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SuperYacht

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Shinkai



Feadship launched its 54.9m explorer superyacht, Shinkai, from its shipyard in Aalsmeer on 2 October 2021.



Project Shinkai is an explorer of the first degree and is set for a lifetime of globetrotting.

WITH DEW STILL THICK IN THE AIR, FEADSHIP LAUNCHED ITS 54.9M EXPLORER SUPERYACHT, SHINKAI, FROM ITS SHIPYARD IN AALSMEER ON 2 OCTOBER 2021.

ALL PHOTOS COURTESY OF FEADSHIP, UNLESS MENTIONED OTHERWISE.

Shinkai features an exterior designed by Vitruvius, an interior penned by Boutsen Design, and naval architecture by Philippe Briand. She has a beam of 10.35m, a draft of 2.99m and a volume of 974GT. Project Shinkai is an explorer of the first degree and is set for a lifetime of globetrotting. Her owner is a deft-hand when it comes to world travel and requested a list of very unique and bespoke features to fulfil all demands. Designer Philippe Briand and the teams at Vitruvius and Feadship

were more than happy to step up to the challenge. The result is a majestic go-anywhere explorer that features a striking mast, a 7.2t submarine that can be deployed and retrieved by a heavy-duty crane with an almost 8m reach.

Deep Sea

The vessel itself has been aptly named. Shinkai – or ‘Deep Sea’, in Japanese – can reach the most remote and far-flung destinations, thanks to her self-sufficiency and large nautical range. She is also fitted with a hull built to Ice Class standards. Her other key features are a forward-facing sonar system that studies the ocean floor and a 20t gyroscopic stabiliser that ensures stability in all weather conditions. The initial plan was for her to take on the famous Northwest and Northeast Passages. Whether that is still going ahead is still to be determined.

Global exploration

A pure custom Feadship has made the first journey of what will be a lifetime of global exploration. And it will surely be the shortest trip ever as Shinkai was moved from the Feadship yard in Aalsmeer to the outside dock for final outfitting ahead of her sea trials and delivery later this year. New additions include a striking mast and the yacht’s very own submarine, just two of the specific requests by an owner who has enormous experience of discovering the world by sea.

Self-sufficient

Like every genuinely custom superyacht, the design for Shinkai revolved around these specific choices of the client. In this case, the key was how best to incorporate a 7.2t submarine on the aft deck along with the giant crane required for launching and collection. Taking this as the starting point, designer Philippe Briand and the teams at Vitruvius and Feadship have developed a 55m explorer yacht which will be able to travel the world while remaining both self-sufficient and fuel-efficient. Yacht designer and naval architect Philippe Briand focusses on motor yachts with sleek design and reduced carbon emissions. With regard to Shinkai, he shares, “This is a special project for us, as the yacht is the second yacht we have designed for the owner. He was the first yachtsman to adhere to the principles of the efficient hulls. We are thrilled with the progress that has been made on Shinkai in recent months and are enjoying watching the final stages of her construction at Feadship. As the second Vitruvius yacht to be built at the prestigious yard, this is another meeting of great minds and great names that will no doubt result in a landmark yacht to inspire many more adventurous owners of the future.”



The many adventures Shinkai is expected to embark on in the coming years include taking on the North-West passage.

SPECS Shinkai

Name	Shinkai
Yacht type	Motor Yacht
Yacht subtype	Displacement, Expedition Yacht
Builder	Feadship
Naval architect	Phillipe Briand
Exterior designer	Vitruvius
Interior designer	Boutsen Design
Length	54.9m
Maxi cruising range	5,500nm at 12kn
Top speed	14.5kn

Ice class baby

The many adventures Shinkai is expected to embark on in the coming years include taking on the North-West passage. The Feadship's steel hull has therefore been built to ice class and includes an advanced WASSP sonar system to explore the ocean floor. She is not being fitted with traditional stabiliser fins as these could potentially hinder the ability to retrieve the submarine in certain seas. For the first time on a yacht of this size, a gyroscope system has been fitted within the hull, with the tank deck arranged in such a way to enable traditional stabilisers to also be installed later if required.

Heavy duty

Measuring 3x3m and weighing a hefty 23t, the gyro is the largest unit built to date and a heavy piece of equipment for a yacht built to go far on less fuel. More weight comes from the submarine, of course, and the massive crane required to lift 7,400kg when the sub is manned. This crane has an outreach of almost 8m and will also be used to launch Project Shinkai's limousine tender and lift the owner's car and its crate from the aft deck to the shore. These are exceptional preconditions for a 55m yacht in terms of weight and stability, and Shinkai once again showcases Feadship's unique ability to build superyachts in the most bespoke manner possible. The yacht also features a supremely comfortable Feadship interior, which has been designed in close cooperation with the owners by Boutsen Design.

i.feadship.nl

i.vitruviusyachts.com



Photo courtesy of Vitruvius Yachts.

Shinkai – or 'Deep Sea', in Japanese.



Photo courtesy of Vitruvius Yachts.

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