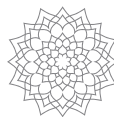


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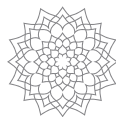
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LIVING LARGE

WITH THE NEW GENERATION OF YACHTS, JETS,
AND SUVs BEING BUILT, SIZE DOES MATTER.

by Evan McGlinn

With an interior volume of 1,632 gross tonnes, *Excellence V* is 50 percent larger than other 60-meter yachts, allowing for a movie theater and elevator.

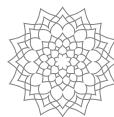
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The Riva 50 MT represents a new generation for the famed Italian boat maker and is the largest Riva to date. *Opposite:* the master suite on *Excellence V*.

THE MEGAYACHTS



Self-made Boston billionaire Herb Chambers can relate to the current “bigger is better” trend. Next summer he will take delivery of his sixth megayacht, *Excellence*. Each of his previous yachts has been named *Excellence* followed by a sequence number. Chambers began with the 127-foot *Excellence I* and then upgraded to the 150-foot *Excellence II*. Both of those were *Feadships* built in the Netherlands.

Then came his 188-foot *Excellence III*, built by Abeking & Rasmussen of Lemwerder, Germany. Still wanting more, Chambers signed on to build another Abeking & Rasmussen yacht to be called *Excellence IV*, but he never took delivery. At 257 feet, he discovered that it was, in fact, a bit too big.

“I found out that I could not bring that yacht into Nantucket,” says Chambers, who made his fortune in the auto dealership business. “I couldn’t bring it into St. Tropez, and, most importantly, I couldn’t bring it into St. Barts,” since those ports of call don’t allow yachts longer than 197 feet. Another ultra-high-net-worth individual saw a rendering of the yacht in a magazine and wanted to buy it. Chambers made the deal and the yacht’s name was changed to *Eminence*.

Having sold number four in the *Excellence* series, Chambers went back to the drawing board with *Excellence V* and designed a 197-foot yacht, which would not be banned from his favorite ports. Even though it is not as long as his previous *Excellence IV* design, *Excellence V* has a huge interior volume of 1,632 gross tonnes—the equivalent of a much larger 246-foot yacht. In the boating industry, gross tonnage is not the weight of the boat but rather the amount of usable living space or interior volume. The length of the boat has little to do with how desirable it is.

“If you’re going to buy an apartment, you wouldn’t ask how long the apartment is, you’d ask how many square feet it has,” says Chambers. “What I tried to do with *Excellence V* is make it the most fabulous 60-meter [197-foot] yacht that you could possibly build. It has a beam on it—which is the width of the boat—of about 42 feet. That means it’s about 50 percent bigger than any yacht in that 60-meter size,” he says, pointing out that the extra size can be used for amenities like a movie theater and an elevator.

Chambers admits that he loves the design process and simply wanted a new yacht. With his new sixth boat (which will simply be named *Excellence*), he is now willing to give up his ability to dock at his favorite locations in return for more size and a different design spin. “There will be a lot of glass in the boat,” he says. “When people

are on it, they really don’t want to be inside; they like to be outside the boat.” The design will be overseen by legendary London-based yacht and aviation interior designer Andrew Winch.

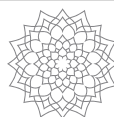
“I was trying to figure out how I could build another 60-meter boat but make it better than the 60-meter I currently have,” says Chambers. “In all honesty, I couldn’t figure it out.” According to Chambers, there’s no point in building a 203-foot boat if places like Nantucket ban anything larger than 197 feet. “If I’m going to build one, 80 meters [262 feet] is about as big as I want to go,” he says. So now *Excellence V* is up for sale through **Burgess** yacht brokers (burgessyachts.com), with an estimated price tag of \$87.3 million.

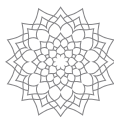
Time will tell whether Chambers builds a seventh *Excellence*. In the meantime, buyers



looking to pick up a new, smart-looking 165-foot superyacht can turn to famed Italian boat maker **Riva** (riva-yacht.com), which got its start in 1842. The company dipped its toe in the waters of luxury yachting in the 1940s and then started building yachts in the 75- to 100-foot range in the early 1970s. “We were being asked by the market to build megayachts,” says Stefano de Vivo, chief commercial officer for Milan-based Ferretti Group, which has owned Riva since 2000.

Currently, the company has sold one of its new 50 MT models (which is 50 meters or about 165 feet). To be completed in April 2019, the yacht will cost approximately \$36 million to \$40 million (at current exchange rates), accommodating 12 guests in six cabins as well as a maximum crew size of 11. A second Riva 50 MT hull is being welded together on the prayer of a second order. The company also plans to build a 60 MT and a 70 MT, and is in discussions to build a 90 MT (300-foot) version at its Ancona shipyard on the east coast of Italy on the Adriatic. Total build time for a 300-footer? Approximately three to four years. >





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