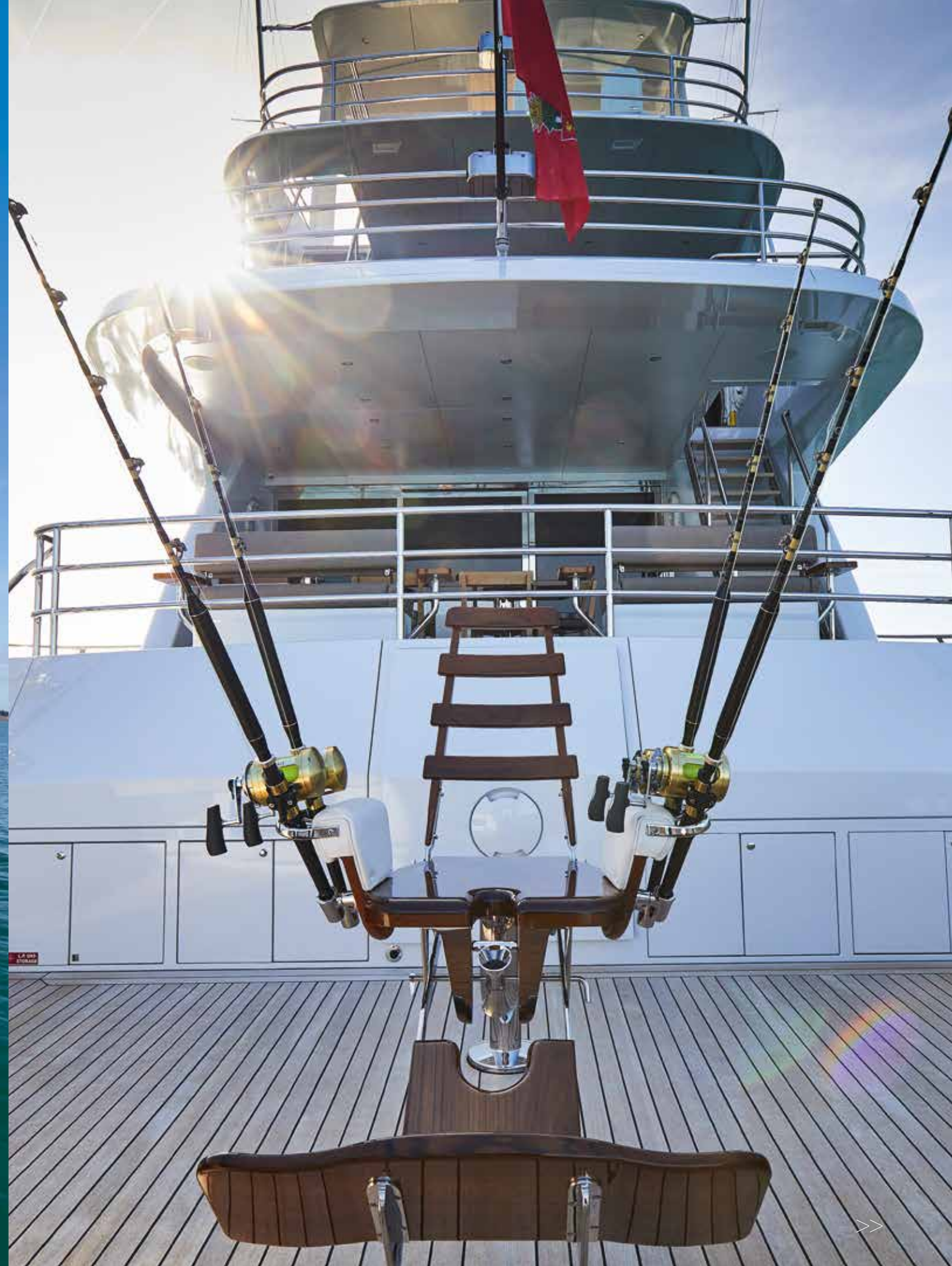


Light.

The brief for Lanakai was simple: keep the weight down, the lines refined and the fish plentiful. Ivor Wilkins is hooked by a lean, mean fishing machine that boasts beauty as well as brawn

Fantastic

PHOTOGRAPHY Matt Crawford



B

ig-game fishing was never more glamorized than by Ernest Hemingway's vivid dispatches from Cuba about mano-a-mano battles with great fish - "rising, shining dark blue and silver, seeming to come endlessly out of the water." His beloved 38ft *Pilar*, purchased

with the cash advance for an *Esquire* article, became the prototypical fishing machine, "sweet in any kind of sea."

Since that time, sportfishing boats have evolved into a distinct type, sometimes exaggerated into caricature. Michael Peters, who has designed many of the breed, takes a tongue-in-cheek poke at the "voodoo" that has evolved: acres of foredeck without non-skid surfaces; no bowrails (they're for softies); and towers so tall there's a risk of nosebleeds.

Peters notes that half of all sportfishing boats are bought with no intention of ever going fishing. "They get bought for their image and manly looks," he says. "It's the rich man's pickup truck and nothing looks badder at the dock."

With the launch of *Lanakai*, a 129-footer sporting 6,300hp of grunt under the hood, 60ft Rupp outriggers and bristling with mechanical and electronic devices to hunt denizens of the

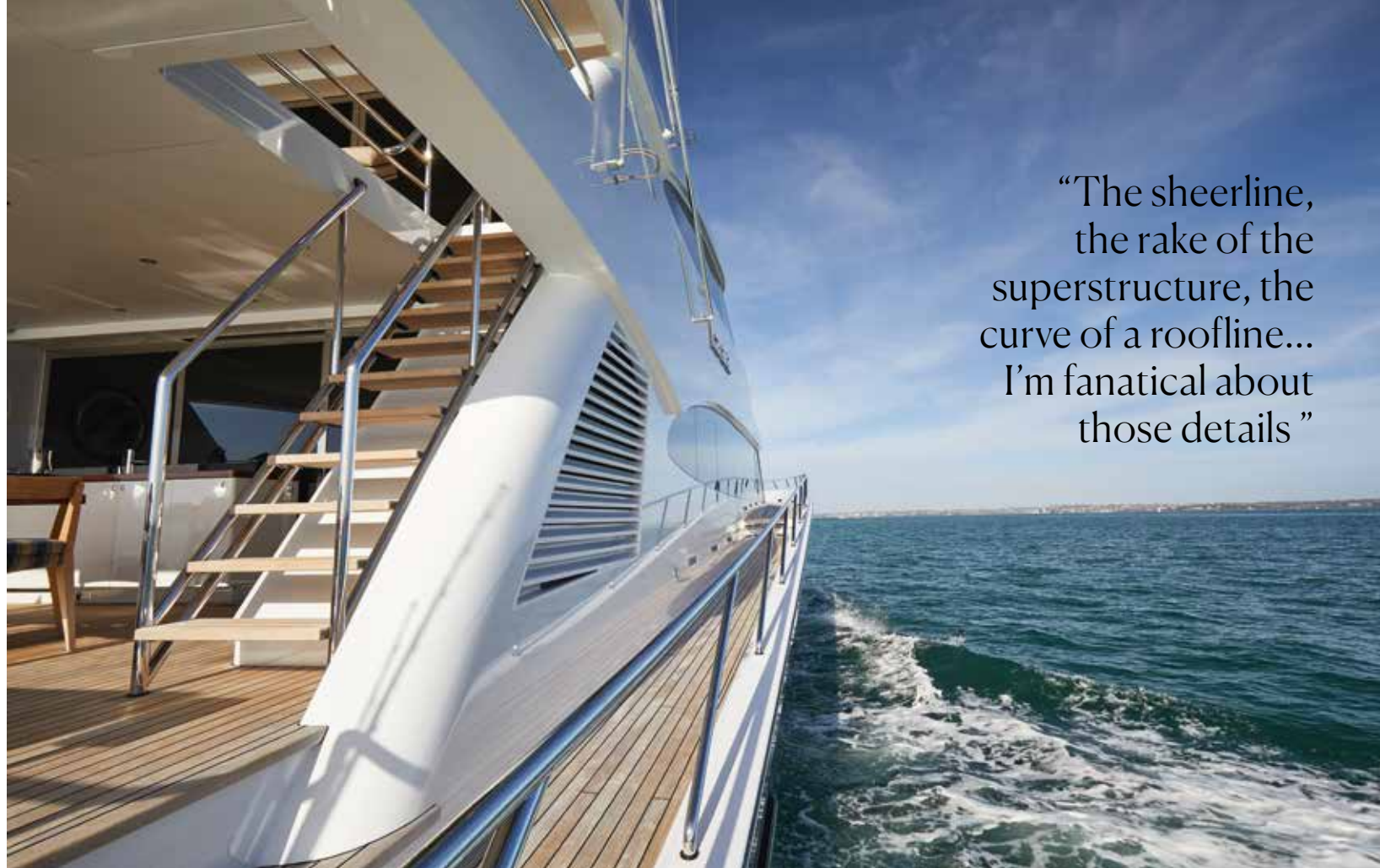
deep, it may be tempting to mock Peters for drawing the baddest sportfisher of them all.

Built entirely of carbon fiber, this 30-knot fishing machine is no idle dock-bound poser, however. In just 15 months, it has logged 8,500 miles and put around 1,000 hours on its twin MTU 4000 series engines.

When the owner flies in with family and friends to rendezvous at some remote location, the engines are already warmed up and ready to go. As they step aboard, the lines are cast off and the chase is on.

"The schedule is pretty hectic," skipper Danny Bos says. "Between the fishing trips and maintenance, we are always busy. We are on track to do about 110 days at sea every 12 months, so we clock up a lot of miles."

"This is my primary passion," the owner says. *Lanakai*, which was built at Yachting Developments in New Zealand, is his fourth boat, and the second designed by Peters. For a time, the owner did consider a displacement-type superyacht, but his family quickly disavowed him of that notion. "They knew it would drive me nuts, just floating about. So we tried to create something approaching superyacht standard, with all the luxury bells and whistles, but basically still a sportfishing style."



"The sheerline, the rake of the superstructure, the curve of a roofline... I'm fanatical about those details"

THE REEL DEAL

A fishing machine built to superyacht standards, *Lanakai* has the technology and styling of a sportfisher and the luxury bells and whistles of a large

yacht. On the main deck aft (below) spectators can watch the fishing action in the cockpit below thanks to couches with backrests that can face forward or aft





reputation for composite construction. Its portfolio is primarily focused on fast sailing superyachts, but also includes the goft sportfisher *Satu*, built in 2012, and a 109ft Warwick sportfisher currently in build.

“The decision to go for an all-carbon construction came about because we had to make a contract commitment to weight,” says Ian Cook, Yachting Developments’ managing director.

“In the process of an extensive analysis of how to achieve that, it transpired that it was actually more economical to build in carbon than in standard glass composite materials. Five years earlier, carbon would have been prohibitive. However, it is produced much more for the aviation industry now and that has brought the price down,” Cook says. “Also, for the same strength you use less carbon, which means less laminating, which saves on time and labor costs.”

The finished boat came in at 15,000lbs under contract weight and the combination of the larger MTU engines and light weight have delivered a significant performance bonus. “I wanted a genuine

25-knot boat,” the owner says. “What has been delivered gets very close to 30 knots and we can cruise at 23 to 24 knots all day long if we want.” In passage mode, 10 to 12 knots is the norm.

For Cook, who started his boatbuilding career with race yachts, weight reduction is a simple article of faith. “The lighter something is, the less energy it takes to move it around,” he says.

Much is made of the carbon fiber construction, but Cook points out that the hull and superstructure make up only 14 percent of the total weight. The rest is taken up with furnishing, machinery and

SHEDDING POUNDS

Medium-toned American walnut coupled with neutral fabrics lays the groundwork for the casually elegant interior. As weight savings were paramount for the yacht to meet its performance objectives, all joinery and stone surfaces are a thin veneer over lightweight plywood or cored panels

Achieving this goal involved a disciplined collaboration between the owner, design studio and yard. In the process the overall length grew from 112ft to 129ft, primarily to accommodate larger engines and upgrade from fin stabilizers to twin Veem gyro stabilizer units.

“I experienced gyro stabilization on a boat I once chartered in Tahiti,” the owner explains. “I was so impressed, I decided we had to make the switch.”

“That comes with a lot of extra weight,” Peters notes. This additional burden at the back of the boat was accommodated by lengthening the cockpit and rearranging some of the internal tankage.

“We did weight studies, which set the benchmark to achieve the kind of performance the owner was looking for,” Peters says. “Then it was up to the yard to do the engineering and structural work to make sure it all worked out.”

Initially, the intention was to build *Lanakai* in aluminum. “We spoke to a couple of yards,” the owner says, “but their estimates came in a lot heavier than the target. Michael Peters was warning us it would never get out of the water.”

Enter Yachting Developments, which has gained a

“The effort that went into saving weight was incredible. Everything was measured and assessed”

equipment. “You are basically building a hotel,” he says. “It must make its own power, make its own water, treat its own sewerage and be completely self-sufficient. All that comes at a certain weight.”

Lanakai’s very purpose takes it far off the beaten track. Consequently, self-sufficiency demands carrying not just long-range fuel (11,100 gallons) and provisioning capacity, but also a high degree of redundancy through duplicate equipment – so more weight.

That, in turn, demands shedding weight in all other areas. Furniture and joinery including marble surfaces, for example, utilize veneers over lightweight plywood or cored panels, without compromising the sense of substance to the touch.

“The effort that went into saving weight was incredible,” the owner recalls. “Everything was measured and assessed, down to the diameter of the handrails. Weight is always top-of-mind. They certainly kept me on my mettle in terms of what we could and could not have.”

Carbon’s virtues of light weight and stiffness can create a disadvantage in transmitting sound and vibration, demanding equally close attention to meeting contract decibel limits. Around the engine room, for example, E-glass panels instead of carbon were used to dampen sound. “We even put lead over the engine room,” Cook says, shrugging at how counter-intuitive that was to a strict weight budget.

The staterooms were built in modules enclosed within a sound box and lowered into the hull onto rubber insulators. Again, the owner’s expectations were well met. “We have had the boat in fairly torrid

conditions,” he says. “I have been on others where everything would be squeaking and rattling. That is not the case with this boat. It is something I thought hard about, but it really has not been an issue.” At rest, this athletic vessel takes on a more nurturing personality, cosseting its inhabitants with great comfort and style. Spread over four decks, the accommodation and entertainment areas are furnished to a very high standard. The ambiance is of casual elegance with a pleasing alliance of finely crafted American walnut joinery and muted fabrics.

The salon and dining space are contained in a spacious room with large side windows admitting plenty of light and views. The lower deck incorporates the full-beam owner’s stateroom amidships, with a VIP suite forward and two further guest cabins straddling a companionway in between.

Above the salon is the sky lounge with bar, lounging area aft and the main bridge. Here the philosophy of redundancy abounds, with multiple displays able to interchange all navigation and SeaTouch monitoring functions. Nestled in the electronics are powerful hunting tools in the form of a Furuno depth sounder combined with a 360-degree



ROCK STEADY
Left and above: the owner’s suite is situated in the most stable place on board, amidships on the lower deck. The staterooms all float on rubber

insulators to combat sound transmission of the carbon construction. Up a level on the main deck lies a spacious galley (top left) for cooking up the catch of the day



Cold case

Central to the processing from catch to plate is a pair of huge custom stainless-steel chests set in the cockpit floor that can hold large fish of more than 200lbs. "When fishing, we set the temperature at 34 degrees," skipper Danny Bos says. "The minute a fish is landed, it gets dispatched then bled and goes into a chest. They are linked to an ice maker, so we can pump flake ice directly into the chest and then add saltwater to form a slurry." Large game fish can heat up during the fight. Unless the catch is quickly chilled, the heat build-up can spoil the quality of the meat. "Instant chilling is the best thing you can do with fish in terms of freshness," the owner confirms. "It makes a dramatic difference to the texture and taste. We have found that because of this system, the quality of fish on this boat is significantly better than anything we have had before."

CATCH AND EAT

On *Lanakai*, the policy with gamefish like marlin is to tag and release, but in the Pacific, they target good eating fish

chair, everything has been carefully calculated for the efficient capture of large fish.

Copious tackle lockers, plus a dedicated game room for dive compressors and the extensive arsenal of Shimano rods and reels speak to the attention devoted to every last detail.

The step half a level up to the main aft deck allows non-combatants to oversee the action from two couches with swing backs for forward or aft viewing. Sheltered by the overhang of the sky lounge above, a large dining table and bar is where the catch of the day can be enjoyed, prepared by chef Nathan either on a massive stainless steel aft deck barbecue or in the spacious galley on the main deck.

"We like to spend our time outdoors," says the owner. "Most of our meals are around the aft deck table." In this sense, the extension made to accommodate larger engines and big stabilizer units worked to the boat's advantage, opening more aft deck space and resulting in beautifully balanced lines. For such a muscular vessel, the proportions assemble in sweet harmony.

"The aesthetics were huge for me," the owner notes. "The sheerline, the rake of the superstructure, the curve of a roofline - I am pretty fanatical about those details."

In keeping with the owner's wishes, *Lanakai* combines luxury, sport and technology in one well-balanced package and it won't very often just be "floating about." ■

Furuno Search Light sonar. This is like an underwater periscope, which can extend down and then sweep horizontally in any direction, probing more than 2,500ft for big game.

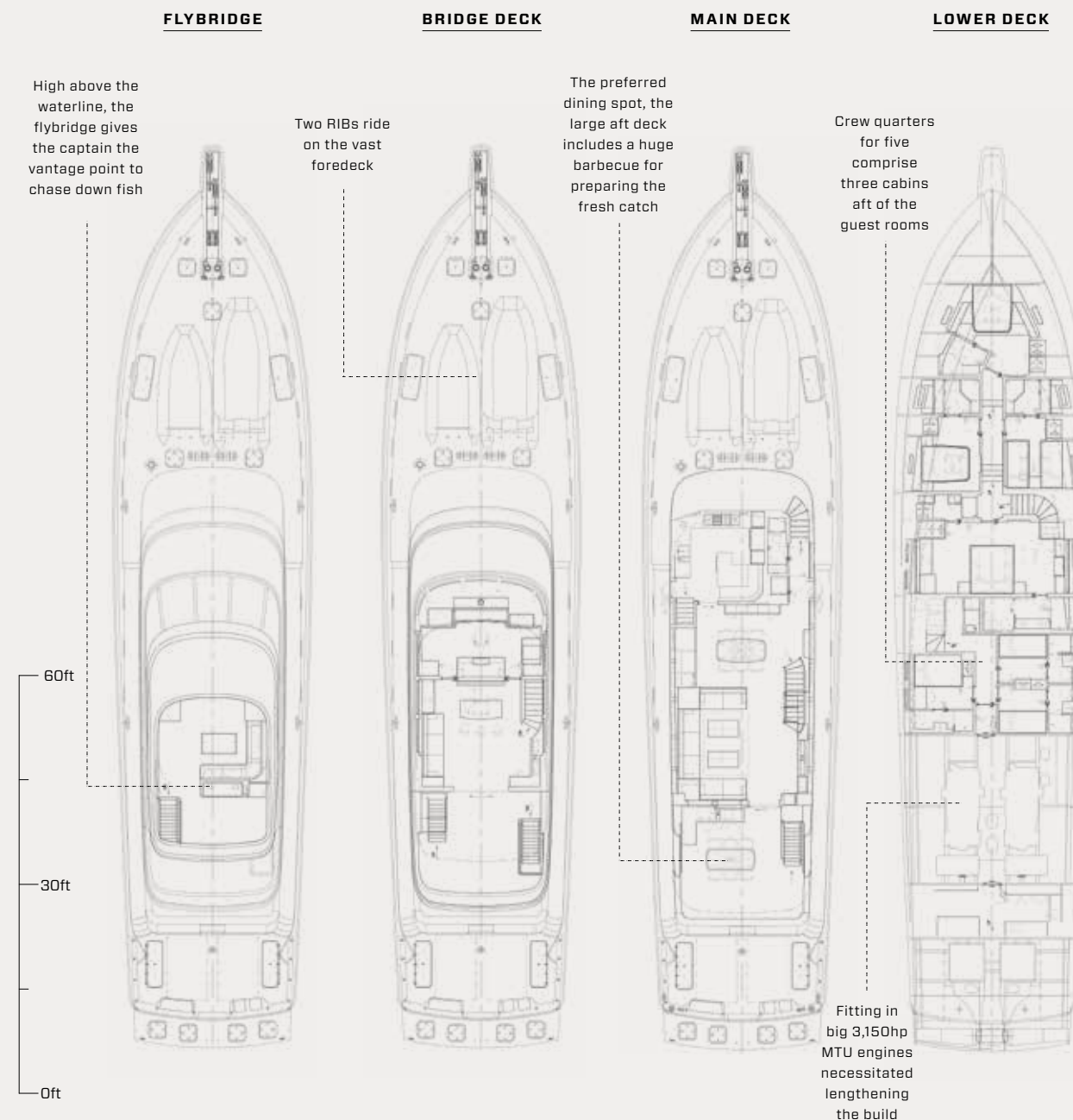
Towering more than 30ft above the water is the flybridge where Bos uses his skills at the throttles and thruster controls, judging wind and current in a deft ballet to deploy all the boat's powers in the hunt. Meanwhile, below on the aft deck, the fishers can scan the electronic underwater intelligence displayed on monitors to adjust the depths of their lures or baits.

Over long days often in rough conditions, the Veem gyros, working in concert with Humphree Interceptor trim tabs, more than justify their inclusion. "Critics said we would never catch a marlin on a boat this size," Bos recalls. "They said it was too big and would never be maneuverable enough. The first day we went game fishing, we landed a nice striped marlin before lunch. She turns on a dime and goes backwards at eight knots without any fuss."

The split-level aft deck is action-central in this vessel. From the fixed boarding platform, popular for bait fishing, to the live bait tanks and cavernous refrigerated fish chests (see sidebar), to the Pompanette fighting

LANAKAI

YACHTING DEVELOPMENTS



LOA 129' 6"
LWL 105' 10"
Beam 28' 2"
Draft 7' 8"
Gross tonnage 267GT

Engines
2 x 3,150hp MTU 4000 series
Speed max/cruise 29.5/20 knots
Range at 10 knots 2,800nm

Generators
2 x Kohler 80kW
Fuel capacity 11,100 gallons
Freshwater capacity 2,640 gallons

Tenders
2 x Smuggler Strata RIBs
Owners/guests 10
Crew 5
Construction Carbon composite

Naval architecture Michael Peters Yacht Design
Exterior styling Michael Peters Yacht Design
Interior design Naylor Booth/Yachting Developments

Builder/year Yachting Developments/2018
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