

JUNE 2007

# BOAT USA

## ALL PATHS TO KISMET 223FT LURSSSEN

### 2007 WORLD SUPERYACHT AWARD WINNERS



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The ultimate design for the new *Turmoil*, with her raised foredeck, broad tender deck, two Portuguese bridges and towering stack, pleased Fexas as well as her owner, according to Huggins. "We really got the chance to make it look right."

In 2004, Captain Walsh and his boss made a global search for the right shipyard to build the yacht. Their main parameter was time. "Royal Denship said they could build it in two years. Everybody else said three years," the captain says. "We got it in two and a half."

The Danish shipyard was perfect for their needs. "We had a bigger management team than they did, but being small allowed them to be flexible," he says. "The benefit was we could change stuff as we went along."

Naval architecture for *Turmoil* was done by Ole Steen Knudsen A/S of Denmark. A team of five engineers, led by Jan Runge, also worked on the project. One of Comer's main concerns, according to Walsh, was to ensure the yacht had the ideal GM or metacentric height. "We wanted a large enough GM where if we lost our stabilizers for any reason, we wouldn't be too tender," Walsh says. The stabilizer system itself is just about overkill – four heavy-duty Quantum fins are fitted onto the hull. "So far," Captain Walsh says, "We've only used the front fins."

*Turmoil* launched at Royal Denship in June 2006, but only her main deck and owner's deck were finished before she crossed the Atlantic. Captain Walsh took her inland to Chicago, where Comer was waiting. The owner was able to spend a month aboard his yacht before succumbing to his illness.

"He was a nice guy – he went the extra yard for everybody," Walsh says fondly. "He had seven-and-a-half thousand employees and he was 'Gary' to every one of them." Comer's vessel continues on as monument to his vision, his values and his taste for understated elegance. She is also a testament to the talent of Tom Fexas, who, ironically, passed away within two months of Comer last fall.



Comer had one of the **world's largest collections of antique ship's models**, many fine examples of which are found throughout *Turmoil*.

Final joinery work on *Turmoil* was done by Dennis Boatworks of Fort Lauderdale this winter. A true expedition yacht, she turned out to be equal parts practical and luxurious. Her tank deck, which lies eight feet under water, is the business end of the boat. It contains a wet lab built for the team of scientists who will join the yacht each August for the research voyage to Greenland, an annual tradition Comer established on his previous *Turmoil*. Columbia, Penn State, U.C. Irvine, the University of Maine and Woods Hole are among the academic institutions that participate. The new lab is equipped with machinery that will enable the scientists to take samples of air and water while underway, analyze them in the onboard computer, and send the data back home.

A door off the lab leads to a sonar room, which features a forward-looking, retractable sonar in order to help her captain avoid the treacherous underwater pinnacles found along Greenland's coast. "It's not well charted," he says.

A central corridor runs aft through the tank deck with various cavernous storage compartments leading off it that can keep the

