The background of the entire page is a close-up photograph of water ripples, showing a mix of blue and golden-brown tones. The ripples are vertical and create a textured, shimmering effect.

topdeck

news & views from

dixon

yacht design

Antares - A masterpiece in the making

Inside 'That's it'

Johnson go 'Superyacht' - Denship go 'Open'

Issue 3

...the skippers briefing

Another year has rushed by and thankfully the team has remained as busy as ever. Currently we are working on a very wide range of projects, ranging from relatively small sailing yachts to large motoryachts.

Our expertise in designing yachts which are intended for series production is much in demand with a number of clients commissioning new designs. We have gone to great lengths over the years to ensure that we are always fully up to date with the latest production techniques. This ensures that as we design a yacht every aspect of the vessel is 'production' friendly. Efficient production being essential in this very competitive world!

To further assist our clients we have expanded our brokerage alliance with Nicolle Associates to include charter. You can find more details of this service on our web site.



A welcome but unexpected addition to the Johnson range, for reasons you can read more about in this *Topdeck*, is the 100. Also featured is the new 'open' range from Royal Denship which has been developed following the success of the original '80 Open' which, we are delighted to say, has been short listed in the Superyacht Awards of 2004. We will know later this year if she has won!

Commissioning your own design and watching your own yacht being built is a very rewarding and enjoyable experience; particularly with our experienced team not only designing but advising and guiding the client towards a vessel that really satisfies all their requirements.

Together with updates on two large sailing yachts currently in build (Antares and That's It), an exciting trawler yacht project, and several other new developments we hope this edition of *Topdeck* provides you with a good read.

Good sailing and best wishes

Bill

From left to right,
top to bottom:

Anders Berg

Bill Dixon

Guy Newton

Jon Oates

Marie Renard

Christine Dixon



GRAY LADY

...becomes the DIXON 72



Ron Gray, the owner who commissioned the design and build of 'Gray Lady' has a passion for sailing. His previous yacht, a Taswell 58, although a production vessel, had a custom designed interior.

The Taswell was designed by us, so it was understandable that Ron would approach us to create his interior. So enjoyable did he find his involvement that on his next yacht, "Gray Lady", he decided to go one better and commissioned us to design the complete vessel. His brief was to create a thoroughly modern sailing yacht with 'timeless' styling. The yacht had to be an exceptional cruising yacht, powerful but easy to handle, with an interior which welcomed and kept it's welcome, as this is a long term 'live aboard ship'.

Beautifully built in New Zealand by Vaudrey Miller, her hull is constructed with 40mm cedar strip plank encapsulated in epoxy composites with a layer of kevlar reinforcement below the waterline.

Below decks the yacht has three distinct areas which combine live-aboard luxury with functionality. Aft is the owners suite together with two further guest cabins. The center section of the yacht combines relaxing and dining to port. To starboard, a state of the art entertainments console which has been superbly concealed by Vaudrey Millers joiners behind immaculately crafted beech cabinetry.

The forward section of the yacht is taken up by a fully equipped galley, an excellent navigation area and the

crews quarters which include a lounge and entertainment area. Crew comfort is taken very seriously by Ron Gray and 'Gray Lady' can accommodate up to four with plenty of it!

So delighted is Ron with his yacht that he has set up a company to help others who would like a 'Gray Lady' (or Dixon 72 as she is now officially called) of their own. Premier Sailboats are marketing the design and we have already started work on a larger sister ship, an 82 foot version, a profile of which is shown below.



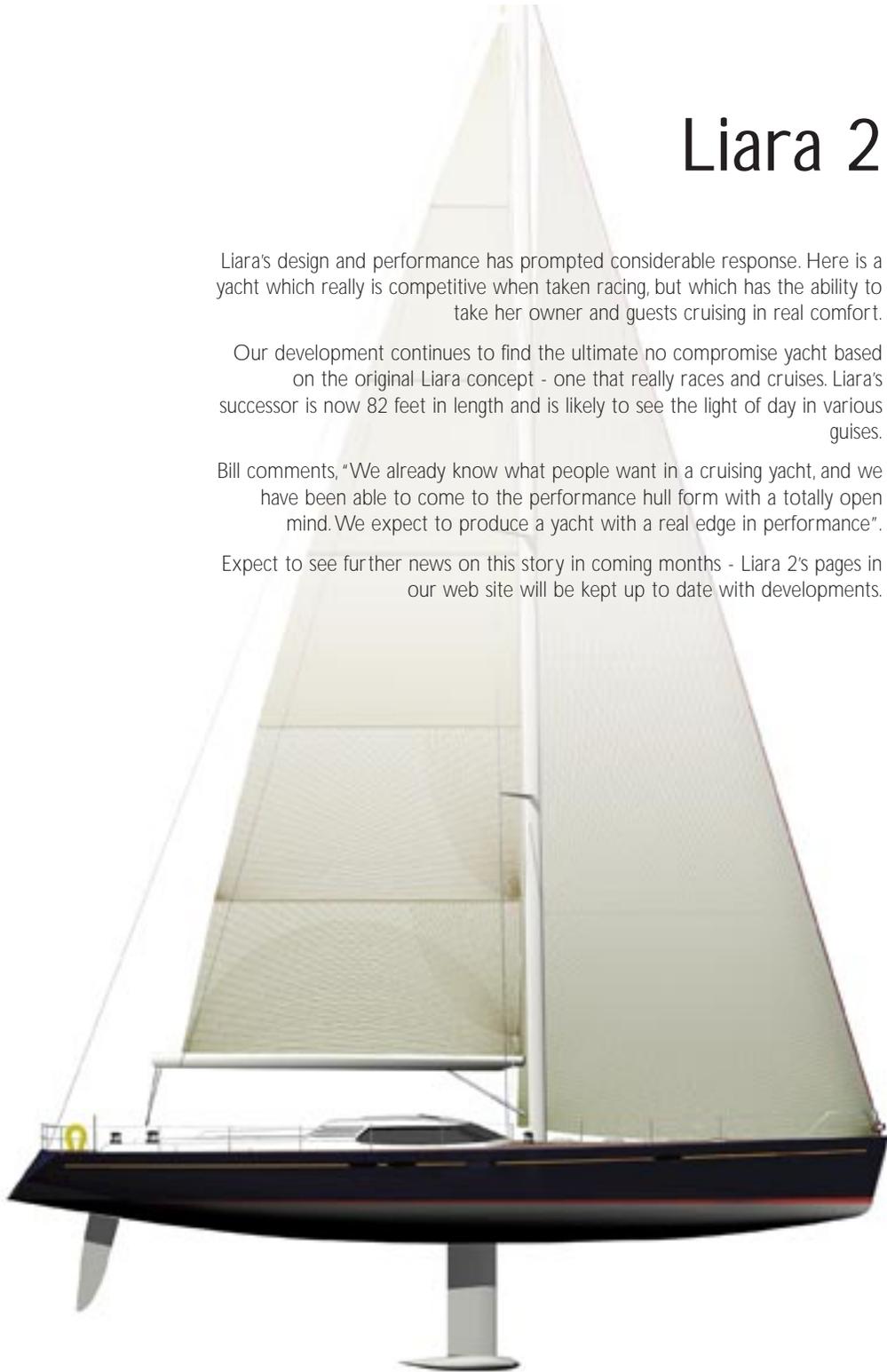
Liara 2

Liara's design and performance has prompted considerable response. Here is a yacht which really is competitive when taken racing, but which has the ability to take her owner and guests cruising in real comfort.

Our development continues to find the ultimate no compromise yacht based on the original Liara concept - one that really races and cruises. Liara's successor is now 82 feet in length and is likely to see the light of day in various guises.

Bill comments, "We already know what people want in a cruising yacht, and we have been able to come to the performance hull form with a totally open mind. We expect to produce a yacht with a real edge in performance".

Expect to see further news on this story in coming months - Liara 2's pages in our web site will be kept up to date with developments.



Moody 49

The first of a new generation of Moody Yachts, the 56 has made her debut at the Southampton Boat Show. Meanwhile we are working on the second vessel in this new range, the 49. Our close association with Moody's goes back many years, and designing their yachts, together with the many other centre cockpit boats has provided us with an unparalleled wealth of knowledge. To that has been added Bill Dixon's own personal experience of sailing centre cockpit boats which, over the years, amounts to many thousands of miles.

This new generation of Moody's reflects our latest thinking in modern cruising yacht design with regard to both accommodation and performance. Efficient production has been assured by the generation of accurate design information with all production detailing being done in 3D, without the use of mock ups.

Every aspect of the Moody range is carefully designed and manufactured to ensure a top quality product in build and sailing abilities. Each yacht in the range is capable of long ocean passages handled by only two crew if required.



Royal Denship Open Range

The 80 Open from Royal Denship has proved to be another success story with a long way to run! Launched at the Monaco Superyacht Show in September 2003, such has been the interest that Royal Denship has commissioned the design of a range of yachts based on the '80's styling.

Within the range are two further 'Open' yachts, a 70 and a 100, a flybridge version of the 80, and a Trideck 95 sport model.

As for the original '80 Open' design, this now has variants which include a four cabin layout and a version fitted with surface drives giving a top speed of up to 45 knots. The 'Open 80' is a Superyacht Award nominee in 2004.

The 'Open' concept applies to all the yachts, and is that of combining the striking styling and open deck space of a performance sports yacht, with the interior volume and accommodation of a motor yacht. The Open versions sporting credentials are clear, with a large sliding panel over the main deck giving a 'wind in the hair' sports cockpit when open. If comfort is the order of the day, the panel can be quickly closed, and the sports cockpit becomes a luxurious air-conditioned saloon.

For those looking for more space, the flybridge version of the 80 and the Trideck sport model provide it.



The 95 Tri-deck Sport



The 80 Open

Johnson 100

As long time designers of the Johnson range of production motor yachts, we were delighted when the company asked us to research and develop a completely new range of yachts. The first of these, the 87, was launched in the autumn of 2002 and was an instant success. Sales are now well into double figures, and feedback from clients caused Johnson to reappraise their new model plans. It had been envisaged that the next yacht in the line would be 78 feet in length, but it soon became obvious that the styling of the 87 was also attracting those who wanted a larger yacht.

Design and development is therefore well underway of the Johnson 100, a vessel which moves Johnson's into the superyacht league for the first time, and which will be launched before the 78.

Taking all her styling cues from the 87, the 100 uses the extra 13 feet to very good effect. Similar accommodation layouts to the 87, but obviously offering considerably more room, or an increase in the number of cabins are just two of the options available from Johnson, who are very happy to provide customised interiors for their clients. Most 100 owners are expected to want the sky lounge option, the mezzanine floor which can be used as anything from an office to a library, and the country kitchen.



The Johnson 100



The Johnson 87



THAT'S IT

The epitome of teamwork



THAT'S IT

Our centre spread features the exciting interior of 'That's It' and the special collaboration between two design teams challenged by the owner to develop something very special.

This was particularly poignant because the interior designer chosen to work with us on the project was one of yachting's most respected names John Munford. John and Bill have been personal friends for many years and this is their first project together.

Having designed the clients present yacht Dixon Yacht Design had a clear brief for the layout of the new yacht, and produced the detailed space planning for the interior. The layout we produced is somewhat unusual in that the owner and guests accommodation is forward and the crew aft. This arrangement was

arrived at after a great deal of thought. Stern to mooring is the requirement in many marinas and harbours these days and by locating owner and guests forward they obtain the benefit of greater privacy and peace.

It also provides for an owners suite which occupies the full beam of the yacht. Two further cabins can accommodate four guests while aft, up to five crew will be very comfortable in three cabins with the captain having an ensuite double.

The owners brief for the interior called for "impressive, modern and comfortable styling" This has been achieved by using flat pear wood panels with contrasting materials and furniture designed to give the impression wherever possible that it is floating.

Munford describes the style as "light in feel, texture and weight, as required for a fast cruising yacht".

The visuals illustrate perfectly how the two teams combined on the interior. John Munford's beautifully crafted hand drawn illustrations setting the tone for styling, "look" and texture of the interior, and DYD's detailed computer generated illustrations capturing the final architectural ambiance. The highly detailed 3D models used for the interior visuals produced all the cabin drawings for construction.



**"Impressive,
modern and
comfortable
styling"**



Antares is going to be a very special yacht. It obviously gives us great pleasure to see our design being turned into such high quality reality by the construction team at Royal Huisman. Interior fit out is now well underway with the yacht scheduled for launch in the spring of 2005.

We have been particularly keen to see, 'in the flesh', how our fresh thoughts on the integration of deck saloon and cockpit into one social area would work and Royal Huisman in their web site have noted this aspect of the design:-

"Walking aboard Antares in her present state of completion one starts to appreciate the influence that Bill Dixon has brought to the design table. With a striking superstructure that has taken form with the use of complex multi directional curves the

entire feeling as you step down into the aft adjoining cockpit is of security and bold good looks. A commanding helm station complete with twin cockpits is socially linked to the main cockpit whilst putting the helms person in visual contact with all that is happening on deck and beyond."

That one word 'socially' says so much about what we, and the owner, wanted to achieve in this area of the design. From saloon to aft deck seating area is very much one entity. This has been achieved without in any way compromising the helmsman's ability to stay in touch with everything that is going on around him.

As a team with unrivalled deck saloon experience we really believe that Antares takes us a quantum leap forward in it's design. Roll on next spring!



Antares



High Seas 62

High Seas Technology, a company set up to market a radically new sandwich thermo plastic material, see the yacht building industry as an area which could benefit greatly from this new development. To demonstrate the point, they have decided to enter the sports power boat market with their own yacht. Many of the smaller internal modules for the yacht will be built from the new material, which is thinner, lighter and stronger than the equivalent item made in grp.

High Seas have decided that this would not be 'just any power boat' and we were commissioned to research the market to find an area un-represented by currently available yachts. A major growth is taking place in skippered day charter in holiday areas. The High Seas 62 is aimed directly at this market. We have no doubt however, that she will also prove very popular with private owners, who will see the tremendous enjoyment to be had out of this next generation, cabriolet style of sport boat.

The yacht has much greater deck space than similar sized yachts, and two additional design elements emphasise this feature. Four piece sliding doors from the saloon to the aft deck provide a wide, step free and continual floor space from the two areas while the sliding 'cabriolet' roof enables the saloon to also become an open air space.

The yacht still has all the comfort expected of a 62 foot motor yacht, including on the owner's version a full width suite amidships plus two additional guest cabins.

The first High Seas 62 will shortly be going into build.



Pearl 47

Pearl launched their new DYD designed 55 last year to excellent reviews and since then sales have justified reviewers opinions. Next year sees the first appearance of the 47, obviously smaller but still full of design innovation.

A full length flybridge and a multi stateroom interior provide exceptional amounts of living space on a yacht of her size.

Outside, extra wide side decks assist safe movement around the boat, a hydraulically operated bathing platform and electrically operated aft deck sunroof add to both convenience and the pleasure of ownership.

Pearl's 47 is our second design for the company, our third, the 55 Sport, is currently in development.





'Stealth' 85



Royalships 27m

Displacement motoryachts

Royal Denship 29

Displacement motor yachts come in all shapes and sizes, but today more than ever they reflect the use that owners are going to put them to and their own styling tastes. Here we have three designs which are currently in the design stage or in build. They each share common elements, notably their long range, but in appearance they could not be more different.

The 'Stealth' 85 is a striking design whose English client presented us with a very clear brief as to his requirements. The exterior was to have 'warship overtones', that aggressive almost stealth like quality to be seen on more and more modern warships and aircraft. The interior however was to be altogether different - a Manhattan apartment on water

with Thai influences. The large windows provide a totally different perspective when living aboard, one of light and airiness.

Contrast the 'Stealth' with the Royal Denship 29 exploration yacht. Whilst the 'Stealth' is a long distance vessel, her owner expecting to spend much of his cruising in temperate climates, the Denship is a go anywhere, high latitude yacht with a 6000 nautical mile range. Equipped with a helicopter pad so her owner or guests can join or leave the vessel in out of the way places she can, with her ice strengthened hull and the ability to carry considerable quantities of stores travel to places that only a few years ago would only have been visited by the most intrepid of voyagers.

Wherever she travels, the owner, his party and the crew will all find a very comfortable interior.

The crews quarters have been carefully thought through to ensure that although undertaking long ocean passages on a regular basis they will do so in considerable comfort. Two crew cabins, with an occasional berth for one extra person means the yacht can carry five crew when required.

A different approach is provided by the Royalships 27m. This is again a vessel for long passages with a range of 3000 nautical miles. A modern appearance and considerable interior space, thanks to the three deck design, are two of this yacht's many features.

Commissioning a custom design



Anders Berg
Partner

Commissioning a custom design is not as daunting, as it may seem. We are considered a personable bunch and enjoy nothing more than talking about yachts and yachting.

The development of the preliminary design is an exciting and pleasurable experience that our clients find, is often the most satisfying aspect of creating a custom yacht.

The key to a successful project is good communication between all parties. Some clients may know exactly what they want and can articulate their needs, while others may have more of an eclectic concept.

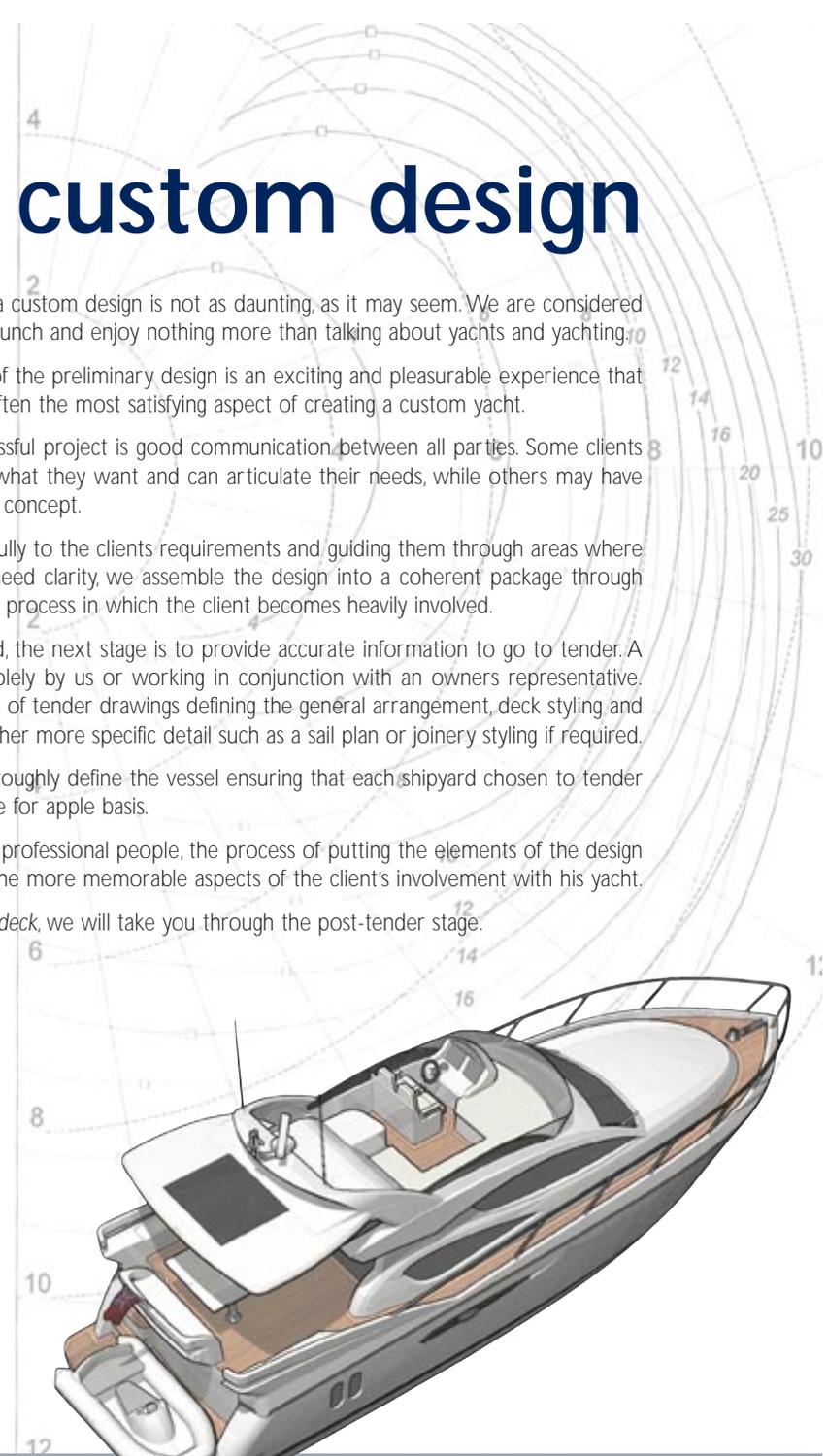
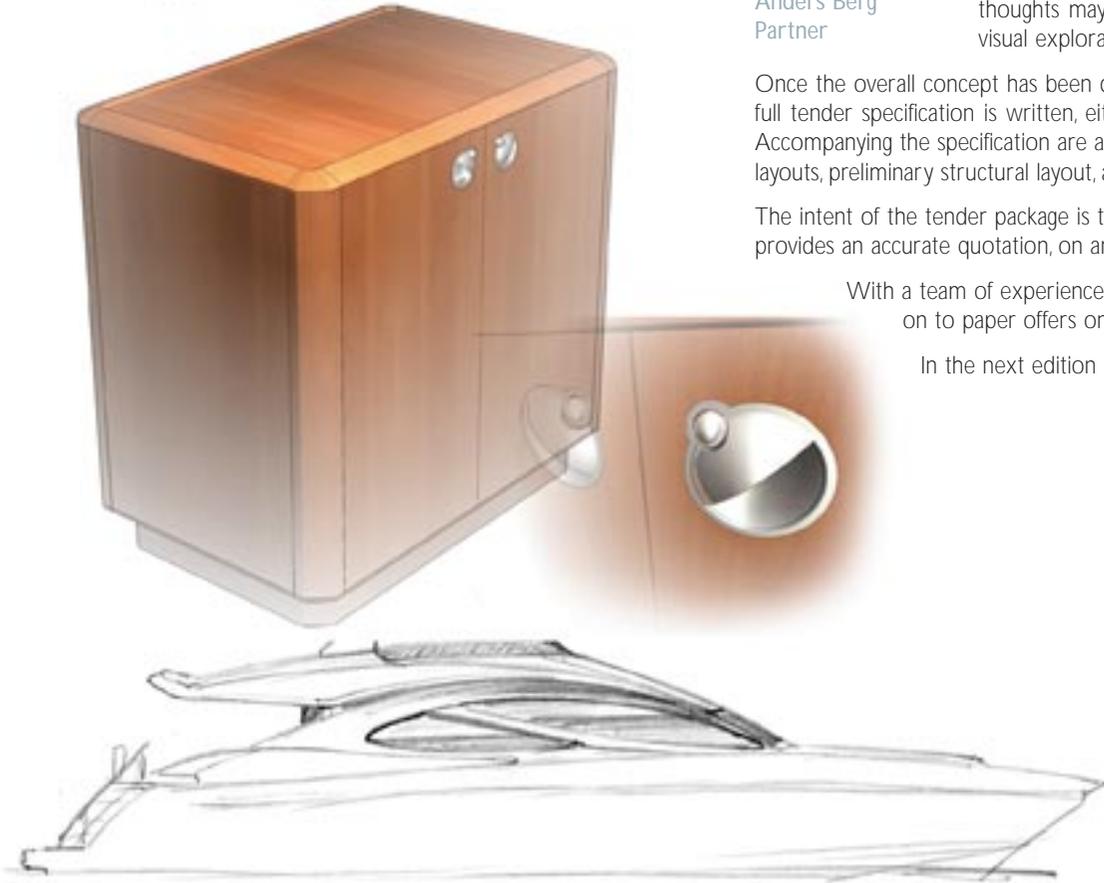
After listening carefully to the clients requirements and guiding them through areas where thoughts may still need clarity, we assemble the design into a coherent package through visual exploration; a process in which the client becomes heavily involved.

Once the overall concept has been defined, the next stage is to provide accurate information to go to tender. A full tender specification is written, either solely by us or working in conjunction with an owners representative. Accompanying the specification are a series of tender drawings defining the general arrangement, deck styling and layouts, preliminary structural layout, and other more specific detail such as a sail plan or joinery styling if required.

The intent of the tender package is to thoroughly define the vessel ensuring that each shipyard chosen to tender provides an accurate quotation, on an apple for apple basis.

With a team of experienced and professional people, the process of putting the elements of the design on to paper offers one of the more memorable aspects of the client's involvement with his yacht.

In the next edition of *Topdeck*, we will take you through the post-tender stage.



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