composite construction; they invented it.

(Anto explained that McConaghy's founder started building Aussie 18 skiffs. Skiff racing goes back to 1892 and is also a sport on which many Aussies like to gamble extensively. Skiffs had been built in a variety of material from wood to today's radical composites.)

AM: Yes, the 18s were really huge in his day. Mr McConaghy heard that they'd got some "special stuff" in California so he flew there, brought back a roll of carbon fibre, or something like that, and I think he built the first floating object out of composite, for an 18-foot skiff.

You rate the Aussies?
AM: Mark is a very ambitious young man; he's ready to take over the world. He is really "can do". Aussies are fantastic boatbuilders. They do great yacht work. And there's a reason for that: when they poke their noses out of Sydney heads, it's rough, really rough; so they have to build good boats. The guy who looks after our ships in Australia – Chris Rabbidge, of Fenwick Shipping Australia – is a sailor; they go out for a Saturday afternoon sail and come back with broken ribs!

And the Sydney-Hobart is one of the toughest races in the world.
AM: And remember that's in mid summer. Eventually it became obvious that McConaghy would build it, and I cut a deal with Mark. Had she been completed in 18 months, she would have been cheap, but seeing that it's probably going to take 24 she's going to be what you might call over budget. But superyacht wise, it's inexpensive.

Where are you going to cruise her?
AM: Around the world; she'll wander the world awaiting my pleasure (laughs).

Is a deep-ocean yacht able to handle whatever conditions she meets?
AM: Yes, talking about that John built a working r/c model, with adjustable pontoons to determine their optimum position and of course we did the tank tests.

I presume it's very efficient; you've not much wetted surface area?
AM: Yes, it is also a very long waterline length. We've got a single screw on a single 745 kW Cat engine.

Do you have a "get-you-home" system?
AM: The thrusters are supposed to give you 6 or 7 knots in flat calm, of course in any sort of sea they won't. But I'm quite used to one engine. Normally if you have two motors they conk out at the same time, from either electrical or fuel problems. No one really has a completely dedicated separate fuel system for each engine; so if you've got gunge in the fuel it gets to both. Anyway if you keep the yacht maintained there should be no problem.

Tell me about the accommodation; the yacht is quite small in volume?
AM: There are only three cabins. I find it's very difficult to get people to come on a yacht (laughs). They think it's a bore. Maybe they'll come for two days in the Med off Portofino, but they don't want to come for longer. So, you're carrying around completely useless accommodation. In fact I wanted to design the tri with just one cabin, but John said; "Sorry, that's just too sad."

And the interior design?
AM: Yes. Superyacht-wise the most important person is the interior designer. They get much more money.. I contacted a couple of mainstream ones, for our interior. They were charging a fortune.

Plus extras.
AM: Yes. Here in Hong Kong we have a lady called Inge Strompf-Jepsen from Denmark. She is an ex-Commodore of the Royal Hong Kong Yacht Club and she's a sailor like most Danes, and she runs a interior design firm for yachts. I'd seen some of her work; she's here, we know her, we like her, she can do the drawings, and she gets on well with my wife. She also knew Mark

previously, so it was a perfect fit. Personally I think yacht interiors have become perverted away from the nautical look. I'm quite happy with beanbags; which I think are very, very good; in a seaway a beanbag is really fantastic; especially in some crappy old monohull all heeled over. You're on your ear, but wedge the bag in a corner and you're out like a baby. But unfortunately that concept wasn't going to fly here (laughs).

You're not building to class or code?
AM: No, it's impracticable to build something like this to class. But we used consultant engineers, Asta, in Southampton (coincidentally run by Richard Oliver, McConaghy GMs' Steve Oliver's brother).

They did what?
AM: FEA testing, to see what needs to be strengthened and whether it's going to bend, break, or anything like that. They've been actually pretty continuous on the job. They work with DNV a lot. John has his own knowledge of breaking strengths etc built up over 30 years of naval architecture, but we can also ask Asta does this exceed or is it slightly below DNV standard? And we're actually at or above that in most areas; also DNV standards don't include, for example, fitted furniture, which is in this case part of the structure.

And when do you expect her to be complete?
AM: Well, I was hoping for spring but it now looks more like summer 2010.

TYR will, of course, cover this project on completion in a full yacht report. That launch will be a significant one for McConaghy and may be only the first of more superyachts to come from this experienced racing (but not as yet superyacht) builder.
It goes without saying that it's of great importance too for the designers, as well as – above all – its proud owner Anto and his family.

Images supplied by Anto Marden, McConaghy Yachts and John Shuttleworth

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MARCH-APRIL 2010

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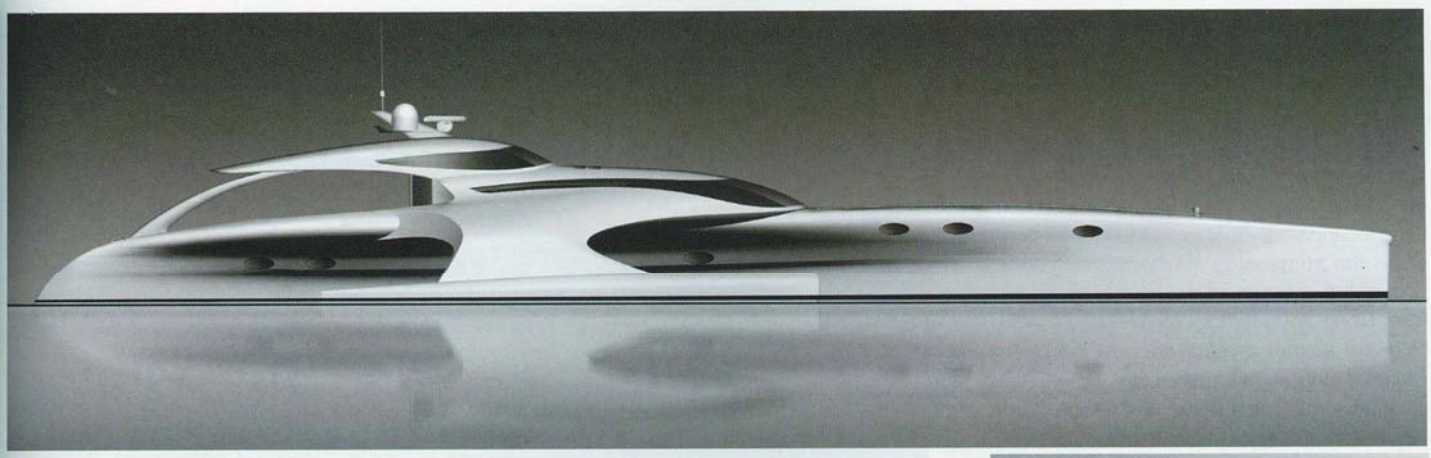
Hong Kong, China	HK$70	India	RS915
Singapore	S$10 (inc GST)	Indonesia	RP50,000 (inc tax)
Malaysia	M$25	Australia	A$10
Thailand	B245	New Zealand	NZ$10
China	RMB75	Japan	¥855



MCCONAGHY'S CHINA

McConaghy's made a name for itself building top-flight maxi racing yachts from its Australian base. Then, in the early 2000s, the company began the process of opening a production facility in mainland China. Now settled in Zhuhai's Pingsha Yachtbuilding Park, McConaghy's has set some hearts afire in the Asian racing scene. Its first foray was in Dongguan in 2005, later moving to Zhuahi in 2008.

While racing yachts continue to be the focus of McConaghy's (GM of China Mark Evans is quick to point to the fact that McConaghy's built boats took the first three podium places in the 2009 running of the Sydney to Hobart Race), the China operation now offers a whole lot more than just maxi-racing yachts. As Evans notes, the China operation has become adept at big, one-off projects that defy expectations about what is possible in China. The China operation, which operates as a separate cost and profit centre from the Australian operation, has developed designs for its own dinghies, and has come up with some remarkable structural solutions involving the use of kevlar composites that alleviate the well-known wicking problem.

In the past 12 months, McConaghy's China has been busy, turning out 60 Eliots and 70 of its Mark 2 Foiling Moths – high powered dinghies that make use of hydrofoils to fly above the water's surface.

Building one-design class dinghies and small boats has given McConaghy's supervisors and management the chance to train local staff in very high level build techniques, and Evans says that the firm is now at the point where Chinese staff are training Chinese staff, though he does concede that particularly special projects still require extra staff from Australia to be brought in.

Some of these projects defy the view of McConaghy's solely a race boat builder. At the time of *Asia-Pacific Boating*'s visit, there were two hovercraft in production, one nearly done. These are normally purchased for mass tourism or military uses, but sport coupe versions with

The 138 trimaran in the yard.

McConaghy's sleek 138-foot trimaran will soon be cruising the Philippines and Hong Kong.

convertible hard top can be developed for more personal use. McConaghy's estimates top speeds at about 100 miles per hour.

But most significant was a fantastic new 42-metre power trimaran, being built for a Hong Kong-based businessman. According to McConaghy's, the yacht will be used for cruises from Hong Kong to the Philippines, as well as for journeys up to Alaska with exploration along the way.

Powered by a single, 1000-horsepower engine, the 42-metre trimaran is expected to have a cruising speed of 19 knots and top of 23 knots. While speed may not be the top concern, long-range cruising is. Such a yacht will have the Philippines' many thousands of islands at its disposal.

McConaghy's China will also likely be the builder of choice for other sexy trimaran projects, including a racing yacht intended for another Hong Kong buyer. The company is also planning to build a new sailing one-design class now dubbed the McConaghy 36, which features design by Harry Dunning, formerly with Farr Yacht Design and Rachel/Pugh.

Perhaps most significantly for McConaghy's China is the national story that was built there. During the lead-up to the 2007 America's Cup, the company was responsible for building the entry yacht for the China Team syndicate. The experience of building a yacht intended to represent the country did a lot for the worker's pride, according to Evans. That pride in the boat may be the last piece of the puzzle that builders in China have been trying to make fit.

www.mcconaghyboats.com

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Future perfect

A STRIKING 42.5 METRE TRIMARAN SUPERYACHT BEING BUILT IN CHINA COULD SPELL THE FUTURE FOR EFFICIENT LONG-RANGE CRUISING...

One of the world's most amazing superyachts is under construction in China. Based on a trimaran hull, the 42.5 metre *Adastra* will be the largest trimaran yacht ever built when it is completed and it is designed to have a full ocean-going performance. *Adastra* is being built at McConaghy Boats in Zhu Hai in China and comes from the drawing board of John Shuttleworth Yacht Designs.

Trimaran hulls have previously been used by more extreme craft such as the two Round the World record breakers *Earthrace* and *Cable and Wireless*, while a smaller yacht version was built in Mauritius a few years ago. *Adastra* was originally conceived as a stripped out cruising yacht for a Hong Kong owner wanting to undertake long-range cruising. Then the owner's wife came into the equation and she demanded luxury accommodation, so the weight went up and the design had to be re-drawn to compensate. The yacht is scheduled for completion in mid-2011 when the owners, Anto and Elaine Marden, are looking forward to cruising the Pacific in her.

'With the additional weight that has been added for the luxury accommodation on the yacht we have had to add extra buoyancy into the side pods and add a couple of metres to the overall length,' says Orion Shuttleworth, one of *Adastra's* design team. 'The vessel already uses a range of lightweight materials and we are doing all we can to keep the weight of fixtures and furnishings to a minimum. It is a considerable challenge but we are getting there.'

Much research has gone into this new design. 'It takes the power trimaran

words: Dag Pike
photography: John Shuttleworth Yacht Design

concept further than has ever been attempted before,' says Shuttleworth. 'The challenge of turning this concept into a viable luxury yacht has taken us to further research and to develop new thinking on stability and comfort at sea for this type of craft. We have carried out extensive tank testing and used radio controlled models in waves to analyse stability and performance.'

McConaghy Boats was chosen for the construction of this revolutionary design because of its proximity to Hong Kong and its experience with advanced composite construction. The Chinese yard is a subsidiary of the Australian builder – renowned for its race-winning sailing yachts – and the Zhu Hai facility specialises in high quality carbon structures.

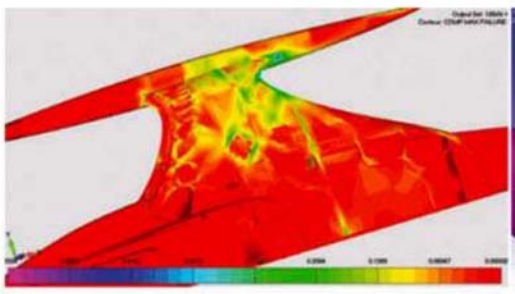
A full structural analysis of the design was undertaken in order to achieve the very light weight required to give a low fuel consumption. Richard Oliver of Applied Structural Analysis carried out a finite element analysis of the hull structure to ensure that the maximum strength could be achieved with the minimum weight. The whole structure is fully integrated, with the raised plinth that accommodates the central control station in the saloon curving upwards and outwards to form an integral part of the cross beam structure that connects the pods to the main hull.

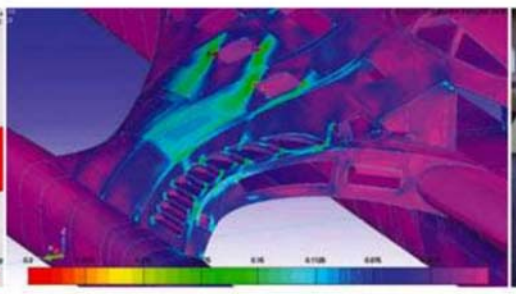
The hull is constructed from a glass and Kevlar sandwich using Corecell foam with the superstructure moulded from a carbon fibre laminate on a Nomex honeycomb core. All of the hull structures were resin infused to ensure high quality and to reduce weight, and virtually every part of the yacht is custom built. McConaghy has used its expertise in carbon laminates to create lightweight hatches, portholes and hinges, and rather than using ceramics for the toilet bowls these have also been moulded in carbon.

The efficiency of the trimaran concept comes from using long thin hull technology with the sponsons providing the necessary stability. To create good accommodation space the central hull flares out above the waterline and this has been used to create luxurious full-width master and guest cabins. The height of the sponsons in relation to the central hull has been optimised to ensure an easy motion in lively seas and a new sponson shape was developed in order to increase the stability in waves.

Adastra will be powered by a single Caterpillar C18 diesel that will produce 1,150hp. This drives through a conventional shaft and propeller

The main saloon (left) makes full use of the yacht's beam. Extensive structural analysis was undertaken (right) – while wave-piercing hulls and a contoured body should shed water in heavy seas, the superstructure has been designed to take the full impact of green water, a unique design element for a superyacht





system and to facilitate harbour manoeuvring there will be a Yanmar 110hp diesel engine in each of the sponsons. In addition to providing a back up propulsion system these diesels are each connected to a 36kW generator for electrical power along with a 26kW Northern Lights genset.

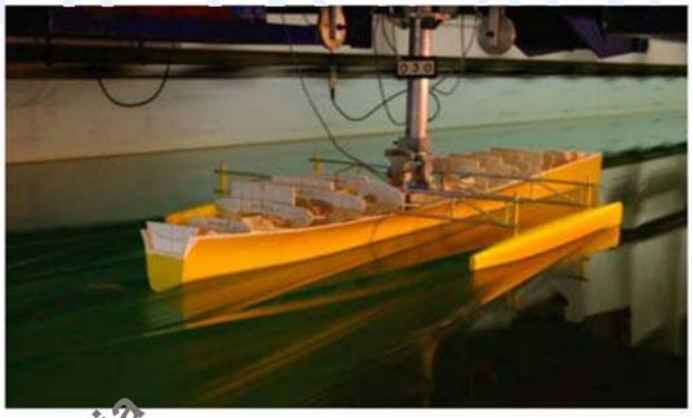
The main engine is expected to produce a top speed of 22.5 knots, and at a 17-knot cruise speed the consumption is a miserly 120 litres per hour, which gives a 4,000 mile range at this speed. The normal fuel capacity will be 15,000 litres but this can be increased to 32,000 litres to give extra range on long ocean passages. This fuel load is nearly twice the lightweight displacement of the yacht demonstrating the considerable design challenges that were faced. Fuel is carried in double-bottom tanks and a fuel transfer system allows the trim of the yacht to be adjusted to optimise performance.

To enable this trimaran to go even greener Orion Shuttleworth has used his kite-boarding experience to develop a lightweight kite system that attaches to the bow. This system allows the kite to be launched either from the water or from the deck and by using conventional kites the system is much lighter than commercially available kite propulsion systems. Under favourable winds and sea conditions it is expected that *Adastra* will be able to reach 10 knots under wind power alone, greatly enhancing her range.

A unique anchoring system has been developed with three anchors operated from hydraulic winches with carbon drums. The main anchor is a 130kg Bruce unit that deploys from the starboard wing. A 50kg anchor can be deployed from the bow by means of a carbon swing arm and the third anchor deploys from the port wing and can also be used as a stern anchor. *Adastra's* unconventional shape will make it hard to find a suitable marina berth so the anchoring system could assume a major role.

There will be accommodation for nine guests and for a crew of five or six. The master suite is located aft with access from the deck saloon and the guest cabins are forward of the engine compartment. Forward again are the crew cabins and the galley. The focus of the accommodation is on the deck saloon, which is almost circular in shape and which looks like something from Starship Enterprise with its panoramic windows.

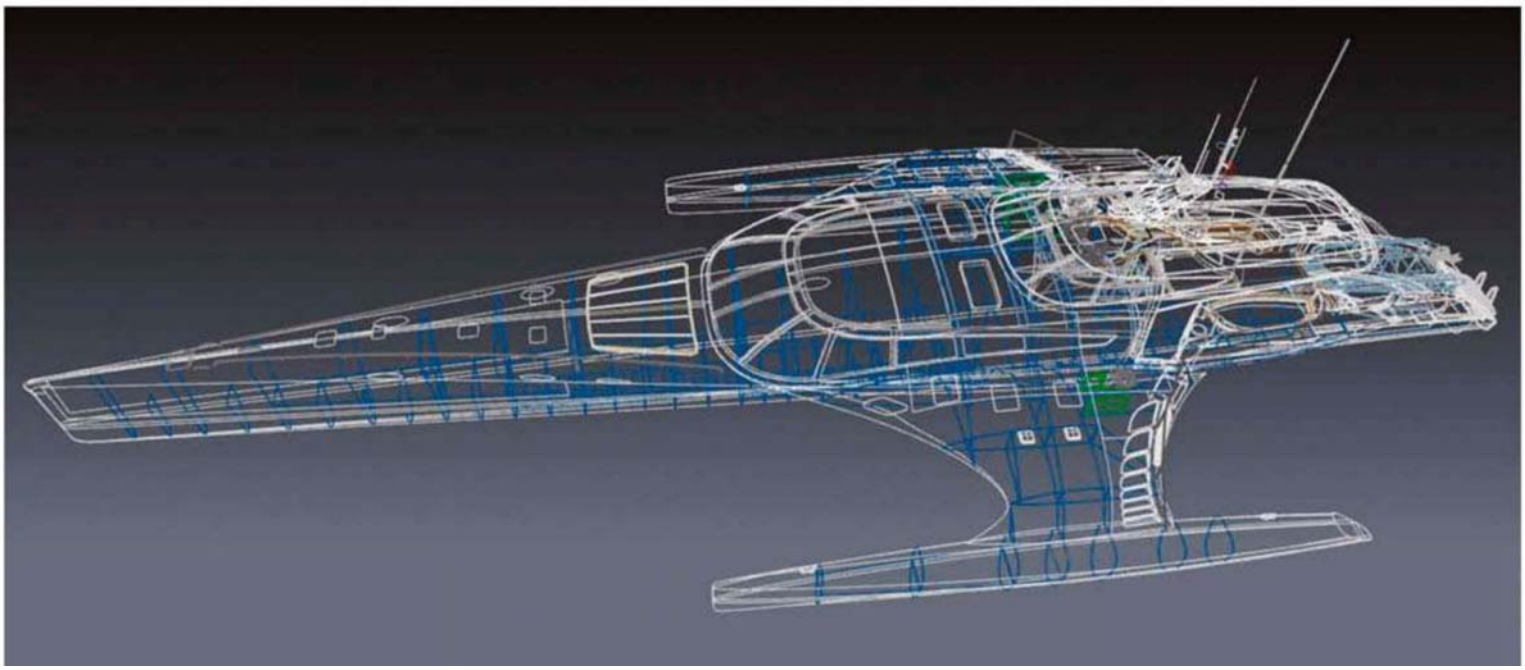
The main helm station is positioned at the aft end of the saloon where there is seating for two on a raised plinth to give a view over the top of the



main superstructure. Behind this is the open cockpit with settees on both sides and the open deck running aft where there is stowage for a 4.9 metre tender. A second tender, which is 3.1 metres in length, is stowed in the garage space below this aft deck. The garage door hinges out and down to create a bathing platform.

Adastra is designed to cope with adverse sea conditions and has been styled with a smooth, flowing exterior that will allow large waves a free passage over the yacht in extreme conditions. The trimaran concept allows for a very fine entry which is designed to go through waves rather than over them. In normal conditions this wave-piercing concept will shed any deck water before it reaches the saloon but the structure is stressed to cope with solid water running aft, a unique concept on a superyacht.

The trimaran concept is probably the most fuel-efficient hull form available today but it does incur a penalty in terms of the reduced interior space for accommodation. This new design demonstrates that the designers have been able to find a balance between the conflicting requirements of accommodation space and seaworthiness and in creating *Adastra* they have produced what should be one of the most effective all-weather and fuel-efficient superyachts yet. The construction of this advanced design in a Chinese yard also demonstrates the very high construction standards that are being achieved in China.



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Adastra