



THE CREATION OF A MASTERPIECE

The inside story of the creation of 'Slipstream', one of the world's finest motor yachts.

Early in 2009, the first of the CMN Line 60 superyachts was launched in Cherbourg. "This yacht has exceeded my expectations," declared the proud owner of his new 'Slipstream' at the recent naming ceremony at the CMN yard. He added: "My friends and colleagues in my home town of Sydney, Australia were intrigued to know why I had chosen a French yard to build my new yacht. My answer was simple. The French build the Airbus, the best aircraft in the world, so they will be able to do the same job with my boat."

The reference to Airbus is understandable as Quantas, the Australian carrier, took delivery of the massive 525 seat A380, the first of twenty A380 aircraft ordered by the company from Airbus.

'Slipstream's owner's trust in CMN was well founded. Constructions Mécaniques de Normandie is now a well established and highly respected French shipyard located at Cherbourg. Employing approximately four hundred skilled workers, the yard covers all the various specialities required for the construction of luxury yachts



or navy ships. Since the foundation of CMN in 1945, over 350 vessels in wood, aluminium, steel and advanced composite materials have been delivered. Today, CMN is able to build or refit sailing and motor yachts up to 70m.

The construction is done entirely under 48,000m² of covered facilities. CMN has significantly-sized building sheds, one of 161m x 22m and another of 80m x 22m, as well as a 3000 ton Syncrolift for moving yachts under construction prior to launch.

CMN uses the highly sophisticated computer assisted CIRCE-CATIA for modern design and shipbuilding technology. The CATIA software, also used in the aeronautics industry, is a powerful tool able to integrate complex systems resulting in optimised internal space. This software linked to modern digitally controlled plasma-cutting machines, together with modern automatic welding equipment, enables CMN to maintain a very high standard of hull construction and ensures that CMN is able to optimise designs to exactly fulfil clients' requirements.

The owner of 'Slipstream' was introduced to CMN Yachts by the broker Edmiston. The major yacht company Burgess was then engaged for the project management and building process in the capable hands of Mark Tanner.

Jonathan Beckett, CEO of Burgess recalls the purchase and the new-build programme of the 'Slipstream' project. "The client's involvement with CMN yachts began



Above:
The owner of 'Slipstream' brought with him a clear vision of how to move the Line 60 concept forward to the level of detail and innovation seen in this yacht.

Left:
The official launch of the CMN built 'Slipstream'.

Far Left:
Transporting the yacht from the yard to the water is an impressive sight to behold.



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when ‘Bermie III’, a fine 58m (190ft) CMN motor yacht, came on the market. The 58m ‘Netanya 8’ (the original name of ‘Bermie III’) was under construction at the time and was the perfect opportunity to view a CMN Line 60 hull from a first hand position. Following this visit, a two-boat deal was struck with the owner of ‘Slipstream’, with friends of the owner taking a second yacht named ‘Cloud 9’. At this point Burgess was retained by both owners to supervise the build project. Burgess was the ideal choice as the company has a complement of sixteen naval architects and engineers available to support new build projects with technical supervision and the various approval processes involved.”

Jonathan continues: “Right from the start, an excellent working relationship was created with all the people at the CMN shipyard, that carried on throughout the whole build programme with full co-operation and a flexible support mentality. Although there was economy of scale with two yachts being built in the same basic time frame, we had the challenge, along with Andrew Winch Designs, who were employed as the principal designers and stylists to the project, to produce two world-class yachts within a sensible budget. Our goal, along with the yard and design team, was to deliver excellent value for money. Seeing the end result of ‘Slipstream’ we all feel we have achieved this and more – a truly sparkling result. Everyone involved at CMN responded to suggestions and worked hard to deliver engineering solutions. This close working relationship was the key to added value throughout all areas of the finished yacht.”

A spokesman for CMN Yachts commented; “The owner of ‘Slipstream’ brought with him a clear vision of how to move the Line 60 concept forward to the level of detail and innovation seen in this yacht. His last 43m luxury yacht served as his bench mark and along with his experienced captain, they were able to advise us on the important features and details incorporated in this next level of the CMN Line 60 DNA.”



Tested in the world’s oceans ‘Netanya 8’, ‘Slipstream’s predecessor, was used as another bench mark to further develop a larger version, with a refined hull length and characteristics with specific refinements requested by the owner, his captain and team.

The redesigned 60m CMN Line 60 hull offers a wide application of custom layouts and creative thinking because of its large volume. The Andrew Winch Design solutions for this yacht are a direct evolution from the highly acclaimed ‘Netanya 8’ and keep many of the key features and layouts. However, with several new design features added, the experience gained on this yacht also means that the next CMN Line 60 will benefit greatly from this ground breaking work.

Andrew Winch commented on the overall design philosophy and how he and his team captured the owner’s imagination and turned his dreams into reality. “The chosen style is a balance of ‘classic modern’ and ‘tribal’ as the owner did not want a ‘flamboyant’ yacht interior. Sensible finishes, such as matt coatings where finger-marking may occur were used, together with rich figured woods and leather panels. The careful use of mirrors not only creates spatial effects but multiplies the investment value, as seen in the master cabin where high cost leather wall coverings seem to rise up to a second level. Over time, charter guests will remember this ‘tribal’ feature, resulting hopefully in



Above & Far Left: ‘Slipstream’ takes shape in one of CMN’s large covered building sheds.

Left: ‘Slipstream’ and ‘Cloud 9’ alongside each other at CMN’s quay in Cherbourg prior to delivery.



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future bookings. The owner himself took on the position of the ‘chief of the ‘Slipstream’ tribe’, allowing him to have his personal totem poles crafted and displayed onboard”.

One point that Andrew wanted to emphasise, was how the engineers at CMN fully supported his design team both with the exterior architecture and the interior design and fit-out. “Take the fire doors as a good illustration of forward thinking and engineering understanding,” he remarks. “They are fabricated larger than the apertures to ensure that the final finishing hides them to perfection. All the engineering follows this thinking and the final result is a true world-class product that makes us so pleased to work with CMN.”

On sea trials, several timed runs confirmed a speed of 17 knots, a good 0.7 knots above the specified figure. The higher speed is achieved through a longer displacement length than ‘Netanya 8’ and a flatter aft section that provides less drag and lift. This also results in a longer potential range.

‘Slipstream’ was due to be in the Mediterranean in the spring of 2009 and Jonathan Beckett of Burgess outlines the charter position. “There is no doubt that ‘Slipstream’ will be a head-turner. Her predecessor, a black and silver 44m motor yacht also named ‘Slipstream’, had a strong charter following, through our own charter programme. The new yacht will certainly have the ‘wow’ factor and under normal charter conditions would have expected a full diary for the coming months ahead. In today’s market place, the charter opportunities are greatly reduced but ‘Slipstream’ has charters booked and could well buck the trend for the season ahead”.

On a personal note Jonathan added: “The owner of ‘Slipstream’ is a very personable client and we really enjoyed the whole process of building his yacht. As an anecdote, I remember the occasion when the owner, Andrew Winch and myself, all shoe-horned into a small private plane one cold, rainy day to fly from the UK to Cherbourg to visit the yacht – almost a ‘boy’s day out’ – we



had great fun throughout the whole process”.

All new-build luxury yacht projects are a very personal journey for an owner, investing time, intellect and passion over a period of many months to realise a dream. ‘Slipstream’ is now ready to create her own while sailing the world’s oceans.

At the naming ceremony, the owner announced that ‘Slipstream’ was “more than a yacht, it is a work of art.” Without doubt, anyone who is fortunate enough to cruise aboard this magnificent yacht will certainly agree with him.



Above:
Constructing the interior is a highly complex task.

Left:
Fairing the bow.

Centre & Left:
‘Cloud 9’ at her official launch.

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