

MARCH 2007

# BOAT

## USA

## MEGA MODERN

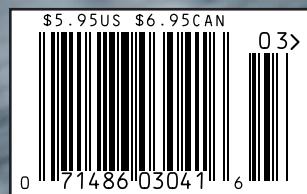
Ultra New Wave  
115ft Be Cool

Versatile Layout  
164ft Sensation



# Calixas 105

Innovative  
World Debut



GO SOUTH: DISCOVER ANTARCTICA

# NAV



# CALIXAS 105

Unmistakenly recognized by her circular windows and stylish build, this 105-footer is not only the first launch from new builder Calixas, but is also the largest gross tonnage luxury yacht built to-date in Taiwan. **Tim Pawsey** details her genesis and *raison d'être*; **Neil Rabinowitz** tells her story through his lens.





What does it take to build a yacht in all four corners of the earth? Chances are that Montie Twining and Greg Marshall can tell you how. When Texas businessman Twining and British Columbia-based naval architect Marshall conceived their initial concept for the newly-minted Calixas, one principle was cast in stone: that the vessel built by the longtime friends would be unlike any other. Based on a philosophy of common sense, comfort and convenience, in a truly solid ocean-going package, buoyed by the latest in safety and technology, Calixas was born.

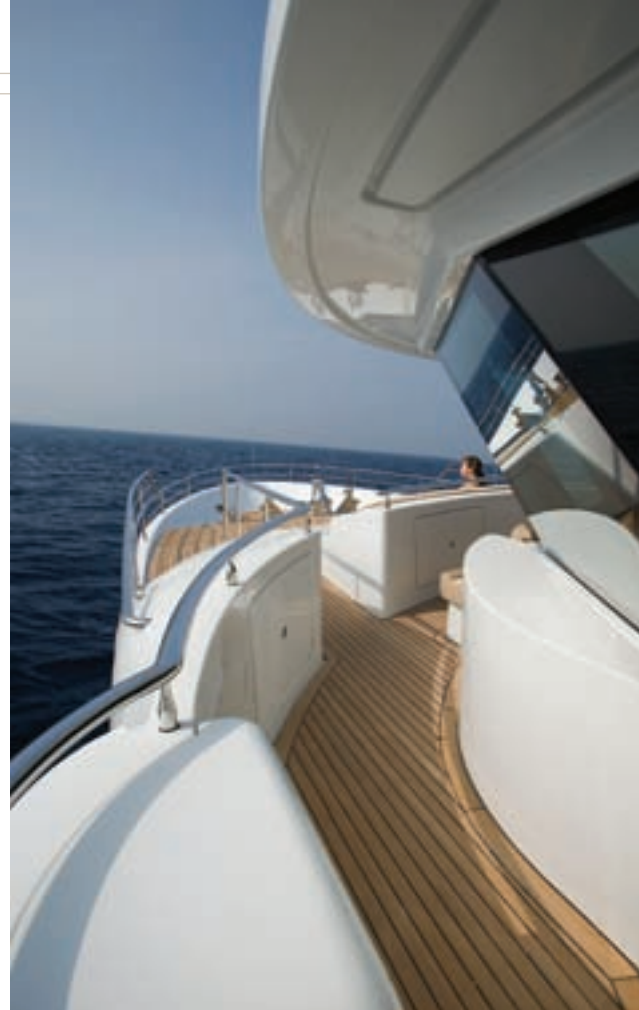
Twining insists, however, that it's Marshall and his designers who deserve 99 percent of the credit for the full displacement 105's impressive debut. "Overall, I had a very strange request" says Twining. "I wanted something equally elegant and at the same time, quite informal; a yacht on which someone could have a tuxedo party with their friends, but also sit casually on a couch. We wanted strong sightlines and features in every single room. That in itself would give me something beyond a yacht that wouldn't be hard to sell: a very distinctive Calixas style."

From the 3D virtual design process – that exhaustively details and tracks the weight distribution of every single onboard component – to her oversized waterline windows (Bannenburg inspired, says Twining) and unmistakable flying pod (a modern-age crow's nest), this Taiwan-built vessel with its New Zealand SMI interior is unique in many ways. In addition, the SCRIMP vacuum-infused hull, state-of-the-art water treatment system and realistic (as opposed to oversized) power plants make her one of the most environmentally friendly superyacht builds to date.

Thanks to the intensive scanning required for her design, at one time the weekly computer data back-up was four times the size of his local bank's entire records base, jokes Marshall. But now, the same Calixas database that proved so vital to builders and installers (literally half a world apart) is just a mouse click away to any Calixas 105 owner. It's all part of a deliberately accessible package that delivers a 105ft ocean-cruising-ready vessel at a price Twining estimates to be 15 to 20 percent below comparable crafts in its class.

This ambitious, expedition-inspired but far more stylish build was not without its challenges. However, Twining is confident that the considerable up-front investment, in terms of extra design work

***Just forward of the bridge is a large sunpad with padded back rests and drink holders (right and above left). A unique design feature by Marshall is the "flying pod" (below) equipped with a wheel and principle controls.***



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and longer man hours than originally budgeted, will shortly pay off. "We've incurred costs on this first boat that we don't expect in the future," (Calixas has contracted to initially buy six 105s built at the Horizon Yachts yard in Kaohsiung, Taiwan). "One reason we picked Horizon, Taiwan's largest builder, is that they understand the real value of the knowledge transfer involved. To a large extent, Calixas is funding an entire new level of workforce, so what's been achieved is a considerable advancement." There's no question, also, of the residual value and worker pride in producing the largest gross tonnage luxury yacht built to-date in Taiwan. Even among the several miles of organized maritime chaos that is Kaohsiung Harbor, Calixas was easy to spot, distinguished by her circular windows, elegantly sloped upper deck line and unique control pod granting unobstructed views fore and aft.

On board, the main saloon conveys an impression of modern style underpinned by comfort and convenience. Throughout, the walnut-paneled interior with quarter-cut wengé detail is decidedly contemporary, but doesn't suffer from harsh edges or the sterility of black lacquer. To port, a large, right-angled white leather settee easily accommodates six to eight people around an elegant crucible-supported, dark wood, square Dedon coffee table detailed with an opaque glass quadrant. Color accents come courtesy of brightly striped Pollack throw pillows, while the wengé hardwood sole is contrasted by cream wool area carpeting, which is used throughout the vessel, with a handsome black border.

The space is a natural gathering spot with necessities such as a drop-down, nine-foot-wide projector screen over the aft double doors with a speaker system to give a surround sound experience, as well as an auto-raised 42-inch flatscreen in the starboard cabinetry. Entertainment or Internet access can be ordered up anywhere on the vessel from a media library computer system with



centralized storage for hundreds of movies and thousands of audio tracks, not to mention instant access to the ship's electronic chart system and security cameras.

The first indication that Calixas has been conceived as a deliberate departure from the norm on many levels is the marked absence of a dining table. In lieu of the typical formal dining arrangement, Marshall offers a separate, self-contained dining and multi-purpose room amidships. The architect stresses his ideal was not merely to be different, but to achieve a blend of genuine practicality wrapped in quiet comfort suggesting that, "Too many yachts reveal the same experience all the way through: impressive, but dull."

"We were anxious to come up with a vessel that would offer intimate places to go, where you would want to hang out, or escape. Often, people who design a yacht don't actually spend time on board. We wanted this to be a vessel that we could see ourselves enjoying. One that is both elegant and family-friendly at the same time," says Marshall. Instead of a forward bulkhead, a casual bar area sports four fixed stools that can either face the galley (when the pass-through panels are folded open) or spin around to be part of the main saloon conversation and even enjoy the view through the full-width double glass doors aft.

The galley itself adds up to a well-appointed center of convenience for both guests and crew, offering an L-shaped configuration that divides the commercial grade Wolf 4-inch gas stove with Miele hood, Sub-Zero fridge and joinery-finished Miele dishwasher from the more casual coffee counter inlaid with Silestone quartz. A sealed port exterior door allows easy loading of supplies and quick access to the bridge deck exterior stairs.

Easily reached by a stairwell off the galley are the lower deck crew quarters, laundry, freezers, the spacious engine room and stern sports garage. The latter, whose stainless hinged hydraulic door also offers a handy shower for post-dive rinsing, is home to a custom McMullen & Wing nine-person jet tender and tender refueling system, a dive compressor and other water craft. The nifty, New Zealand-built 18-footer has a teak main deck and swim platform that blends nicely with the Calixas' modern lines. Powered by a 120hp four-cylinder Mercruiser Cummins engine and Doen waterjet, it's lifted smoothly by a swing away davit and stowed on a single track gantry.

**The circular skylight with opaque glass segments in the skylounge doubles as a light source and as the exterior table base on the sun deck above (top left). A sealed, port exterior door off the galley (below) allows for easy loading of supplies and quick access to the bridge deck exterior stairs.**



In lieu of the typically formal dining arrangement, Marshall offers a separate, self-contained dining and multi-purpose room amidships.



The spacious stairwell located amidships links all three decks and grants separate access to the forward matching guest suites. These queen berths are clad with memory-foam mattresses, flatscreens, sizeable heads, medicine cabinets, wardrobe lockers and other thoughtful touches such as his-and-hers banker drawers and personal fridges that prove practicality can mesh well with beauty.

While Marshall and Twining never fail to emphasize that this is meant to be a fun vessel, they haven't overlooked the business needs of an owner or charter client. The self-contained main deck and dark walnut paneled dining room, which adjoins the galley, is fully equipped for meetings. A full-size table with a brushed stainless frame and central glass panel – that in future builds may be ceiling-stored – matches close-weave, dark rattan chairs with white cushions. Because the Calixas is delivered as a turnkey vessel, cupboards and cabinets reveal wine storage, fully-stocked china and cutlery drawers on self-closing Blum slides with Sugatsune stainless steel hardware. When doubling as a meeting or recreation room, A/V aids include a projector and a retractable ceiling screen. The room's most distinctive feature, however, is its recessed circular window, echoed in the double sliding main doors leading from the central foyer. During sea trials it was interesting to note how people chose to sit by both this and the other circular ports, in the main foyer and master suite. The large expanse of glass with its single vertical strut grants an unusually close water perspective, while the recessed window also conveys a feeling of intimacy, away from the rest of the vessel.

"I got a lot of flack for those windows," says Twining. "I love them because they bring back that traditional porthole. Square doesn't always do it on a boat. They're a really strong exterior design element that people either love or hate. But from the inside, they've been very well received. And they help the yacht appeal to women



more, in contrast to the decidedly masculine exterior.”

Considerations to the needs and realities of onboard life are again apparent in the on-deck master suite, which includes a king-size bed with Italian linens by Home Treasures; a walk-in closet; a comfortable corner lounge chair; a dresser and floor-to-ceiling fully-adjustable blinds by Oceanair for privacy at any level. Forward, the three-quarter beam head with undermount Kohler sinks; Dornbrecht matte platinum-finished faucets; glass-tiled walls with a separate toilet room and a dressing area with shoe rack, reveals another unusual feature in the form of private stairs to the forward deck. “The intent was to fashion the master suite like an apartment, with access to the foredeck like a huge, multi-level patio,” says Marshall. “Here you have absolute privacy. You can wake up, close the door, use the washroom, get dressed and even get a cup of coffee and go up on deck without disturbing your partner.”

Yet another of those special spaces is the skylounge – a comfortable airy setting where an abundance of natural light and a Maxwell cotton panel headliner nicely balances the dark wood paneling – in a similar treatment to the main saloon. To port, a 90-degree curved padded black leather bar with a stainless steel hand and foot rail complements a starboard white leather couch and love seat with a smoked glass top coffee table that echoes the rattan chair detail, while a raised flatscreen TV is concealed starboard. The final touch, an attractive, circular skylight with opaque glass segments, doubles as a focal point, light source and, ingeniously, is also the exterior table base for the sun deck above.

Here again, Calixas’s flexibility comes into play. If an owner or a charter client desires to convert this area into a self-contained VIP stateroom which includes the adjoining dayhead, it would be relatively simple for a qualified yard to swap the preferred arrangement in as little as a couple of weeks.

The free-floating SMI interior, quite literally, “is a snap to install,” says Twining. And there is a trade off with the interior which, while far more manageable than rigid millwork, does tend to flex with the vessel. “However,” says Twining, “The potential to respond to an owner’s changing needs is a tremendous point of difference.”

Interestingly enough, the same levels of comfort and practicality that define the public areas and guest suites are also apparent on the business end of the vessel.

***The master (right top and bottom) was designed like an apartment, with separate access to the foredeck. A spacious stairwell links all three decks and leads down to the matching queen guest suites (below). Individually mounted no-glare screens coupled with a rear sliding panel allowing a clear view aft are but a few of the practical touches in the wheelhouse (opposite top).***



I got a lot of flack for those circular windows. I love them because they bring back that traditional port-hole. They’re a strong exterior design element.



Calixas’ wheelhouse grants superb visibility not only through her expansive raked windows but also through a rear sliding “limousine” panel that gives a clear view through the central stairwell, skylounge and aft. “One of my few ideas,” quips Twining. “After all, why depend on a camera when you can see the actual vessel coming up on your stern?” Other practical touches initiated by Twining include four individually mounted, no-glare flat panels – height adjustable and fully interchangeable, with a choice of eight video inputs and overlay options, including chart plotters, full navigation package, engine and running data, vessel security, images from two 360 degree infrared capable exterior cameras and more. “The whole point is it’s not hard wired,” says Twining. “You can touch the screen and choose the data or settings you need at a moment’s notice. A mouse and single keyboard control the whole system” (which also boasts a fully redundant backup system on four computers). The work surface is finished in padded matte black leather, with an integrated grab rail and easy access to all hardware through cabinet doors below, while a comfortable, raised observation couch offers visitors a clear view. For docking, remote control stations with flip-up lids are concealed just outside the wheelhouse doors. Immediately aft to starboard are the compact but comfortable captain’s quarters, while the ship’s office with work station and chart storage are to port.

Calixas’ numerous interior innovations are matched by an exterior that demonstrates a similar blend of novelty and seaworthy practicality, such as the unusual control pod, perched above the sun deck and reached by a stainless trimmed teak ladder. Even at the full cruising speed of 13 knots, the pod, equipped with wheel and principal controls, is quite stable.

Louning on the sun deck with its wet bar, dishwasher, separate set of dishes, refrigerator, icemaker, barbecue and seats with flip-up back



rests is also a treat particularly at night, when the hot tub, complete with waterfall recircling feature, shimmers in luminescent blue.

Forward of the bridge, a giant sun bed with padded back rests and drink holders is the perfect spot to take in panoramic views across an impressive expanse of teak. The English-made stainless steel ship's bell, stainless winches and other hardware are exquisite. Ample storage is concealed in the forward bulkhead, reached by a sealed hatch.

Speed wise, Calixas isn't going to break any records. However, she delivers a stable ride in moderate seas, and besides, says Twining, this is an MCA DNV ocean going vessel that feels like fun. With her depth of thoughtful design and solid seaworthiness, Calixas will easily appeal to the owner who wants to come aboard and cast off on a fully equipped yacht that, as Twining says, is "fun".

This Calixas 105 will debut at the West Palm Beach Boat Show, March 22-25, 2007. □



*The flying pod is a good vantage point to call "land ho!" as well as one from which to appreciate the cascading flow of the decks below.*

## CALIXAS 105

**LOA:** 105ft 7in (32m)  
**LWL:** 93ft 1in (28m)  
**Beam:** 27ft 4in (8m)  
**Draft (max):** 8ft (2.43m)  
**Displacement:** 180 tons  
**Engine:** CAT 3406E  
**Propellers:**  
 ZF Faster 4-blade Nibral  
**Speed (max/cruise):**  
 13.7 knots/13 knots  
**Fuel capacity:**  
 6,200 gallons  
**Range:** 3,030nm  
**Bow thruster & stabilizers:**  
 American Bow Thruster  
**Generators:**  
 2 x Onan EQD Series  
**Watermakers:** 2 x Sea Recovery 1,800gpd  
**Freshwater capacity:**  
 925 gallons  
**Grey/black water (capacity):** 793 gallons  
**Sewage system:**  
 Headhunter Tidal Wave HMX  
**Fire-control system:**  
 MCA Approved Sprinkler/Chemical  
**Security systems:**  
 DNV/MCA Certified  
**Monitoring system:**  
 FT NavVision  
**Air-conditioning:**  
 Marine Air

**Communication/navigation electronics:** KVH / Furuno / ICOM / NavSea / Simrad  
**Entertainment systems:**  
 Media Max Media  
**Owner and guests:** 10  
**Crew:** 5  
**Tenders:** 18ft on decks, 14ft in garage (MCA rules apply to garaged tenders)  
**Tender launching system:**  
 Steelhead Crane  
**Passerelle:**  
 Folding Boarding System  
**Paint:** Gel Coat  
**Construction:** CYMAX Stitched CoreCell Infused SCRIMP  
**Classification:** MCA/DNV  
**Yacht management:**  
 Calixas Ships.NET Management and Repository  
**Naval architecture & exterior styling:**  
 Gregory C. Marshall N.A.

**Interior design:**  
 Gregory C. Marshall N.A.  
**Interior contractor:**  
 Specialty Marine Interiors, Whangarei, New Zealand  
**Charter:** N/A  
**Charter rates:** N/A

**Price guide:** \$10.5M  
**Broker:** Calixas Yachts  
 Montie Twining  
 Tel: (512) 299-9986 x312  
**Shipyard:** Premier Shipyard  
 Chi Jin Island  
 Kaohsiung, Taiwan

**Builder/Year:**  
 Calixas Yachts/2006  
 3809 Juniper Trace  
 Austin, TX 78738  
[www.calixas.com](http://www.calixas.com)

