Hemisphere is the world’s largest sailing catamaran and the story of her build is long and dramatic. She turns heads wherever she goes due to her sheer scale, but what is equally impressive is the level of luxurious detail within her interior spaces and range of onboard facilities. She may be the largest vessel of her type cruising the oceans today, but no one ever set out with this goal in mind.
Given the protracted build process spanning nearly seven years, it is a wonder that the owner of the world’s largest cruising catamaran did not completely give up on his idea of building a superyacht and take up an entirely different pastime. The somewhat torturous process of giving birth to what is undoubtedly one of the world’s finest cruising catamarans began at the Derecktor Shipyards in the USA. Subsequently, a dispute led to work ceasing there and in 2009 the owners sent their partly completed yacht to the Pendennis shipyard in the UK for completion. The yacht was completed in 2011 and made her world debut at the Monaco Yacht show in September of that year to much acclaim.

The yacht’s owner, an avid diver, had first gone sailing aboard a significantly smaller catamaran in the British Virgin Islands. It was in those islands he first chartered a yacht whose master was Captain Gavin Bladen and it was during conversations between diving excursions that the plan to build the yacht was conceived. Bladen is not only Hemisphere’s current Captain, but acted as the owners representative throughout the protracted build period; “We were not trying to make a statement about size. The yacht envisaged was considerably smaller but as the design process progressed, things began to change.”

The owner gave a brief to designers Van Peteghem Lauriot Prévost in Paris who are renowned for their expertise in drawing multihulls. The firm was asked to design a yacht to cater to large dive parties, one that would enable a family expedition to depart to the dive site and made her world debut at the Monaco Yacht show in September of that year to much acclaim.

→ BASIC SPECIFICATIONS

| LOA: | 145’ (44.2m) |
| BEAM: | 56’ 4” (16.6m) |
| DRAFT: | 10’ 2” (3.1m) |
| CONSTRUCTION: | Aluminum |
| FINISHED BY: | Pendennis Shipyard Ltd, UK |
| ENGINES: | 2 x 490hp Caterpillar |
| GENERATORS: | 3 x Caterpillar |
| FUEL CAPACITY: | 8,883 US Gal 33,627 liters |
| WATER CAPACITY: | 2,642 US gal 10,000 liters |
| SAILS: | North Sails |
| CARBON MAST AND BOOM: | Lorima |
| WINCHES: | Lewmar |
| HEADSAIL FURLERS: | Reckmann |
| TENDERS: | 2 x 37’ (11m) - Castoldi jet 14’ 8” (4.5m) |
| CLASSIFICATION: | Bureau Veritas |
| NAVAL ARCHITECTURE: | Van Peteghem Lauriot Prévost |
| EXTERIOR STYLING: | Van Peteghem Lauriot Prévost |
| STRUCTURAL ENGINEERING: | DMT Nigel Gee |
| INTERIOR DESIGN: | Michael Leach Design |
| CHARTER BROKERS: | Burgess |
| CRUISING SPEED: | 11 knots |
| GUESTS: | 12 (2 master, 2 double, 1 twin) |
| CREW: | 10 |

Given the protracted build process spanning nearly seven years, it is a wonder that the owner of the world’s largest cruising catamaran did not completely give up on his idea of building a superyacht and take up an entirely different pastime. The somewhat torturous process of giving birth to what is undoubtedly one of the world’s finest cruising catamarans began at the Derecktor Shipyards in the USA. Subsequently, a dispute led to work ceasing there and in 2009 the owners sent their partly completed yacht to the Pendennis shipyard in the UK for completion. The yacht was completed in 2011 and made her world debut at the Monaco Yacht show in September of that year to much acclaim.
all together. To achieve this, a twelve-person tender would be necessary, so the client requested that the yacht be outfitted with a 27’ (8.3m) tender. This created the first benchmark for VPLP to work with. The second design criteria that emerged was that the client wanted clean lines, pure exterior styling and uncluttered deck space. The challenge now was to assimilate a large dive tender into the design while keeping the lines pure, clean and uncluttered. This was no easy feat! As the drawings progressed, the design team created models of the yacht and studied the various elements in 3D. As they did so, it emerged that the cross-deck that forms the liaison between the two hulls would be best formed using elles de mouette or seagull wings, a VPLP trademark. Developed by the designers to solve a technical and engineering problem, the curved seagull wing formation of the nacelle disperses the updraft wave motion, which slams against the cross deck when the catamaran is underway. As they drew the lines, it quickly emerged they had the perfect solution to the question of where to house the large tender.

At one stage there was an ‘out of the box’ suggestion of absorbing the tender into the belly of the boat. Because if the gull wings were extended back towards the stern, the designers could create more space inside the cross-deck so the tender could fit snugly into the gull wing form. Of course, to achieve this the yacht would have to be more than 100’ (30m). The owner thought this a good idea and so the yacht grew to over 145’ (44m). The frivolous might suggest the yacht was designed around the tender! Yet the carriage of a large tender was crucial to achieving the owner’s core desires.

When redesigning the nacelle to disperse updraft wave motion, the designers found the perfect location for Hemisphere’s unique tender garage.
How, and at what stage, did you become involved in the Hemisphere project? During a charter in 2001 I began talking with a guest who wanted to own his own boat. In fact, almost every charter guest I’ve ever looked after dreams of owning their own boat, but only a handful follow through with their vision. Six months later however, the same guest returned and we began talking about what he had done in the intervening period. He told me he had been busy looking at a wide variety of different yachts from shipyards like Feadship and Perini Navi. He was seeking to understand what he liked most and just as importantly, what he didn’t like at all. During our conversations, we established that his own yacht was going to be a sailing catamaran.

Why a custom build though? We did spend quite some time trying to find an existing sailing catamaran, which provided the space, facilities and amenities he wanted, but nothing came up to scratch. The quality of finish and detailing was very important to him, as were the capabilities for the yacht to undertake worldwide cruising. While I was still running the charter yacht in the Caribbean, I began a search that gradually changed from finding an existing yacht to finding a ‘bits and bobs’ needed to complete the ‘jigsaw’ as we brought more companies online to assist with making our vision reality. More companies were involved in the project, following the architect’s drawings; there were structural engineers, interior designers, a marine surveyor, a marine electrical company, a marine mechanical company, etc. Every detail, plan, arrangement was researched, reviewed and then integrated, or developed from new if nothing suitable pre-existed. Creating, what to my mind, is the perfect charter yacht has been an amazing opportunity and one where the learning curve frequently achieved the vertical.

Was it at that stage that the enormity of the project became real? It’s hard for me to say, but in those early days I didn’t appreciate how ground breaking Hemisphere would turn out to be. Surely if you wanted a yacht you turned to an architect to draw one for you, and for a yard to build it for you. But since nothing like Hemisphere had been built before, every detail, plan, arrangement, integrated specification, item of outfit was researched, reviewed and then integrated, or developed from new if nothing suitable pre-existed. Creating, what to my mind, is the perfect charter yacht has been an amazing opportunity and one where the learning curve frequently achieved the vertical.

As the months went by, it was like building a jigsaw puzzle as we brought more companies online to assist with making our vision reality. More and more pieces started to come together, first the architects, then a marine surveyor, an interior designer, a structural engineering company, electronic supply companies and a yard to assist with the system layouts. At the beginning of 2005 we were in a position to go out to tender to various shipyards. A shipyard in the US was selected.

HEMISPHERE 44M

You continued through the build as the owner’s project manager? Yes, I relocated from Paris to America in September 2005, where my job was to oversee the build. The next four years became a challenge with the shipyard failing in its obligations and driving themselves into bankruptcy so they manged various existing ongoing builds all at the same time. From being a Captain sailing and diving in tropical waters, I was now an executive dealing with lawyers, attending meetings, dealing with the shipyards, dealing with the bankruptcy’s filing while still trying to progress the dream that both the Owner and I were clinging onto. The worst things become, the more determined we were at seeing things through to fruition.

Moving a part-built project from the US yard to Pendennis in the UK must have been something of a challenge! Sure it eventually became evident that Hemisphere would never be completed by the American shipyard, so the search for a second yard became my new priority. Pendennis was selected. So my next new priority involved the logistical challenges of how you actually move a partially built super yacht across the Atlantic. What there was of Hemisphere was sealed up and made so she could float on her own two hulls. Special cradles were engineered for lifting and engineering studies were undertaken to determine how to secure her onto the deck of another ship. Thirteen, 40’ shipping containers were inventoried, filled and trucked out of state for shipping to the US. Moving Hemisphere involved a lift and barge and a 130-mile trip, then a lift of 30m into the air, before she was loaded onto New Orleans a heavy lift vessel operated by Rickmers for her journey across the Atlantic.

Your stress levels subsided after you arrived in the UK? The next six months of the build process were much smoother. The initial hurdle was to bring a new yard up to speed. They had been handed a partially built project, with partially completed engineering drawings. We had to organise and brief new Class and Flag and surveyors, to say nothing of dealing with thirteen shipbuilding containers crammed full of the ‘bits and bobs’ needed to complete the project. Hemisphere quickly took shape and finally departed from Edithburgh with me back at the helm as Captain: the role I had been dreaming of for so long!
Having designed 240 cruising catamarans since their first commission in 1984, the appointment of French based duo Marc Van Peteghem and Vincent Lauriot Prevost to complete the naval architecture and exterior design for Hemisphere makes perfect sense. Experience, gleaned from designing previous sailing cats like the 77’ (23m) Coriolan, 92’ (28m) Ciliam and the 138’ (42m) Douce France provided them with a data bank that assimilate the full beam coach roof by using Her cambered sheer lines serve to blend and

Even with a flybridge you still managed to maintain a sleek profile... This brief we received from the owner called for a sensational flybridge, which added height and mass to the structure. It was important to balance this bulk with elongated hull lines and so diminish the visual impact of the volume of the superstructure. Regarding the design as an integrated whole, the flybridge and superstructure were also offset by the elevation of the spreaderless mast. Its simplicity enhances the yacht’s refined style while the large mainsail track is integrated into the aft wing of the flybridge. Like a streamlined spoiler it softens the overall lines of her form, but also serves many functional purposes. From deep within the yacht, the engine room air vents rise invisibly through the flybridge pillars and disperse through a long horizontal air vent integrated into the design of this flybridge wing. By applying this solution, we avoided having to deface the smooth hull with conventional air vents grills.

A great deal of consideration appears to have gone into maximizing the ‘social aspect’ of the exterior spaces? Interior designers Michael Leach Designs (MLD) were instrumental in subtle aspects in the interior styling and the positions of the furnished cocktail bar, or the private crew station to the starboard crew and galley area. These multiple routes make it easy for crew to perform their duties without congestion. Thus Hemisphere successfully integrates the clients’ needs for a five star, on board lifestyle, integrated by an aesthetic unison.

What is your favorite place to spend time on board? One of the most striking aspects of the deck design is the private forward terrace, where the furnished niches have direct access to each of the owner / VIP cabins. This layout lends guests to participate in the unrivalled sensation of walking on water when suspended above the ocean, on the trampoline between the bows of the twin hulls. In practical terms, this large empty space at the bow of the yacht means that structure remains light and buoyant – which is essential for balance of the catamaran platform, and also reduces weight allowing for added performance which was primordial for both us and the client. Thus an aesthetic feature also has integral impact on the performance of the whole.

Hemisphere’s cockpit is truly extraordinary. Her 54’ W (16.4m) beam is wider than three of the yachts that occupy positions in the world’s Top 10 largest; each over three times Hemisphere’s length.

The height and width of the helm seating allows for many people to be able to enjoy the experience of sailing the magnificent vessel. All maneuvers are led under the deck to three helm stations in order to keep the deck uncluttered and thus clear visibility of the sail shift and foot and toe when docking.

The crew and guest circulation around the yacht impressed us... A fundamental trait that we saw was to accentuate in all of our catamaran designs is the concept of the flush deck. The flush deck has continuity between the interior saloon and exterior cockpit. It enhances one’s appreciation of space and the deck sailing is reminiscent of a large, baselined beach. Guests traverse cockpit to saloon through automatic retracted, sliding, glass doors and crew have two separate routes to the deck via the cockpit bar, or the private crew station to the starboard crew and galley area. These multiple routes make it easy for crew to perform their duties without congestion. Thus Hemisphere successfully integrates the clients’ needs for a five star, on board lifestyle, integrated by an aesthetic unison.

What is your favorite place to spend time on board? One of the most striking aspects of the deck design is the private forward terrace, where the furnished niches have direct access to each of the owner / VIP cabins. This layout lends guests to participate in the unrivalled sensation of walking on water when suspended above the ocean, on the trampoline between the bows of the twin hulls. In practical terms, this large empty space at the bow of the yacht means that structure remains light and buoyant – which is essential for balance of the catamaran platform, and also reduces weight allowing for added performance which was primordial for both us and the client. Thus an aesthetic feature also has integral impact on the performance of the whole.

Even with a flybridge you still managed to maintain a sleek profile... This brief we received from the owner called for a sensational flybridge, which added height and mass to the structure. It was important to balance this bulk with elongated hull lines and so diminish the visual impact of the volume of the superstructure. Regarding the design as an integrated whole, the flybridge and superstructure were also offset by the elevation of the spreaderless mast. Its simplicity enhances the yacht’s refined style while the large mainsail track is integrated into the aft wing of the flybridge. Like a streamlined spoiler it softens the overall lines of her form, but also serves many functional purposes. From deep within the yacht, the engine room air vents rise invisibly through the flybridge pillars and disperse through a long horizontal air vent integrated into the design of this flybridge wing. By applying this solution, we avoided having to deface the smooth hull with conventional air vents grills.

A great deal of consideration appears to have gone into maximizing the ‘social aspect’ of the exterior spaces? Interior designers Michael Leach Designs (MLD) were instrumental in subtle aspects in the interior styling and the positions of the furnished cocktail bar, or the private crew station to the starboard crew and galley area. These multiple routes make it easy for crew to perform their duties without congestion. Thus Hemisphere successfully integrates the clients’ needs for a five star, on board lifestyle, integrated by an aesthetic unison.

What is your favorite place to spend time on board? One of the most striking aspects of the deck design is the private forward terrace, where the furnished niches have direct access to each of the owner / VIP cabins. This layout lends guests to participate in the unrivalled sensation of walking on water when suspended above the ocean, on the trampoline between the bows of the twin hulls. In practical terms, this large empty space at the bow of the yacht means that structure remains light and buoyant – which is essential for balance of the catamaran platform, and also reduces weight allowing for added performance which was primordial for both us and the client. Thus an aesthetic feature also has integral impact on the performance of the whole.

Hemisphere’s cockpit is truly extraordinary. Her 54’ W (16.4m) beam is wider than three of the yachts that occupy positions in the world’s Top 10 largest; each over three times Hemisphere’s length.
Our first impression of the interior was a harmonious blend… We have infused the interior with a sense of togetherness, because that is what the owners wanted. Using 15 different types of stone, at least the same number of different leathers including crocodile and stingray skin, and diffusion of different wood finishes, we have created an interior with a comfortable, sophisticated atmosphere that is ideal for each of the multiple generations that comprise the owners’ family.

Did the owners have much input into the interior design? Much design input came from the husband and wife couple that commissioned the yacht. The lady knew what she liked and said so instantly, which was great. Not only that, but she also wanted everything to be as practical as possible. She told us ‘I want my family and grandchildren to enjoy themselves when they are on board and not worry about carpets or fabrics getting dirty. I want them to be able to put a drink on a surface. I want my guests to feel comfortable’.

Your personal highlights? The brief called for ‘Polynesian six-star luxury, so we created a theme that features walnut decks with bulkhead panels in brushed oak and wenge. They all have a distinctively different textured feel and we made sure that while we followed a theme, no two cabins look the same in either layout or styling. We used a lot of onyx, which in some places we backlit to show the incredible detail within the stone that otherwise you would not see. We also commissioned pieces from the London based bespoke furniture makers Based Upon, a company that specialises in creating bronze and metal surfaces for tabletops. The more this surface is exposed to the wind sea air and sunshine, the more beautiful it will become.

We also strove to underscore the sense of ‘togetherness’ when on board. It was made very clear to us during our briefings, that the owners, captain, and crew all genuinely enjoy each other’s company. We always knew that this yacht would be available for charter and so each, it is our job when designing the interior, to make her as user friendly as possible. On each side in the salon, for example, we created raised seating areas that are ideal for games, cards, or if a more peaceful and restful mode is wanted, for blissful relaxation. Movie and video games are available in the TV lounge down a few steps into the port side hull.”

…and in terms of General Arrangement? We packed the yacht with good-size accommodations, having three sleeping cabins situated in the portside pontoon. One of these has been specifically designed for the owners’ grandchildren and is fitted with two fixed and two Pullman berths and, viewing ports at the right height for kids to take in close-ups of marine life near the water’s surface. The owners prefer to spend their time in the large communal areas on board, rather than in their cabin, so on the main deck we created two proportionate VIP cabins. These forward-facing suites can be joined into one space by removing a central shared bulkhead, so creating a 52’-wide master cabin, with his-and-her en suites. You mention exterior spaces, the importance of these is obviously emphasised… When it comes to the styling of the exterior guest areas, we made the most of the potential by creating places where you can sit, perch and talk to people. Accessible from the main aft deck, the flybridge is a huge hedonist’s paradise, dominated by a spa pool that is located between the two salon stations. The al fresco dining area is located below on the main deck and is just one example of how guests end up sitting outside and enjoying themselves on deck. There seemed little point in losing masses of interior space creating a dining salon inside that is seldom used, so we have made this area a real feature. Two curved sliding doors lead from here into the salon, which is more than 1,000sqft in size and comprises of several distinctly different areas. The seating area is raised to maximise the stunning all-round views, it is a design that we included in our initial proposal, and it is probably this feature that secured us with the interior design contract.
PRACTICAL BEAUTY

Through his previous charter experiences, the owner was aware that interiors can get damaged. He recognized that some fabrics are more practical than others, especially when children are on board and linens have to be suitable for frequent washing, especially on charter. Mick Leach, whose firm Michael Leach Design was responsible for the interior said, “I remember the owners saying ‘We want everyone to enjoy themselves when they are on board and not worry about delicate surfaces.’ What we designed means they can put a drink on any surface and feel comfortable wherever they are on board. Yet the immense practicality we have incorporated has not deterred in any way from the stunning interior.”

Walking through the yacht’s motion activated glass screen doors into the interior, the magnificence of the design comes to life. Despite the interior theme of brushed oak and wenge, dark wood floors offset by a neutral color palette, no two cabins are the same in layout or styling. A total of 18 leathers have been used and 15 types of stone. Onyx, which in some places is backlit to highlight the incredible detail within the stone, has been used to great effect. Every surface is embellished and skillfully crafted. Walking around the vessel you can’t help but reach out to explore the tactile surfaces. Doors are lined with wrinkled dark leather, waves of pebbles line the showers, while walnut storage units with a distressed finish provide a smooth contrast to crocodile skin liners. Without doubt the interior is spectacular, starting with the impressive communal 1,076sqft (100sqm) split level saloon. This vast indoor/outdoor living area on the main deck includes a raised seating area, providing a panoramic vista, plus a separate TV lounge/snug.

Accommodation for twelve guests is arranged in five comfortable en-suite cabins. The two VIP cabins amidships are cleverly positioned to benefit from the space afforded by the 52’6” (16m) beam of the catamaran, magnificent views and private access forward out to the deck with the transparent trampoline and the sea all around. By splitting the hulls into multiple levels, VPLP were able to provide these two spectacular guest staterooms, while still preserving the 360° views from the saloon. An added bonus is that...
these two suites can be conjoined, making one vast palatial owner’s suite that incorporates two separate en-suites, a private salon and bureau. The other guest cabins include a perfect room for children, emphasizing the family style of this yacht, with twin beds and two Pullman berths.

TECH TALK
The technical innovations throughout Hemisphere are notable. Although usually open to the elements, the open plan main dining area can be enclosed with the installation of an Eissen glass screen, and cooled with air conditioning. The versatility of this area for dining means this rarely-used feature doesn’t waste interior space. “Guests seldom want to eat inside a yacht when she is cruising in temperate climes,” said Captain Bladen. The spacious fly bridge includes an additional dining area aft, around a table with a glorious world map etched into the glass surface. Throughout the yacht the attention to detail is outstanding, light switches and sockets have been finished to blend in with their

The flybridge is a hedonist’s paradise, dominated by a spa pool located between the two helm stations.

An atlas etched into the glass table is a great feature on which guests can plan future passages.

Crew are well-provided for with cabins, mess, galley, laundry room and engine rooms accessed off one central column in the starboard hull.
The Pendennis Shipyard in the southwest corner of Great Britain is perhaps Britain’s leading custom super yacht builder. Its heritage spans 25 years, which has seen it complete over 100 major sale projects and 30 custom new build yachts. Born out of a local yacht building company acquired by Peter de Savary, the company relocated to Falmouth Docks in 1988. Hemisphere is one of the yard’s most unique and imposing launches in its history. The finishing of Hemisphere was a technically challenging build in several ways, not only because of her very wide beam, but also an account of the on-board broad range of technical features and facilities.

Hemisphere’s unique yacht and must have presented a unique challenge for the yard? Obviously the most challenging aspect of the vessel.

What were some of the more challenging engineering aspects of the build? The technical innovations throughout the vessel are impressive. Although usually open to the elements, the open plan main dining area can be enclosed and cooled with air conditioning, for which the air handlers are located under the flybridge sun pad. Because water sports facilities on board are more akin to a private waterfront hotel than to a super yacht, we had to cut out getting all to fit in a logical and easy to use way. The starboard lazarette holds the usual super yacht ‘toys’: wind surfers, wakeboards, Seabobs, water skis etc and the crew tender, but the port pontoon contains a dive centre with a full range of equipment and both Air and NITROX compressors. I think we have successfully balanced the inclusion of this impressive array of equipment with easy access to the many technical areas of the vessel.

Did you upgrade any of the technical areas of the boat when she arrived? The technical innovations throughout the vessel are impressive. Although usually open to the elements, the open plan main dining area can be enclosed and cooled with air conditioning, for which the air handlers are located under the flybridge sun pad. Because water sports facilities on board are more akin to a private waterfront hotel than to a super yacht, we had to cut out getting all to fit in a logical and easy to use way. The starboard lazarette holds the usual super yacht ‘toys’: wind surfers, wakeboards, Seabobs, water skis etc and the crew tender, but the port pontoon contains a dive centre with a full range of equipment and both Air and NITROX compressors. I think we have successfully balanced the inclusion of this impressive array of equipment with easy access to the many technical areas of the vessel.

Assess the entire engineering outfit of the yacht. We found during that exercise that in order to make sure that the guest’s hot water provision would not be jeopardized, we had to come up with a plan working with the naval architects to improve the circulation of water around the whole vessel. This included the addition of cooling for the cold water main due to the chef’s unrelenting working temperature and the need for more water tanks in the aft section of the port hull. The hot water system has been much improved and we have ensured that hot water is reliably supplied to the whole vessel. This was not the case when the yacht first arrived. One of the first jobs was to overhaul the main water systems and water tanks location above the water line. For both ease of use and comfort of all crew, the hot water system has been much improved and we have ensured that hot water is reliably supplied to the whole vessel. This was not the case when the yacht first arrived. One of the first jobs was to

What do you consider to be Hemisphere’s stand out features? Significantly, the crew has been well catered for on board. The starboard pontoon houses crew accommodation and boasts a very spacious captain’s cabin with his own private en-suite. The crew mess, with its dedicated crew staircase for access, is also a spacious laundry, a state of the art galley and a dedicated crew staircase for deck access. The impressive crew facilities also extend to the port bow of Hemisphere with a fully equipped and air-conditioned engineer’s workshop has been furnished by us to allow easy on-board maintenance.

The entire starboard hull is given over to the crew of eight to ten, with a lot of emphasis on layout and ergonomics. VPLP were responsible for the interior architecture of the yacht and obviously paid meticulous attention to guest privacy and functional crew work. The starboard lazarette contains the usual super yacht ‘toys’: wind surfers, wakeboards, Seabobs, water skis etc and the crew tender, but the port pontoon contains a dive centre with a full range of equipment and both Air and NITROX compressors. The impressive crew facilities also extend to the port bow of Hemisphere with a fully equipped and air-conditioned engineer’s workshop.
Burgess has been appointed to manage Hemisphere's charter program, she's a great addition to your portfolio! Her eagerly anticipated entrance onto the charter market provides Burgess with the opportunity to offer a truly unique yacht, an extraordinarily spacious platform from which to indulge in the true essence of what chartering a yacht of this calibre should be about – relaxing in luxurious surroundings with friends and family and taking advantage of a vast array of water sports toys, truly enjoying life on the water.

**TIME WITH SUMMER OSTERMANN**

**CHARTER BROKER, BURGESS**

Burgess has been appointed to manage Hemisphere’s charter program, she’s a great addition to your portfolio! Her eagerly anticipated entrance onto the charter market provides Burgess with the opportunity to offer a truly unique yacht, an extraordinarily spacious platform from which to indulge in the true essence of what chartering a yacht of this calibre should be about – relaxing in luxurious surroundings with friends and family and taking advantage of a vast array of water sports toys, truly enjoying life on the water.

**WHAT ELSE DO GUESTS GET… AND FOR HOW MUCH?**

Hemisphere is fully equipped for diving as well as the conventional, water skis, tow, paddleboards, etc, the fact that Hemisphere is fully equipped for diving is a big draw. Also the fact she offers guests the opportunity to become fully certified divers whilst on board. She has recently completed her registration as an officially recognized PADI dive training centre and with two members of the Hemisphere crew being qualified dive instructors, guests will be in safe hands whilst discovering the delights of the underwater world. Diving is something which the Owner had at the forefront of his mind when the idea of the yacht was conceived, and it was always his intention to take her to some of the world’s most spectacular diving grounds.

What else do guests get... and for how much? Hemisphere’s USPs for charter clients? As well as the conventional, water skis, tow, paddleboards etc, the fact that Hemisphere is keen to show her guests around these beautiful cruising grounds. With a shallow draft and ease of manoeuvrability, she has the scope to cruise destinations inaccessible to monohulls of comparable size.

**WHAT FEEDBACK HAVE YOU RECEIVED SO FAR FROM CHARTER GUESTS?**

One guest and his family were so enamored of the yacht and the crew that they returned later the same month to repeat their own super yacht! Hemisphere was purchased by a family and taking advantage of a vast array of water sports toys, truly enjoying life on the water.

**HEMISPHERE 44M**

**SUMMER OSTERMAN**

**CHARTER BROKER, BURGESS**

** Comments from the owner…**

“I had a two-year experience (2009–2011) finishing my boat at the Pendennis Shipyard (PSY). After a very difficult experience over the preceding four years at a shipyard in the United States, I can report unequivocally that not only was my experience better, but PSY actually made finishing my boat a pleasant event. Although a much longer trip for me visiting the yard, I looked forward to my time in Falmouth with Mike Carr, Toby Allies, et al. While accommodating and warmly welcoming, most importantly to me, there were no surprises. This was so different than my previous experience, where information was withheld until the last minute. As with any difficult endeavor, problems come up during the construction and I was pleased that I was apprised of this as it occurred. From my perspective, that is all I can ask. I am also delighted to write about my very positive experiences with Michael Leach Design (MLD) and the principals involved: Mick Leach and Mark Smith. MLD was contracted between 2005 – 2011, until the boat was launched in August 2011. Since launch, I have personally been on-board almost 100 days and can report that the magazine photos, albeit stunning, do not do it justice. The layout is truly beautiful, but equally important, it works brilliantly for owner and guests. The execution of the interior, much to the credit of MLD, is nearly perfect. On a personal note, during the difficult times of 2007 – 2008, MLD provided me with personal counsel that enabled me to make better decisions about the future of Hemisphere. Nothing of this magnitude is easy. Being associated with MLD truly helped my wife and I achieve a long-held dream.”

“Having spent considerable time onboard since her launch, I can report that magazine photographs, albeit stunning, do not do her justice…” Hemisphere’s Owner
FORM AND FUNCTION

Because comfort was a priority aboard Hemisphere, the living areas and accommodation were specified early on in the design process. The synergy between the interior volume requirements of the living area and the impact on the exterior styling were studied in tandem. The engine rooms were placed amidships for better weight distribution, establishing the centre of gravity that was a pivotal feature in guiding the design of the hull form. The client also specified a maximum draft of 10’(3.2m), in order to ensure entry into shallow waters and specifically dive sites. A flush foredeck was selected in preference to swiveling dagger boards, because dagger boards would absorb more interior space, represent a risk in the event of grounding and demand more complicated engineering. The fin keel has the added benefit of lending itself easily as a tankage and to dry dock the vessel. On Hemisphere, the accommodation areas extend relatively far forward, which means excessive volume was required in the forward sections of the hull. The lower section of the transom shall accommodate a dive access door, the 10’(3.2m) teak stern passageway and the 10’(3.2m) retractable stern platform. All the apertures are watertight. Also included in this space is the port stern thruster and steering gear.

CLEAN SHEET

The challenge in designing Hemisphere was the lack of reference, not only for the designers but also for the shipyard, Class Society and subcontractors. Sailing conditions of this size and scale have never been built before, so VPLP were exploring uncharted territory. But with a draught of just over 10’(3.2m), Hemisphere has an ease of maneuverability and the scope to cruise shallow draft destinations inaccessible to monohulls of comparable size. The yacht’s inaugural summer season, after her Monaco Yacht Show debut, was enjoyed by her owners in the Mediterranean. Now Burgess has been appointed to manage the yacht’s charter program, which saw her spending winter in the Caribbean with charter rates starting at $244,000 (USD) per week. From there she will transit the Panama Canal heading into the South Pacific for summer 2013. Conceptualized and built for cruising the tropics, Hemisphere is certain to set a new benchmark for luxury charters in some of the most exotic locations on the planet.