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### Turmoil

Royal Denship's  
209' World Traveler

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Much of the yacht's luxurious furniture, including the gold sofas in the main salon, was brought in from the owner's previous *Turmoil*.

analyzed and the results sent back to their laboratories. Going aft, a lecture room where the scientists can compare notes is equipped with a large plasma screen, a conference table and wireless Internet connectivity. It also serves as a game and computer room.

Philip Walsh, who was Comer's captain since 1997 and served as build captain and owner's rep, says Comer built *Turmoil* because his family was growing and the previous vessel was just not big enough. Comer saw the lines of a boat that appealed to him on the Website of the late designer Tom Fexas. He started the yacht's design process in the summer of 2003.

*Turmoil* started out at 168 feet, recalls Wyatt Huggins, operations manager at Tom Fexas Yacht Design. The design went through a few length changes before Comer decided on what would be the realized length of 209 feet.

Walsh says that in a search for the proper yard, Royal Denship quoted a two-year build time while other yards quoted three years. The build contract was signed with Royal Denship in February 2004.

Although *Turmoil* is a utility vessel, Comer's sailor's eye for sweet lines would not be denied. The yacht's slightly sloping sheer, flared bow, tumblehome on all decks and the compound curves of her cabin sides are subtle aesthetic touches. Combined, they take the edge off the commercial look usually inherent in this style of yacht and give the boat an external ambiance and appeal reflective of her interior. Huggins says Fexas Design fleshed out the

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concept, and then OSK-ShipTech in Denmark refined the lines and transferred them to 3-D models.

Although the boat is constructed out of steel and aluminum and is built to Lloyd's Full Ice Class 1C rating, most of her superstructure is steel. Only the bridge deck and the decks above it are of aluminum. Anders Hansen, director of OSK-ShipTech, recalls that Comer wanted as spacious an interior as the 40-foot beam would allow.

"We had the stability so there was no need to put aluminum all the way up," Hansen says. With myriad smaller boats and a 10,000-pound-capacity Marquipt Solas crane on the well deck, the use of steel ensures the yacht's longitudinal integrity.

*Turmoil* was launched two and a half years after the contract

was signed. Some change orders, such as relocating the shaft and terminus of the lazarette elevator down one deck to the main deck, lengthened the build schedule. The main 12-person elevator traverses six stops from the tank deck through to the stack deck.

Meanwhile, Comer was given a terminal medical diagnosis. In order for him to spend some time aboard his new yacht, she was launched, delivered and then set sail from Denmark with the finish work completed only on the main and owner's decks. The remaining finish work would be done later, some of it on the run, as the boat made her way to Comer's home port of Chicago. Walsh contacted Dennis Page at Dennis Boatworks in Fort Lauderdale and asked him if he would meet the boat in Iceland. »



**Above: The library and adjacent formal dining room occupy the main deck. Below right: The owner's deck lounge is a study in elegance.**

“We flew to Iceland, took measurements and made templates for the staircase and balustrades,” Page says.

Page returned to his shop, fabricated the parts and then rejoined the boat in Montreal. As the boat steamed toward Chicago he installed the stairway, then finished the rest of the woodwork in Florida. “We kept ten finishers and thirty carpenters busy for four and a half months,” Page recalls.

The trip across the North Atlantic would prove the benefit of having the 12-person crew, three of them engineers, on site throughout the build.

“The trouble-free operation on the maiden voyage is truly a remarkable feat and a great testament to my build engineering team led by Jan Runge,” Walsh says.

He recalls a minor engineering issue. Caterpillar monitored the vessel through a continuously online VSAT connection. Subsequently, *Turmoil* received an e-mail from Caterpillar directing Walsh’s attention to the No. 15 injector on the starboard main engine.

“It was running a few degrees high compared to the other 31 injectors on both engines. It was far from ‘in alarm,’ but they suggested we keep an eye on it all the same,” Walsh recalls. “In the past we might have run a year or two before discovering that minor issue, if at all.”

A stop was made at Greenland’s Sermeq glacier. “The glacier had been a regular stop for us over the previous six years,” Walsh says. “We collected 10,000-year-old ice for the cocktails and, on departure, we toasted to the first ice to touch the bow. We also took a large piece and stored it in the freezer for *Turmoil’s* arrival in Chicago.”

From her four-fin Quantum OnAnchor stabilizers to the watch platform at her bow, and from the well-planned lounging spaces and eight feet of headroom on the main and owner’s decks to her wheelchair-accessible passageways, *Turmoil* does not disappoint.

The need for a variety of smaller boats is evidenced by the inventory strapped to the well deck. For daily utility there are two Nautica tenders—a 20-foot rescue boat and a 25-foot inboard diesel jet drive. A Hinckley T29R handles the more formal transportation duties, and there is a traditional Herreshoff sailboat simply for sailing.

*Turmoil* also doubles as an airbase, equipped to service a Cessna Caravan floatplane and a six-seat Eurocopter Twin-Star helicopter. In order to have a clear space to land the chopper, the railings on the pilothouse deck, including the stairway rails in the deck’s center, are removable. The Caravan pulls up to the swim platform nose first.

Twenty-two CCTV cameras are located about the boat. Ten exterior cameras provide visual security. Six in the engine room send operational views to the bridge. The Lantic management system utilizes GeoVision motion detection software that functions as a silent sentry and sounds an alarm when any motion is detected once the parameters are set.

Radio Holland installed the bridge electronics. Five IMO-approved 23-inch displays span the helm console and along with seven 19-inch screens make up the integrated glass bridge matrix that displays radar, echo sounder, vessel monitoring and Maptech electronic charts on any or all of the screens. Twelve sets of scuba gear, a compressor and five kayaks stored beneath the floor indicate that intimate contact with the sea is an integral part of *Turmoil’s* operation.

The yacht’s 15 crew include the aircraft pilot, a mechanic and a certified dive instructor. Their quarters, which are »



Kristina Strobel (bottom)