

# The 2002 Monaco Rendezvous! ShowBoats™

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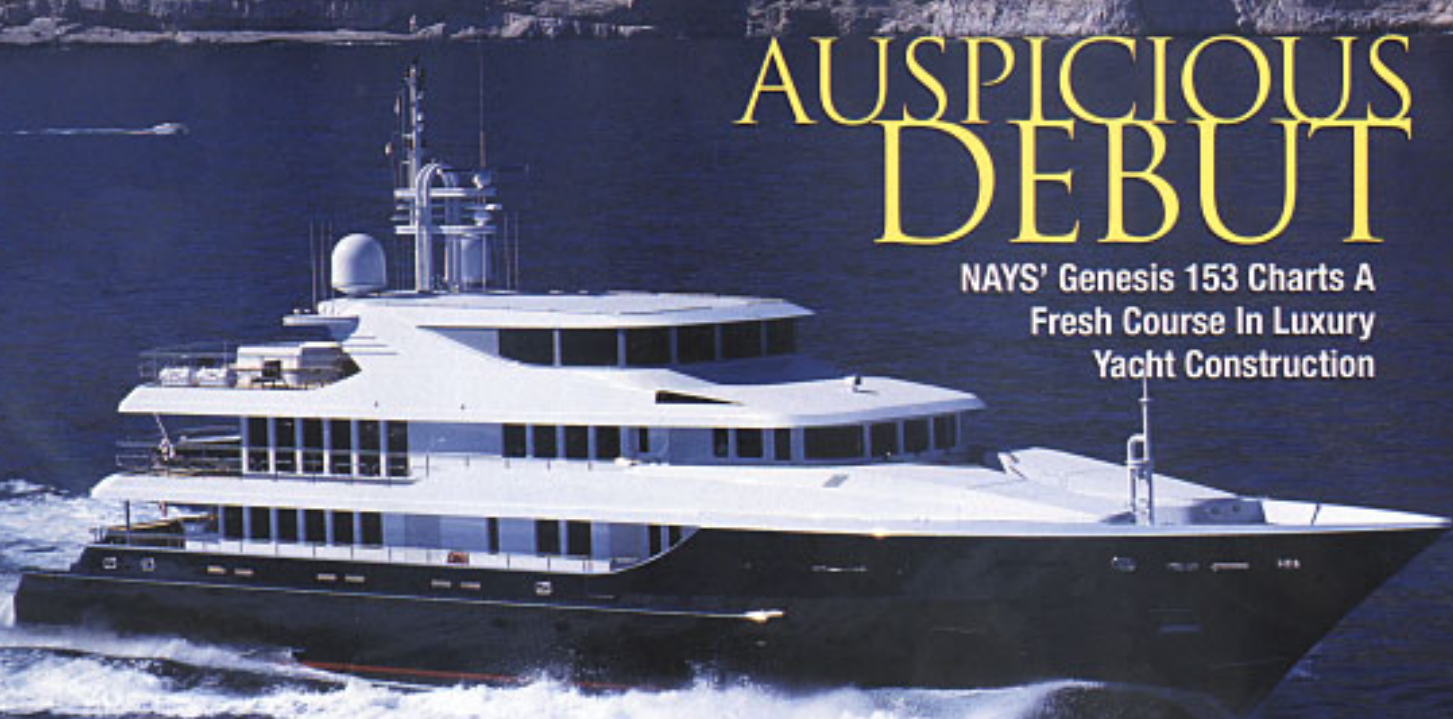
Burger's Latest Is A Stunning 122-footer For 'Saintly' Bensons

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NAYS' Genesis 153 Charts A Fresh Course In Luxury Yacht Construction



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Genesis 153 eloquently makes the point that it takes a global village to build a 21st century yacht.

# A WORLD

**O**N GENESIS 153 LIFE is experienced with intelligent refinement. "This is a thinking man's yacht," said Tim Smith, visionary founder of North American Yachts and Shipbuilding, in his amiable North Carolina drawl. "On most yachts, the captain has the best view in the pilothouse. Here, we give it to the guests." The yacht's expansive observation deck is just one of the many areas where Smith used logic, rather than habit, in designing and building Genesis 153.

Smith said his goal was to re-conceptualize the function and form of the modern motor yacht. That mission took on a worldly spin as he built an international team. After reading Doug Hoogs' book "Megayacht Wisdom" four years ago, Smith contacted the U.S. yacht captain and author. Discussions that followed resulted in the Genesis 153 project, a handicapped-accessible yacht that would be built on spec.

One of the first people Hoogs contacted was Roberto Lottini. Raised in Viareggio, Italy, Lottini – now Hoog's project co-director – has been building and refitting yachts for 20 years. Since they first met in the early 1980s, Lottini and Hoogs had dreamed of building a yacht together.

*GENESIS continues on page 83*

**Story by  
DOUGLAS THOMPSON  
Photo by PAMELA JONES**



Beautiful panoramic views make for over-the-top enjoyment on Genesis 153's observation deck.

# LY BEGINNING





CONTINUED FROM COVER FOLDOUT

# GENESIS 153

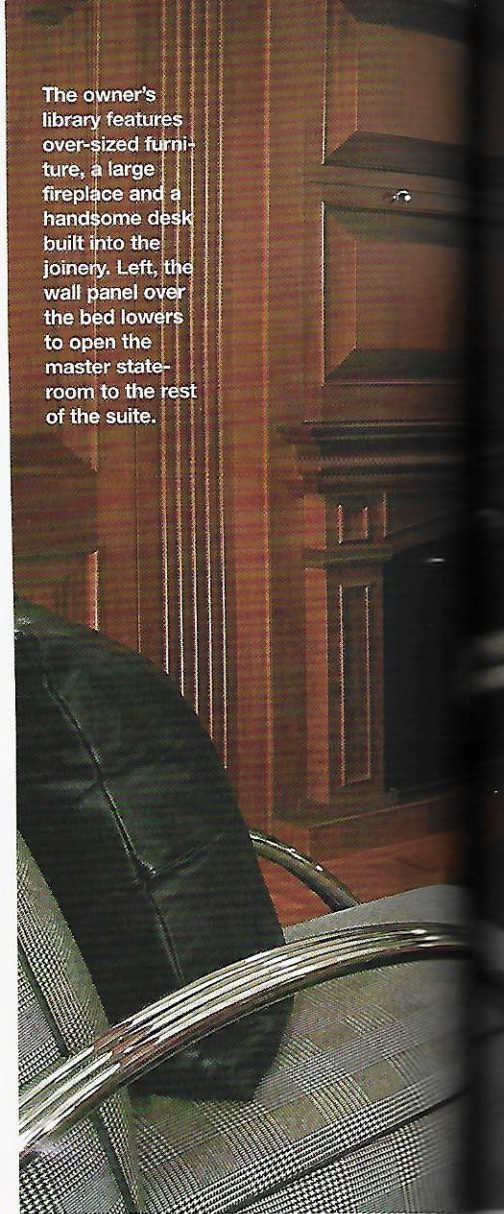
New ways of thinking about space, accessibility, performance and traffic flow abound in North American Yachts and Shipbuilding's first launch, 153-foot Genesis.

Story by **DOUGLAS THOMPSON** • Photos by **PAMELA JONES**





The owner's library features over-sized furniture, a large fireplace and a handsome desk built into the joinery. Left, the wall panel over the bed lowers to open the master stateroom to the rest of the suite.

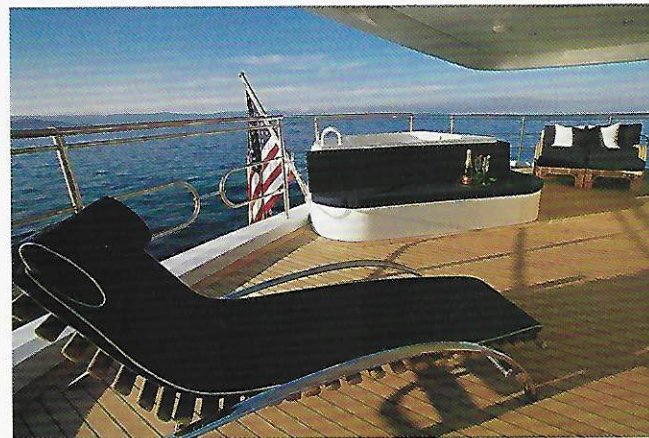


**A**MONG THE FIRST decisions in the Genesis 153 project was to hire Portuguese designer Luiz de Basto, whose

work they had long admired, to develop the yacht's interior design and exterior styling. De Basto's talents were well recognized; he had also provided the design and styling for Smith's previous yacht, *Savannah*, a lovely 118-footer launched two years ago at Intermarine. From the start, the major design objectives facing de Basto were providing the highest standards of accessibility and privacy, and a diversity of entertainment options. The expanding team added a fourth player to the project's brain trust, naval architect Sergio Cutolo of Italy, who has a reputation for designing fast, steady hulls. Later in the building process, Ralph Lauren Home joined the working party, making Genesis 153 the first yacht decorated by the legendary design and décor firm.

The group was charged with making Smith's design objectives a reality. More than simply handicap friendly, the yacht is built for anyone with a disability. De Basto designed a hydraulic lift on the starboard transom that is large enough for a wheelchair, solving a troublesome accessibility problem. When the yacht is docked side-to, the lift can be positioned level with the dock, so a wheelchair or supply cart can be loaded. The yacht also has a six-person internal elevator to starboard amidships that services all levels.

Her wide halls and doorways are protrusion-free. On all decks one has unrestricted



movement from bow to stern. There is no need to step up or down aboard Genesis 153 – the highest threshold anywhere on the yacht is only two inches.

The partially covered observation deck plays to the health-conscious trend of staying out of the sun. Genesis 153's interior lounge can be closed off with four-panel sliding glass doors aft – which recess completely in pockets – and can be cooled by air-conditioning. Farther aft on the 630-square-foot observation deck is a 12-person Jacuzzi. When guests are not observing the beauty outside, there is a plasma screen TV with SurroundSound to entertain.

Fine Italian craftsmanship is evident in the spiral staircase's sculpted wood rail, with comfortable handholds at every turn. Down the staircase from the observation deck, privacy abounds on the 2,000-square-foot owner's deck. "There's no way you can get into the owner's space without permission," Smith said, standing next to a handsome wooden bar in the owner's library. "If the owner wants to watch the crew work, with a push of a button he's looking through this bulkhead and right

into the pilothouse." On cue a wooden panel lowers within the bulkhead, revealing a rectangular window with full view of the bridge. The library features a fireplace set in African mahogany, the primary joinery material on the yacht. The owner also has a wood desk on the portside of the library. The only places where mahogany is not used are in the galley, and captain's and crew quarters, where lighter Tanganyika wood is used.

The owner's suite can be configured into a serene bedroom setting or an open breezeway atmosphere. Labeled the "Blue Room," the stateroom features blue bedding and pillows and an expansive view of the water. There is also a painting above the bed, a mid-20th century racing boat speeding atop blue water. When necessary the windows can be blacked out, the doors closed to blend in perfectly with the walls and the room is transformed into a cozy and private personal space.

Double doors on either side of a midline entertainment center – a television screen raises from the unit – open to provide access to the owner's balcony. The owner has exclusive use of many of the same amenities found on



Raised-panel architecture and African mahogany joinery give the large dining room a traditional feel.

the observation deck; on his balcony is a two-person hot tub, refrigerator, ice maker, breakfast table and lounge chairs. Also, the bulwarks are less than four inches high, so if one is reclining in a lounge chair the view to the water is obstructed only by the de Basto-designed railings installed for safety reasons, which resemble links in a stainless-steel chain.

Wide-open spaces are hallmarks of Genesis 153; the four guest staterooms on the lower deck all have large ensuite bathrooms. Above on the main deck, the galley's L-shaped counter seats six guests, and there is also a settee and table, so kitchen dining is a pleasant option. The chef also has his own quarters adjacent to the galley, so he's pampered yet at the ready. "You can get tired of the same food from the same chef after a while, so [private chef's quarters] gives you the option of giving your full-time chef some time off, and bringing in a guest chef from your favorite restaurant," Smith said. "For charters it offers something different, you can personalize the experience."

"I want that chef to perform for me and my guests, to put on a show," Smith said, standing



**The VIP suite can convert into two staterooms. Note the wide, wheelchair-accessible doorways.**

staterooms, so laundry and other service needs can be satisfied with minimal contact between the guests and crew. To minimize interruptions, the dining area, which seats 10 people, can be accessed from either the salon bar or the galley through two discrete doors.

Ralph Lauren Home used the openness of the architecture to create a feel of casual elegance throughout with soft colors and comfortable furniture. The salon offers excellent examples of the Ralph Lauren Home-de Basto pairing, as black marble blends beautifully with the mahogany joinery in raised-panel architecture. Over-sized couches and chairs have a country club feel that offers the ideal counter to the traditional architecture. "The interior has the ageless wood paneling, crown molding, and black marble," de Basto said. "Then you have the very masculine furniture throughout. The background provides the classic motif, and everything else is clean."

Genesis 153 shows her internal smarts in the pilothouse, which features \$1-million worth of electronics, control back-up systems and DMP mimic panels. The DMP panels show overhead views of the yacht, tiny lights linked to 600 sensors around the yacht that indicate a malfunction or abnormality. For example, if a porthole is open in a guest state-

room, it will be indicated on the mimic panel, and the crew can close the porthole before cruising.

"The pilothouse visibility is fantastic with these vertical windows," Capt. Craig Cannon said. "It gives you a better sense of safety, being able to navigate without anything obstructing your view."

"We didn't put systems in big consoles, where you have to crawl around to get to the systems buried inside," Hoogs said. "If you open these panels a tech can instantly be working on a problem." The yacht is fully equipped with GMDSS for ocean communication and distress, and a Hi-Fog fire-extinguishing system was installed throughout the entire yacht.

The yacht's 153-foot, 3-inch-long hull was built in Brindisi, Italy, and then transferred to Livorno and Viareggio for fitting out. Cutolo designed the semi-displacement aluminum hull with an interceptor, a half-inch piece of iron that disrupts water flow in the same way that a fin on an airplane wing disrupts air. That tiny plate of metal spread across Genesis 153's 30-foot beam lifts the transom 10 to 12 inches at cruising speeds. The design helps the yacht out of the hole, and also makes it ride more level. Genesis 153 also has a subtle concavity on the forward part of the hull where the bow flare is, which allows the bow wake to roll off without atomizing. This reduces spray, as the wake comes off clean.

Twin Caterpillar 3512 diesel engines generate 4,500 horsepower and push the yacht to a cruising speed of 20 knots. At a speed of 14 knots the 240 displacement-ton yacht has a 4,000-mile range. The hull is classified as ABS Maltese Cross AMS and is MCA-compliant.

During sea trials, Cannon was immediately impressed by Genesis 153's performance. "The people from Rodriguez who installed the four-fin stabilizer system hooked up their computer to the system and were able to simulate rough sea conditions," Cannon said. "It is incredible the way the boat reacts with these fins. With a two-fin system the fins are much bigger, and they move a little slower. These smaller fins react faster, and you have two more. So it really reacts quickly to the roll of the boat. This is a semi-displacement hull that has good sea-handling characteristics, a shallow draft of seven feet, two inches, and high performance."

Produced by an international team, Genesis 153 is truly a yacht accessible to all, private when desired and capable of entertainment globally. Onboard the dream is realized so simply, high praise for a thinking man's yacht.

*Mechanical Specifications, page 284;*

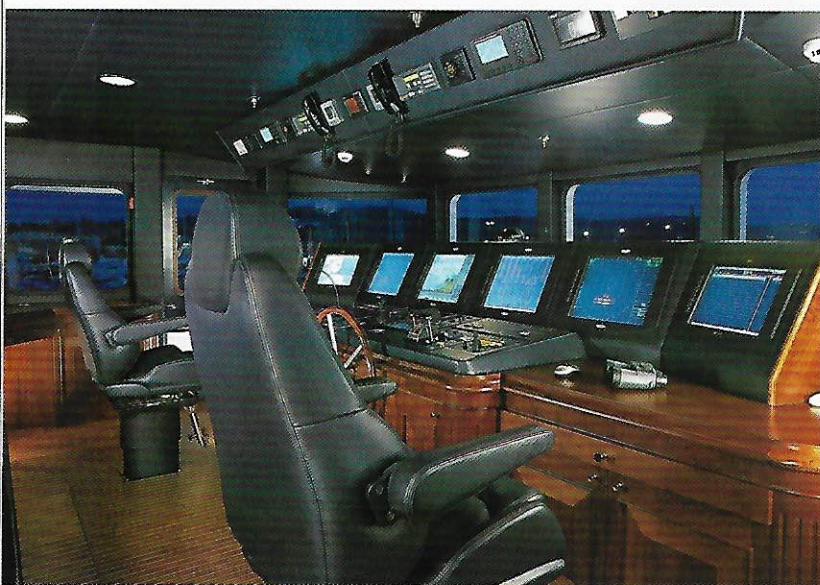
*Interior Resources, page 194;*

*For deck layouts visit (www.showboats.com).*



in the country kitchen-like galley. "He has to entertain when he's whipping up some eggs or cooking steaks. When you have a party at your house, where does everyone end up? In the kitchen. This yacht gives guests the space to have a great time in the galley."

Focusing on the goal of heightening the guest experience, de Basto put a priority on separate pathways for guests and crew. Hidden crew doors access the owner's suite and guest



**In the pilothouse, all systems and functions can be displayed on any of the six color LCD screens.**