



We share the same passion

boat

attitude

- 70M, GALACTICA SUPER NOVA
- «ELANDESS» FOR SALE BY BURGESS
- NEW PROJECT, 60M SEAFALCON
- CIGARETTE RACING TEAM 41' SD GT3
- SUBLIME REFIT - MY ENIGMA XK
- A PARADISE ON EARTH! VIK

Silver Fast

Dowler photo © Guillaume Plisson





Sublime refit: the ex NORNA becomes MY ENIGMA XK





When the Owner of MY ENIGMA XK (ex NORNA) came to the ATLANTIC REFIT CENTER in June, he was looking for a robust boat at a reasonable

price, capable of sailing in all weather conditions; tropical or polar climates, calm or rough seas. He bought the Fishery Patrol Vessel NORNA build by Richards Shipbuilders in 1988, because of her strong hull lines, remarkable funnels and high quality equipment, which are required by the nature of a survey vessel for the northern Atlantic area. FPV NORNA was a former patrol vessel owned by the Scottish fishery department of the British navy to control fisheries in the North Sea and North Atlantic Seas. The more specific requirements from the Owner were to convert the working vessel into a timeless yacht without taking away the key signature of the existing vessel. The vessel required an uncluttered deck with a helideck. As the yacht

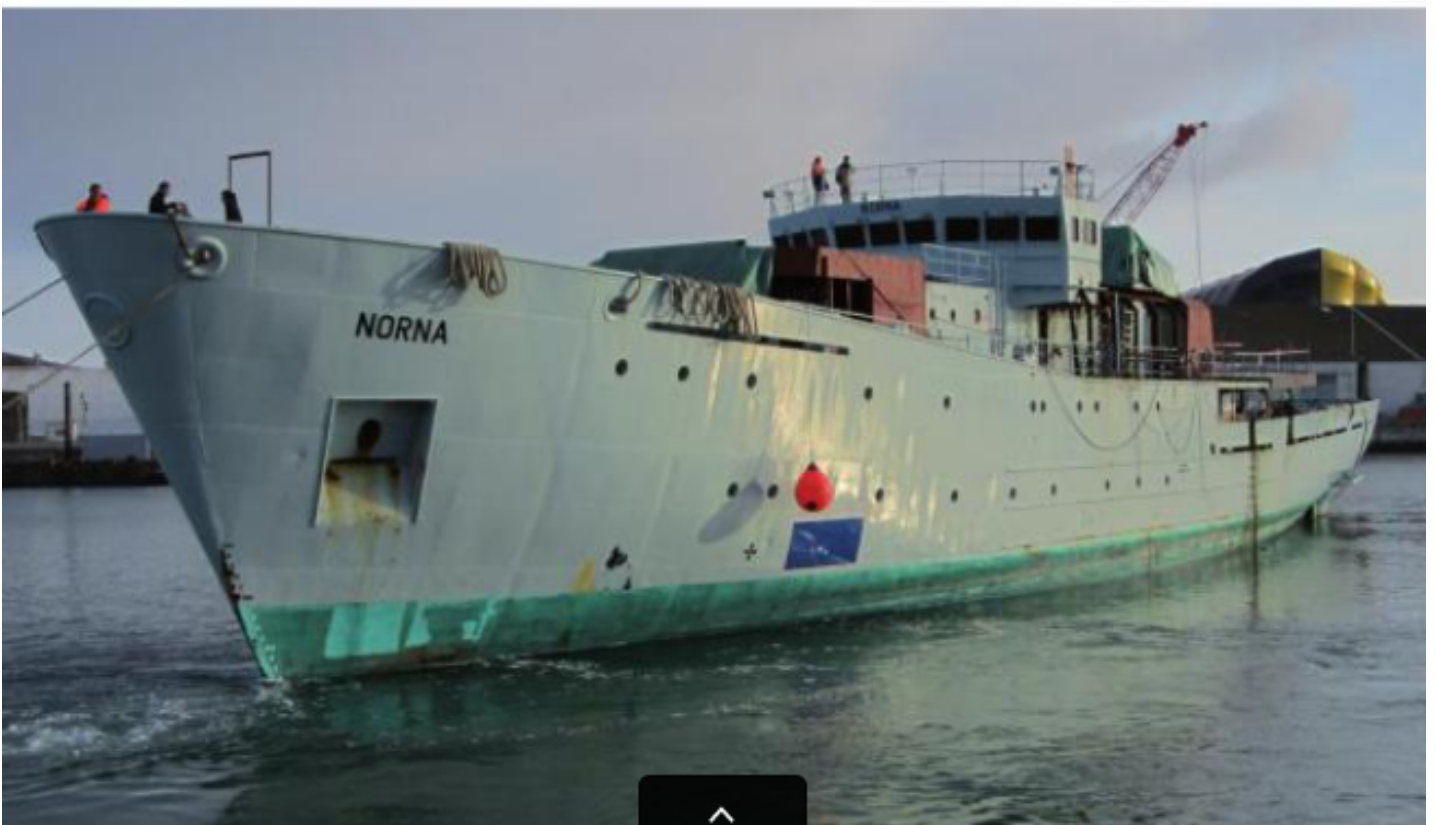
will be used in a tropical environment, the yard needed more open outdoor areas for dining and entertainment areas, without excessive sun exposure.

The vessel needed to harbour and handle sea bobs, sea slides, a 9m limo tender, a 7m rib as well as motorcycles and all-terrain vehicles. The interior was extremely challenging as the vessel had a complex transversal, longitudinal camber and all decks had low headroom (2,50 m). A boat of this size needed room for 12 passengers, a fitness room and a massage parlour. The Owner was also determined to keep the plumbing and the wiring in position. In his research for the refit candidates, the Owner wanted to find partners who are be quick, responsive and efficient and who take a smart approach in optimising the existing structure. Their challenge would be to work as a highly coordinated team with a limited budget. The Owner chose ATLANTIC REFIT CENTER because of their excellent references and their ability to tailor their design and project team to his specific refit project. They had



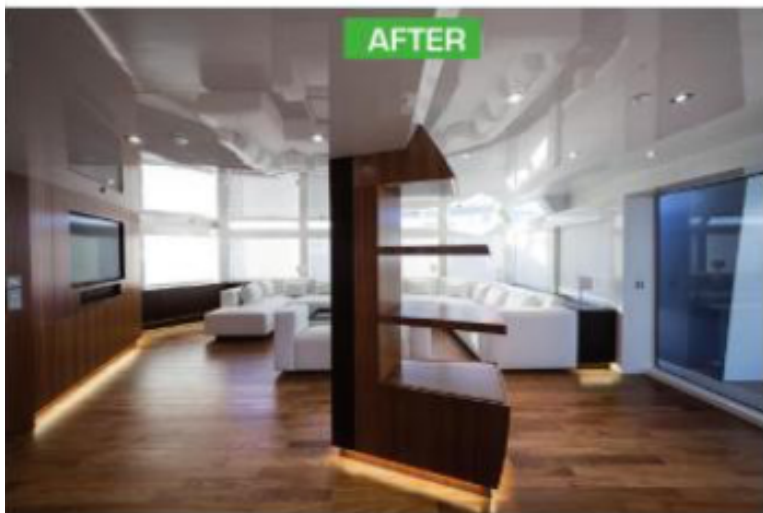


Hi! I'd like a luxury explorer looking yacht, with modern interior designs and save a lot of money :-)





BEFORE



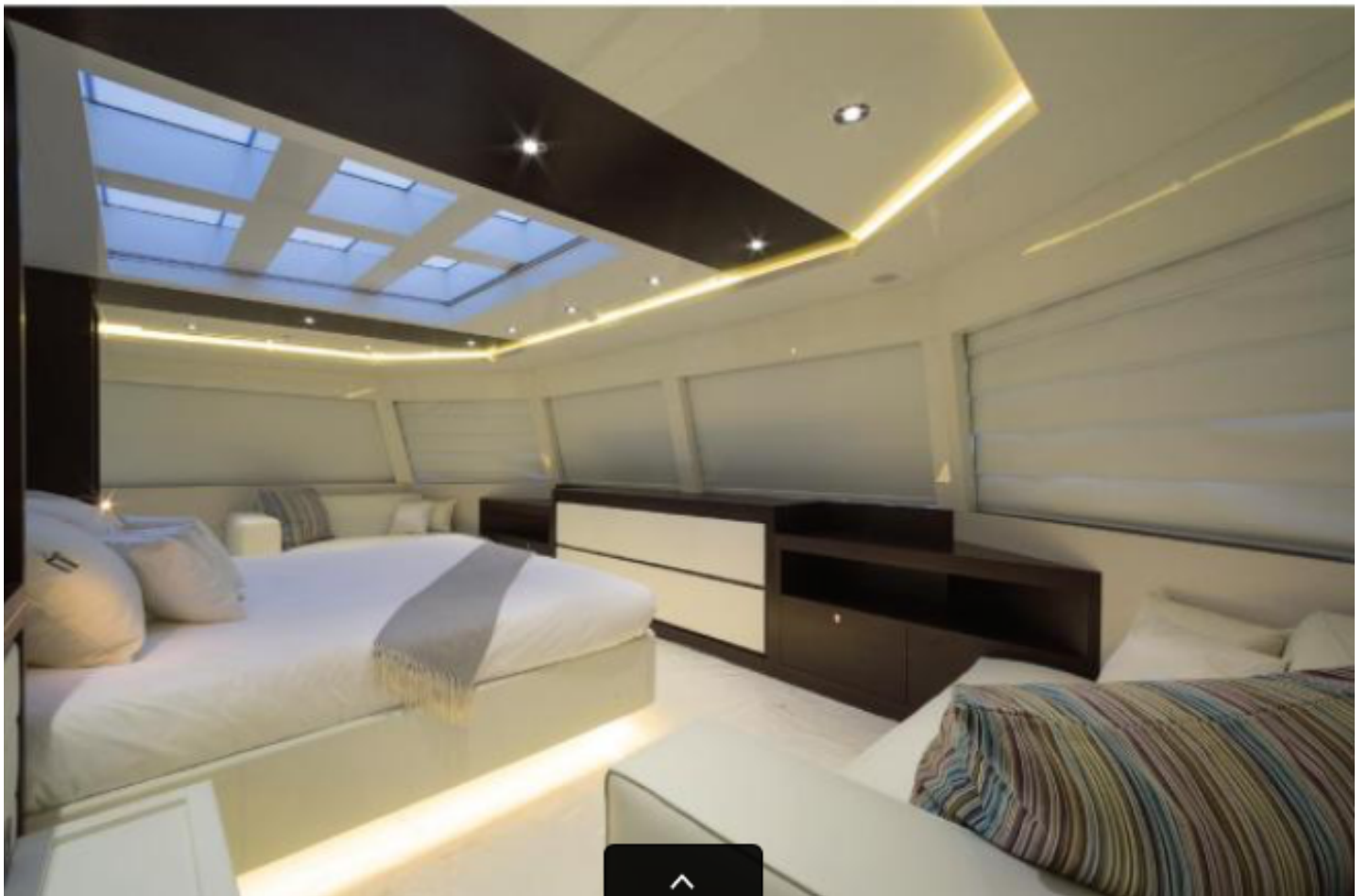
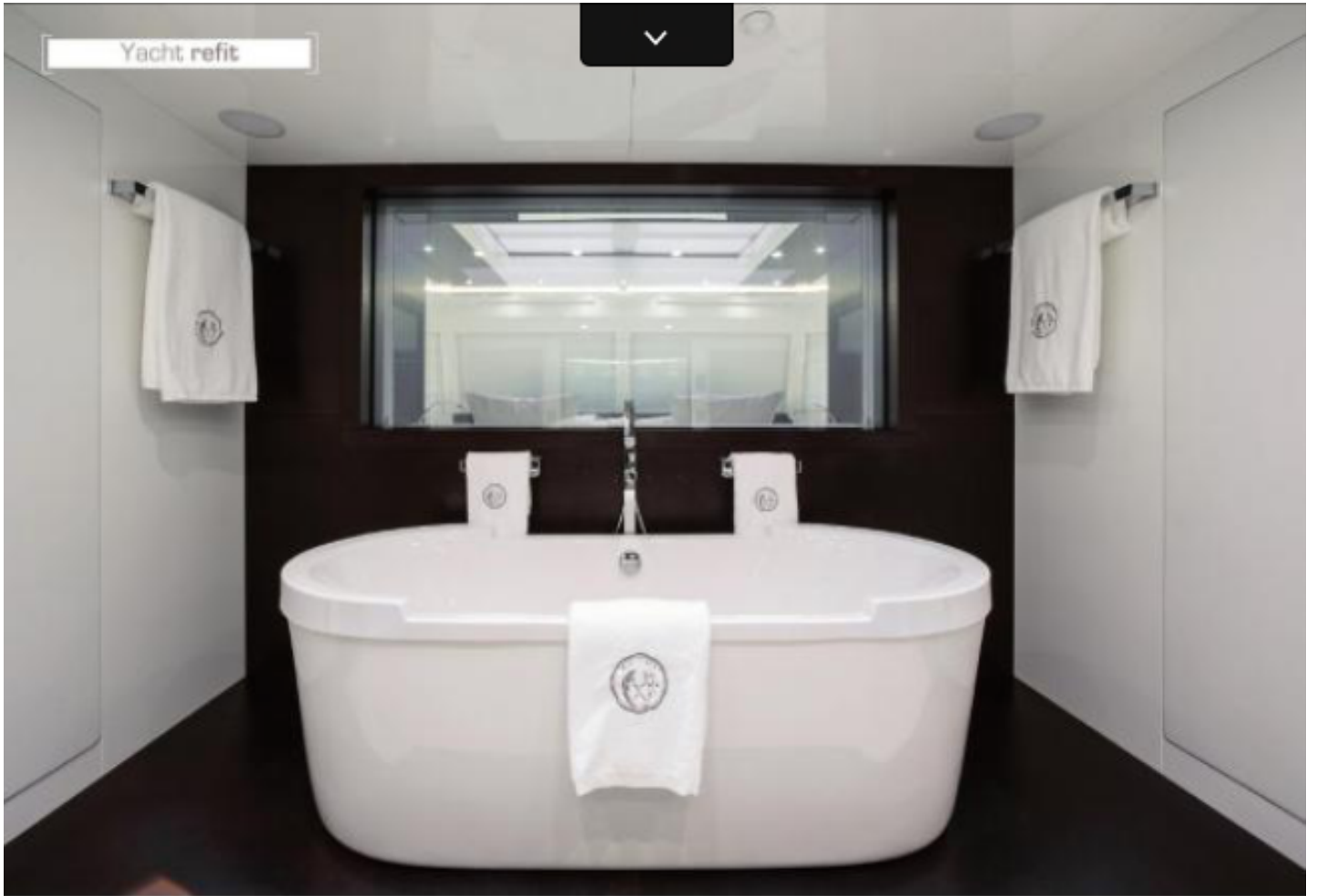
AFTER

to offer very high flexibility, quick responsive approach and positive solution oriented thinking. ATLANTIC RE-FIT CENTER spearheaded the selection of the team and kicked off the project in the month of August in France. They chose VITRUVIUS YACHTS and Philippe Briand for the interior and exterior designs and Mc Farlane Ship Design for the naval architecture. At the end of November in the same year, the Owner received the finalised plans for the interior and exterior and started to remove all existing fittings to either discard or perform revisions and upgrades.

THE DESIGNER'S CHALLENGE

FPV "NORNA" was built to operate in the roughest conditions of the North Sea of the Outer Hebrides. The original vessel has a rugged silhouette: high freeboards, strong bulwarks, a wave-breaker on the forward deck, small and few openings, a safe haven for 23 professionals. This capacity, plus a strong all-steel hull construction, very wellmaintained machinery and 230m3 fuel capacity, are what seduced the new owner, who wanted an Explorer Yacht able to navigate long range, in all sorts of weather conditions. The intent as designers was then to transform a North-Sea fortress into an open and comfortable yacht, without fighting her original identity. Her silhouette would be kept. The Designer's team work had to meet yachting comfort standards for 12 passengers and MLC com-

Yacht refit





pliancy for 21 crew. All major existing systems had to be kept and airco ducts needed to be integrated.

The three major challenges were:

- 1-the very low headroom and camber
- 2-the absence of light
- 3-the absence of social areas.

A.R.C. has chosen to redesign the boat respecting one leitmotiv: the further you go up in the structure, the more light flows in. More light also means a lighter and more airy approach to furnishings and accessories. The yard could not change the headroom and camber, but we did open the main deck up and we added the very distinct diamond on the upper deck. The crew deck was refitted to accommodate 21 crew and a true yacht galley. The main deck was redesigned to create 5 spacious guest cabins, a wellness room, and a gym. What used to be the officers' mess has become the main saloon. Confronted with limited headroom and little or no port lights, yard/designers fitted a total of 27 large port lights, 1.2m-high, bringing daylight into the cabins and social areas. The main deck aft provides space for a 9m limousine tender, a 7m-RIB, both tenders custom-built in aluminum, and also 2 all-terrain vehicles and jet skis, all handled with a 9.5m-reach, 4t-capacity articulated crane. The yard wanted to keep the explorer look, the team kept all "toys" visible. The front upper deck, which used to host the captain and the chief engineer, has become the Owner's quarters, featuring wrap-around windows and a massive skylight; it accommodates an office, and an en-suite with bath, open shower and hammam, plus a private terrace forward, protected by the wave-breaker. Aft of the Owner's quarters, we enter the social area where we put a lot of emphasis on creating an open, living area. The intention was to make this area the center of the life onboard. This diamond-shape sky lounge, dubbed the "Greenhouse" features very large window panes allowing for a 360 degree view and ample natural light. On the original vessel, the prominent funnels were very much cluttering the deck space. There is the engine room ventilation and main exhausts, and modifying the shape of the funnels, the conversion team managed to create a large open-deck boasting a lounge corner, dining table and a Jacuzzi. The helicopter pad is aft of the sundeck and becomes a lounge/party zone. The geometry of the bridge deck remains very much identical,

here again there was no intention to modify a well-thought area. Only the captain's cabin and a ship's office were created aft of the bridge. In the design of the interior, yard had to address the challenge of a limited deck heights (2.45m where a good 2.8m would be required on a yacht of this size), and pronounced deck camber and sheer. Pipes and ducts had to be squeezed above the overhead panels to maintain reasonable headroom throughout. And for the camber, the solution laid in the interior décor. Conversion team opted for a marine look with a slightly modern touch. Each cabin is subtly themed for a particular continent. The main deck palette comprised wine tones, bright berries, fiery oranges and browns. Those colors change to whites and taupe at the upper deck level. Vitruvius Yachts did a wonderful job. The end result of this project is a stunning Explorer Yacht, with beautiful exterior lines and timeless interior design. ■■■

