



REJECTING THE STATUS QUO CREATED NOT ONLY PERSONAL SATISFACTION, BUT LANDED THE OWNER OF THIS 147FT CUSTOM BUILD IN A NEW VENTURE.

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big FISH



Formal dining in the traditional sense is a low priority, although black-tie occasions can be hosted around the main deck's circular table.

Richard Beattie's determination to seek cruising destinations off the beaten track may have to do with living in one of the most densely populated cities on earth. Whatever the motivation, this Hong Kong-based businessman is very clear that his idea of cruising does not constitute being tied stern-to on a crowded dock along well-traveled routes through the Mediterranean or Caribbean. Been there, done that.

Beattie is drawn to exploring remote parts of the world and went in search of a vessel fit for the purpose, capable of long periods away from the madding crowds. Equally important was contemporary styling, wide open spaces, strong connections with the sea, plenty of natural light, and views through floor-to-ceiling windows. "I went to the major boat shows convinced that I would find exactly what I was looking for and would be able to say, 'I'll have one of those in beige.' Instead, I felt that generally what was on offer was horrible; things my grandfather might have liked," he says.

"I like contemporary living. It is all about light and color. I particularly like large windows. I like to bring the outside in and I don't see

why that should be any different when on a yacht. I don't want to be in some dark place below decks. I want to be surrounded by the most beautiful vistas in the world."

Having failed to find what he was after on the open market, Beattie turned his attention to creating a vessel. He had chartered a number of large yachts and owned a semi-production 83-footer run by professional crew, so his ideas were well-founded in experience.

Among the designers in the running for the commission was Canadian Greg Marshall, whose portfolio included two luxury expedition motor yachts, *VvS1* and *Calixas C2*, both of which approached the concepts Beattie envisaged. In 2007, Marshall traveled to Hong Kong to present his ideas. Although a rival designer had all but been commissioned, as Marshall laid out his plans, Beattie recalls looking across at his captain and raising an approving eyebrow.

"Greg really got it. Here was a guy willing to push some boundaries and who had actually listened to what I wanted. He gave me the glass and the styling and the versatility I was after."

Three years later, in early 2010, *Big Fish* launched at McMullen &

main photo
Folding bulwarks open out on either side of the main dining area to take advantage of floor-to-ceiling windows.

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The galley occupies the full beam of the main deck forward of the atrium staircase, and is smartly divided into hot and cold zones plus a prep/cleanup area and a spectacular seating area out of the traffic flow on the port side.



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Strong, rectangular shapes are the defining feature of the bridge and exterior areas such as the crow's nest and the sun deck. I-beams extending from the hull prevent wracking of the superstructure.



The stairway leading up to the bridge deck can be raised and locked out of the way to provide unbroken views of the high-definition, three-story video wall from the salon.

Wing's yard in New Zealand. During the construction process, a company, Aquos Yachts, was formed to offer *Big Fish* for charter and to market similar yachts with larger and even more innovative designs.

As the first in this new line, *Big Fish* is a purposeful, 147ft large-volume vessel that immediately declares itself as an explorer looking for adventure—a point Beattie intends to demonstrate by embarking on an ambitious one-year voyage taking in both Antarctica and the Arctic's Northeast Passage across Russia. Built to ice class requirements (although not ice classed), the hull is steel up to main-deck ceiling height. Above this level, the superstructure is aluminum. The sections are bolted together, eliminating any danger of hidden corrosion in a welded joint.

But what of the abundant glass that defines *Big Fish*? Some 2,691 square feet of custom laminated windows one to two inches thick with a combined weight of 9.36 tons were manufactured locally by Glasshape. Their properties include UV protection and acoustic and thermal insulation. They exceeded classification society provisions through pressure tests that doubled the required 1,230lb/square foot threshold before they broke with a sound like a gunshot.

Not just ruggedly built, *Big Fish* is a luxury yacht finished to an extremely high standard and brimming with technical innovation to answer Beattie's demand for space, light, and connection with the environment. From his bridge-deck stateroom, Beattie is able to greet each morning with an unrestricted view through massive side and aft-facing windows and sliding doors opening out to a private aft deck. One level down, the guests can enjoy similar views through floor-to-ceiling windows in the main salon and dining area with

large glass doors to the side and aft decks.

Glass is an interior feature as well, used for balustrades on landings and stairways. Even stairway treads are glass, embedded with LEDs. The theme of transparency and light resonates with the interior furnishings and décor, which was created by Ann Motion Design with considerable input from chief stewardess Jenny Nicholson. The main dining table, for example, is surrounded by Philippe Starck chairs with transparent backs, while the office in the owner's stateroom features a round glass-top table.

To further enhance the views and passenger interaction with the surroundings, sections of the boat fold out to create terraces and beaches. On the main deck, the port and starboard bulwarks opposite the principal dining area fold out to become wide terraces with views to the horizon. On the lower aft deck, the two side bulwarks fold flat to just above water level, creating two beaches.

"I am aware this has been done," says Beattie, "but when we were in the design phase, this kind of transformer-like function was pretty rare. There are not many boats where you can dine on a beach, just inches above the water, watching whatever is attracted by the underwater lights, or sit with a bottle of wine and dangle your feet in the water at the end of the day."

Big Fish's ability to take on various personalities was a key feature of the design brief. Dining at water level is just one example of the versatility Beattie was after. "There are, in fact, some 20 locations on the boat where meals can be served," he says. These range from the fold-down beaches and up through four levels, culminating at the delightful crow's nest situated high above the flybridge/sun deck.



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LED lighting reduces power consumption by 25kW and reduces the air conditioning load significantly. Water is heated by passing the genset coolant in a loop through the water heaters—a low-tech idea borrowed from small cruisers—which saves another 10-15kW. Project manager David Darwent estimates that these changes save the owner about \$2,500 to \$3,500 per month in fuel.





ROCK ON: BIG FISH DEBUTS STONE DECKING SYSTEM
One of the amusing sights at the launch of a new yacht is the collection of shoes left on the dock as guests take the grand tour in bare feet to protect the teak decks.

Courtesy of a revolutionary new decking system, guests at the *Big Fish* launching were able to keep their shoes on—even stiletto heels—touring all the outside areas. The shoe-shedding ritual was only required when venturing indoors.

Big Fish is the first yacht to use the Stone Decking System, which is made of a resin-infused granite composite. Just like the hard-wearing surfaces used on residential patios and court-yards, the SDS product can withstand most abuses, from high heels to barbecue grease and spilled red wine.

A simple hose-down will get rid of most spills and splotches.

The weight is equivalent to a deck laid in .86in teak planks and has the added advantage of felling no trees. *Big Fish's* deck required some 700 tiles 24 inches square, nearly 300 of which were cut to shape from CAD designs and individually numbered at the U.S.-based factory.

The stone decks are non-skid even in a driving rain, and require no harsh, polluting chemical sealers or cleaners.

The decks will be celebrated for saving men the embarrassment of revealing toes poking through socks and for allowing lady guests to keep intact their carefully-assembled outfits during outdoor cocktail parties. “The women can certainly wear their Jimmy Choos,” says owner Richard Beattie. www.stonedeckingsystems.com



A custom-built, 28ft diesel/jet tender affording a nearly 300-mile range was the impetus behind the design of the innovative and multipurpose foredeck garage.



This aerie offers views without demanding the nerve of a mountaineer, as its enclosed stairway and high sides keep vertigo at bay.

Guest accommodations also offer flexible arrangements. Situated on the lower deck, the guest areas can be arranged either as two massive, full-beam suites or divided into four half-beam state-rooms. Either way, they offer en suite facilities and large portlights exposing views and natural light.

Catering to the guests are up to 10 crew. Their welfare, in turn, was carefully considered in a number of ways. Although the Maritime Labour Convention provisions codifying new crew space and accommodation requirements would only come into effect in 2012, the *Big Fish* crew quarters are a cut above. They are finished to the same standard and in the same materials as the guest areas and have more space than customarily found on a yacht of this size. “It is about attracting outstanding crew and retaining them,” says Beattie.

In similar vein, maintenance was reduced by design. The huge areas of glass, for example, might be considered a cleaning nightmare, but the surfaces have been treated with a hydrophobic coating that sheds water and reduces spotting. Similarly, the extremely durable Alexseal paint is in shades of light grey to avoid the high maintenance required on dark hulls. Nicks and scratches can be repaired as easily as on a car, while larger damage can be resprayed by the crew utilizing the dive compressor and then polished to match.



There is no external wood to demand constant varnishing. All the handrails, caprails, and stanchions are finished in stainless steel, while the decks pioneer a composite stone treatment (see sidebar). “No tropical rainforest trees had to die in the construction of this yacht,” confirms McMullen & Wing’s David Porter.

“I want my crew to be focused on safety and service—doing the right things rather than spending their time on drudgery,” says Beattie. “We have gone to a lot of trouble and expense to reduce [that] as much as possible. A stewardess on one boat told me she spent about 17 hours a day ironing linen. We don’t want that on *Big Fish*, so we have chosen sheets and covers that we don’t [need to] iron.”

Reducing crew effort is not the only energy conservation going on. Considerable attention has gone into limiting environmental impact. For example, the lighting throughout (except the engine room) uses LED technology, which consumes less power, emits no heat, and therefore reduces the air conditioning load. Heat exchangers from the exhaust system warm the domestic water supply.

The hull was tank-tested in Canada with the aim of maximizing fuel efficiency and range. Beattie doesn’t like leaving paradise to to refuel or provision. Such self-sufficiency is resolved with nearly 25,000 gallons of fuel capacity, which provides a range of 10,000 miles at 8 knots. An enormous galley complete with walk-in cooled pantry, copious stowage for provisions, and no fewer than 11 Hoshizaki



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The three-room owner's suite is aft of the bridge with visibility through 270 degrees. Traditional materials are used in a contemporary way with a nod to Asian influence. The bed seems to float on a pool of light and a Japanese soaking tub comes with a view of the horizon. The owner believes silence is golden and insulation behind the scenes—and under the soles—assures minimal sound transference not only from the hull but between cabins. Even air ducts are insulated with privacy grills.



refrigerator/freezers cut down the need for supermarket visits.

Early in the design program, a mock-up of the interior was built in Vancouver, where the owner was able to walk through and experience the design full scale. Some refinements came out of that exercise, after-which the project progressed without major change.

“I am not a big meddler,” says Beattie. “The final product was pretty much as Greg Marshall drew it. It was the same with Ann Motion and the interior. We just said, ‘Go for it.’”

Apart from his demands for contemporary styling, glass, and light, Beattie, who claims not to be much interested in architectural matters, found himself increasingly drawn into the process. “I enjoyed it more than I ever dreamed I would. That was quite unexpected, but it has become a genuine interest and joy for me. That is why I am now in the business of building and marketing superyachts.”

At McMullen & Wing, partners David and Terry Porter observed this growing involvement with interest. “On Richard’s early visits, he did not show a lot of curiosity about the detail,” says David Porter. “But as the project progressed, his involvement developed considerably. A lot of the concepts and ideas came from Richard, with Greg and the yard responding to these ideas. He liked to put forth challenges and leave us to overcome them. An absolute classic example was the atrium.”

This, the signature feature of the interior, is an open space that soars through three decks surrounding a glass staircase. The atrium terminates with a four-panel skylight above, which aligns with a matching skylight set into permanent hardtop. The overall effect is of light pouring down into the interior living spaces. Such a major feature invited some artistic flourish, so instead of static artwork, Beattie chose to cover it with a three-story video wall. Here, 20 46in LCD TVs are arrayed two abreast. This techno-wizardry is born of government and commercial applications requiring extreme high resolution digital imaging. At the heart of the system are three electronic racks in their own air conditioned closets on the bridge deck. The visual horsepower is extraordinary, with 21 million pixel resolution on tap.

While its principal function is dynamic experiential art, it can also serve as entertainment or an information display. By its sheer scale it can render amazing abstract effects, or show movies from the 600-title Kaleidescape library, play video games, show performance or navigation data, handle corporate audio-visual presentations, or play back images of the day’s guest activities.

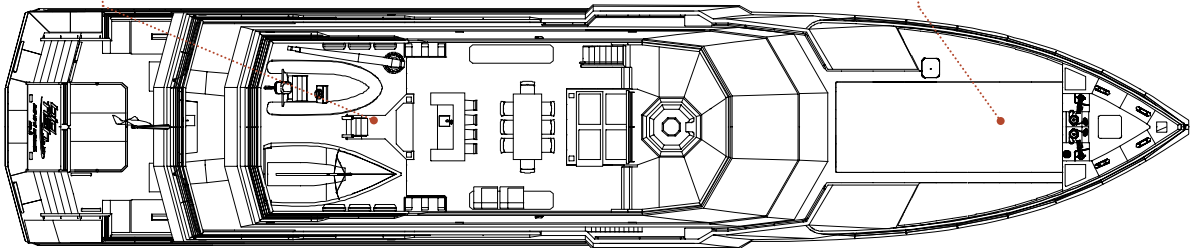
Under the direction of Terry Porter, the yard had to pour even more engineering effort into the next challenge, which was to house, launch, and retrieve a substantial custom tender under the foredeck. “So many superyachts are let down by miserable tenders,” says Beattie. “If you are an expedition boat going to remote places, you want to dive and explore. You want something that is going to provide some luxury, comfort, safety and speed— a kind of SUV of the sea.”

The answer was a 28ft aluminum custom tender built by McMullen & Wing powered by a diesel engine and jet drive providing a 250-mile range. The tender resides in a vast garage under the foredeck. Measuring 33ft x 13ft x 6ft 6in high, this is a multipurpose area. In addition to holding the tender, it offers storage as a bosun’s locker, or can be converted to a kid’s playroom with flatscreen TV and an arsenal of video gaming equipment; a dancefloor, or a yoga studio (a separate gym is in the aft walk-in lazarette). To launch the tender, the entire garage roof rises on four hydraulic columns with an 8,818lb davit mounted on its underside. Attached to a single lift point, the davit can swing the tender to port or starboard for launching. Since the tender is designed for towing, the reality is that for much of the time in cruising mode, the fore-deck garage will be empty and used for its storage or entertainment modes.

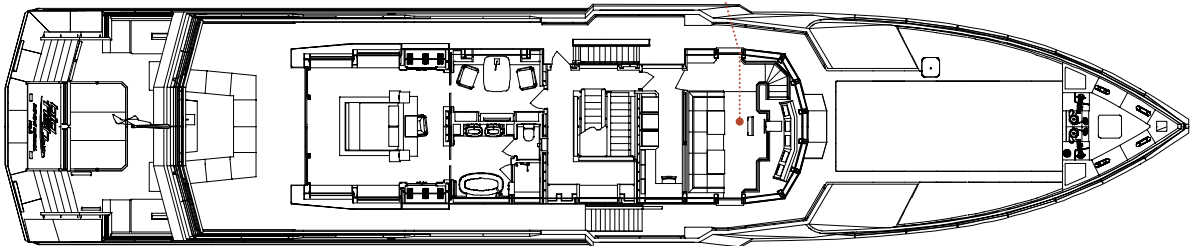


SUN DECK: To facilitate one of the 20 dining areas aboard, the sun deck's mini-galley includes a wine cooler and dishwasher.

TENDERS: The tender garage roof rises 13 feet on hydraulic lifters to expose the tender and the multipurpose garage.

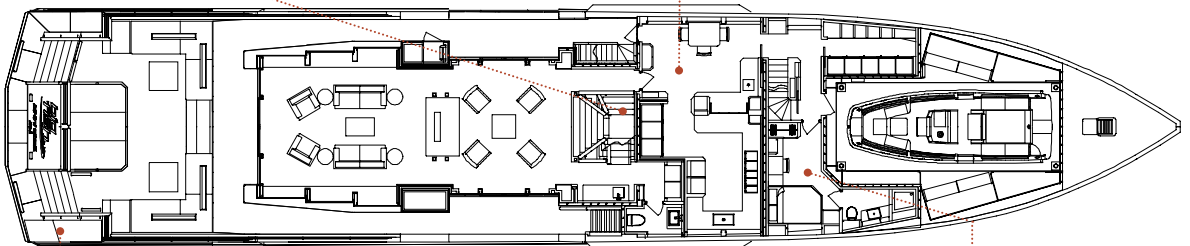


BRIDGE: A full-scale mockup was created for the bridge to place instruments and assure plenty of headroom in a bad seaway.



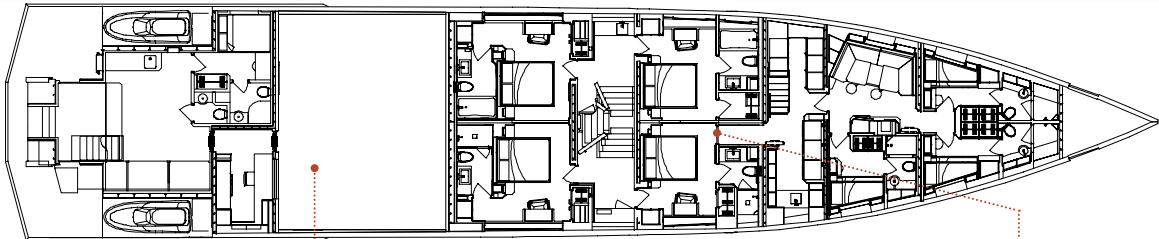
STAIRCASE: Big Fish carries the floating staircase idea to extreme. It can lift and pin out of the way to expose the video wall.

GALLEY: In addition to separate cooking and prep zones, the galley has a small table and chairs for owner and chef use.



BEACHES: A pair of fold-out beach platforms lower hydraulically and are fitted with tender cleats and mooring whips.

CAPTAIN'S CABIN: Tucked behind the tender bay, this cabin is just steps from the bridge and separate from crew.



ENGINE ROOM: Automation controls engine room ventilation with intake fans matched to rpms to reduce noise and power demand.

COMPARTMENTS: The lower deck is divided into six watertight compartments. Thrusters, stabilizers, and transducers are within cofferdams.

LOA: 147FT 7IN (45M)
LWL: 140FT 9IN (42.9M)
BEAM: 29FT 6IN (9M)
DRAFT: 8FT 5IN (2.56M)
DISPLACEMENT (FULL):
910,500LBS
ENGINES: 2 X CAT 3508B
DI-TA, 783KW@ 1,600RPM

SPEED (MAX/CRUISE):
13.9/12 KNOTS
RANGE: 7,000NM @ 11KN
FUEL: 24,832 GALLONS
THRUSTERS: ARCTURUS
MARINE TRAC, 110KW
GENERATORS:
2 X 125KW KILOPAK

GUESTS/CREW: 10/9
HULL/SUPERSTRUCTURE:
STEEL/ALUMINUM
CLASSIFICATION:
GERMANISCHER LLOYD
100A5, MOTOR YACHT MC
NAVAL ARCHITECTURE:
GREGORY C. MARSHALL

INTERIOR DESIGN:
ANN MOTION
PROJECT MANAGEMENT:
DAVID DARWENT/MARINE
CONSTRUCTION SERVICES
BUILDER/YEAR: MCMULLEN
& WING/2010
WWW.AQUOSYACHTS.COM

As captain Winston Joyce-Clarke steered *Big Fish* away from New Zealand to commence a life of adventure, the shed vacated at McMullen & Wing was already beginning to resound with the construction of *Starfish*, her 164ft successor. Having assembled an experienced team, with David Darwent project managing and former *ShowBoats* editor Jim Gilbert directing marketing, Beattie's Aquos Yachts brand is dedicated to expanding horizons literally and figuratively. "In the end I wanted to create something that was different, that had not been done before," he says.

With his mission thus defined and in progress, Beattie, meanwhile, is off at every opportunity with his family, experiencing the world on *Big Fish*. Don't bother looking for them in heavily-traveled cruising grounds where the 'me too' set gathers. They will be seeking out those remote vistas, drinking in the views and following a high-energy program well off the beaten track. ■