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THE WORLD SUPER YACHT AWARDS



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The World Superyacht Awards are the only peer-reviewed awards in the industry. All but two of the 22 judges are current or former superyacht owners, who collectively bring hundreds of years of experience to the judging process. They are a hugely knowledgeable and committed group who invest vast amounts of time in personally inspecting the nominated yachts. Most importantly, they are completely independent. BOAT International Media has no vote or influence in the process – which is the only way to guarantee the credibility of the awards. This keeps the World Superyacht Awards distinct from all other awards ceremonies in the superyachting industry and makes winning one of the coveted Neptunes a truly special achievement. Turn the page to discover this year's recipients >

W I N N E R

DISPLACEMENT MOTOR YACHTS BETWEEN 500GT AND 999GT

NAJIBA

Length: 190' 3" Builder: **Feadship** Naval architect: **Feadship De Voogt Naval Architects/Philippe Briand** Exterior design: **Vitruvius Yachts**
Interior design: **Claudio Cicconetti Architetto/Liaigre**

It was a tough field in this class, which pitted three exquisite yachts from some of northern Europe's most distinguished yards against one another. The dimensions, power packs and propulsion of all three yachts displayed close similarity, but the detail, such as beam and gross tonnage, showed greater divergence. So did the performance figures, which first drew the judges' attention to the Feadship *Najiba*.

Built at the De Vries yard, with naval architecture and styling from Philippe Briand and his Vitruvius Yachts brand, *Najiba's* numbers are phenomenal for a 190ft yacht. Her top speed of 17 knots surpassed her rivals, while her fuel burn at her 12-knot economical cruise speed was just 30 gallons an hour – around half that of her competitors despite her greater beam, clearly demonstrating an efficient hull design.

Added to this, the judges were impressed by her clean, harmonious exterior lines that cradled practical deck areas bordered by solid bulwarks and a glass rail that disappears from view when seen from a distance. Her interior layout, planned by Claudio Cicconetti, was considered fresh and innovative, particularly the yacht's main entrance from the stern platform that rises up a central stairway from a reception area to the main deck aft. From here, arriving guests pass directly into the main salon, a room that provides their first introduction to the much admired work of the yacht's Paris-based interior designer, Studio Liaigre.

On top of all this, the judges' final accolade went to the extremely high quality of construction seen throughout the yacht. She is, they were certain, a worthy winner of this highly competitive class.



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W I N N E R

DISPLACEMENT MOTOR YACHTS BETWEEN 1,000GT AND 1,499GT

METIS

Length: 206' 8" Builder: **Benetti**
Naval architect: **Benetti**
Exterior design: **Giorgio M Cassetta**
Interior design: **Bannenberg & Rowell**

Three yachts were in contention in this class and it was immediately obvious that the exterior lines of *Metis* were attracting the close attention of the judges. As discussions progressed it became clear that this custom-built yacht was also the frontrunner in many other areas. This was proved by the results of the secret ballot, which gave her a clear lead over her rivals who, unusually, drew for second place.

Apart from their admiration of her contemporary appearance, the judges also voiced approval of the manner in which the designers put every available external area to good use, even creating a gymnasium and observation area aloft – perfectly blended with the existing lines – while the vessel was in an advanced state of construction. The novel interior layout, meanwhile, was designed to exactly meet the needs of her owner, and the judges felt it achieves this while meeting all the modern design trends, including interiors with such good external visibility that they are at one with the surrounding seascapes.

The beach club also achieves this connection, with its comfortable lounge and bar opening directly to the sea through three huge fold-down hull openings – a design unhindered by any need to store tenders in the same area. Instead, the tenders are kept in a garage forward on the main deck between the helipad above and crew quarters beneath.

The judges considered that this was a well-constructed yacht that defied convention but, in doing so, fulfilled her owner's needs in an elegant and stylish manner. They had no doubts that she was the clear winner of her class.

