Volume 1 No.4 £5 · US$15 · €9,50 Fra, Ita, Esp, Gre, Por

www.superyachtworld.com

SuperYachtWorld

The international magazine for superyachts of distinction

PURE GOLD

24-carat superyachts from the Monaco and Fort Lauderdale boat shows

THIS MONTH

Benetti's gilt-edged *Alibella*

Lürssen's 70m *Martha Ann*

The world's finest gunsmiths

Sailing Briand's black beauty

The magical Terence Disdale

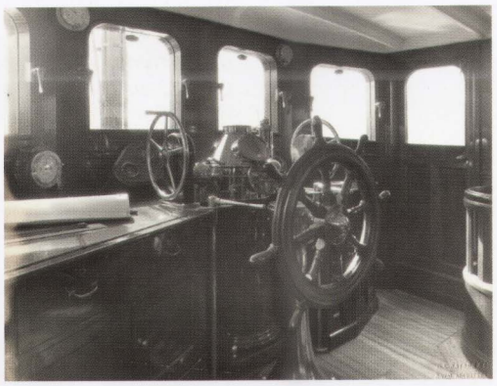
A Glorious Past

Ocean Glory has survived a war, a pirate attack and neglect over the past 73 years but a thorough restoration has given her a new lease of life as a charter yacht.

Frances & Michael Howorth

SuperYachtWorld

Rich in history and SPLENDOUR, this classic yacht combines 1930s CHARM and modern LUXURIES



Top: The luxury sundeck is a real sweet spot.
Left: Traditional compass and ship's wheel have been immaculately restored but modern electronics control the course.
Above: The original bridge shows the same windows, binnacle and ship's wheel as on *Ocean Glory* today.

These days, charter brochures are overflowing with sleek new craft bristling with every conceivable toy and gadget, so the opportunity to go cruising in a grand old lady of the seas, as rich in history as it is splendour, is wonderfully refreshing. For a few precious days we have been invited on board *Ocean Glory* to experience the joys of chartering a classic motor yacht off the Sardinian coast.

Stepping on board in Porto Rotondo for the first time, we found it hard to believe that five years ago this immaculate example of the boatbuilder's art was little more than a bullet-ridden hulk left to rot in a Genoa shipyard. Now after an extensive renovation she is once again reliving her glory days as a charter yacht and serving as a mobile advertisement for the Amico shipyard's restoration skills.

Her story begins back in 1935 when E. G. Gordon Esq commissioned the British designers G. L. Watson to create an 87ft gentleman's yacht for cruising in Scottish waters. Built by Yarrow & Company in Glasgow, she was equipped with twin Gleniffer six-cylinder diesel engines and christened *Destiny*. Like many private yachts of her era, she was commandeered by the navy, serving as a fire tug in 1939 and stationed in Glasgow throughout World War II.

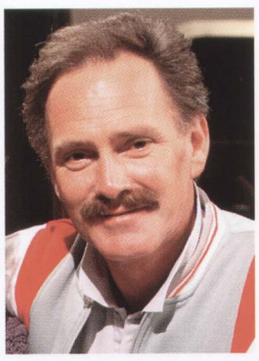
After the war she led a chequered life. In 1955 her original engines were replaced with the Gardners that propel her today. After changing hands several times, she was purchased by British actor Tony Adams, best known for his role in the soap opera *Crossroads*, before being sold on and relocated to Mauritius, where she was largely unloved (see panel below). Finally, at the grand old age of 66, she set sail back to the Mediterranean, passing up the Red Sea and through the Suez Canal. It was on this voyage that she was riddled with bullets by pirates off Socotra in the Indian Ocean. Nevertheless, she arrived in the South of France in 2001 before being moved to the Amico shipyard in Genoa, ostensibly to undergo a major refit.

It was at this point that Alberto Amico, the man who was to save her from oblivion, entered her life. In 2002 he was part of the survey team that drew up the list of works. Her then owner was unable to agree terms and for years she lay in the yard accruing storage fees. Eventually when negotiations broke down the Amico shipyard, somewhat reluctantly at the time, became the owners of what was by now a decrepit motor yacht desperately in need of a complete rebuild. Little did they realise quite how extensive that renovation would be; suffice to say that the busy shipyard devoted over four years to her, using all their spare manpower to finish the mammoth project.

The interior had to be gutted, the wiring and piping was completely replaced, the exhaust was rerouted away from the funnel to exit more quietly underwater and a sundeck with a fixed awning was added. Her radial davits were given a facelift and fitted with electric motors so that they could lift the yacht's heavier tenders. The slow-revving Gardner 8LW engines only needed an overhaul to bring them back to full health – they burn just 40 litres an hour. The teak deck, which is almost certainly the original, was sanded down and repaired where necessary while the wooden wheelhouse was rescued from beneath its plywood prison and renovated with loving care and attention.

It was during this time that *Ocean Glory* cast her spell, worming her way into Alberto Amico's affections to the point where instead of selling her to recoup the yard's costs, he decided to keep her as an outstanding example of the workmanship of his family owned yard. Indeed, it is Alberto Amico who has invited us on board to show off his company's masterpiece and spend a few days enjoying *Ocean Glory's* copious new amenities.

We are welcomed aboard by Marco Santoro, the yacht's captain – who, rather unusually, is also the boat's chef. He immediately makes us welcome and introduces us to the rest of his four crew. Our bags are quietly spirited away to our cabin as Wioletta, the only female member of the crew, brings us drinks. After a brief safety and familiarisation talk, we begin to



Previous owners

Actor Tony Adams (left), bought *Silvia V*, as she was then known, in 1985. He remembers her fondly, even if her pre-restoration foibles weren't always so welcome: "In those days, the day tank for the domestic water system was in the funnel. Every morning we had to pump up water for the day's use and needless to say with all that additional weight up there, she rolled like a cow!" Adams sold her to purchase another classic yacht and her new owners moved her to Mauritius under yet another name, *Umbrina II*. The tropical climate, harsh sunlight and indifferent local crews were not kind to her and gradually she began to fade from her former glory. It was in Mauritius that someone chose to redecorate the wheelhouse by nailing plywood to the original teak structure and painting it white. But what sounds like sacrilege proved in fact to be a blessing in disguise as the ply helped to preserve the original woodwork, enabling it to be rescued years later during her restoration.

acquaint ourselves with the yacht. We have been given the VIP cabin, one deck below the bridge, which was originally the dining room. It is spacious and, despite the small portholes, surprisingly light, thanks to the white satin lacquer on the bulkheads and crisp white bed linen.

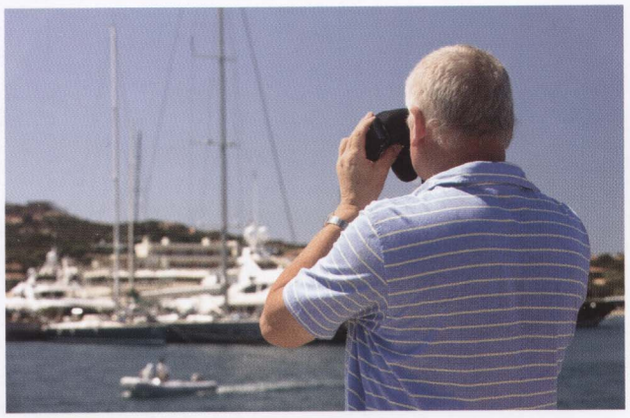
The chocolate leather floor is soft and warm under foot and does not seem to show any wear marks, while the ensuite bathroom is finished in Italian marble and well fitted out with a good strong shower and a vacuum-flushed WC. Throughout, the furniture is completely new, as the originals were long past saving. However, the new panelling has been recreated in the most sympathetic fashion, incorporating modern niceties like flat-screen TVs, air-conditioning and touch-panel light switches. Needless to say, the entire yacht now fully complies with all the charter regulations issued by the Maritime & Coastguard Agency.

Further aft and accessed through stairs from the main saloon are three more guest cabins. Alberto Amico's wife Gabriella Dadi worked with interior designer Alain Tassin to style these comfortable hideaways with modern amenities that still retain the elegance and charm of the 1930s. The stunningly restored full-beam master suite reminded us of the Orient Express. The two smaller cabins are not quite so opulent with the smaller of the two being better suited to children. Though the saloon is cool and well furnished, when you are chartering under the Mediterranean sun it is the outside decks that are going to get the most use and the long table on the main deck is perfectly set up for dining alfresco.

Ocean Glory gives a little shudder as the crew have started the twin Gardner engines and are busy on the foredeck weighing the starboard anchor. By the time it is fully stowed we have already found our favourite spot on board: the sundeck just behind and slightly above the bridge – a hedonist's delight. Soft spacious sunpads, elegant teak steamer chairs and traditional sofas lull you into relaxed holiday mode. Our crew have laid out sunbathing towels monogrammed with the yacht's name and placed them neatly by a basket filled with suntanning accessories. *Ocean Glory's* funnel, now functionless, has become a refrigerator for serving on-deck drinks to guests.

Eager to find out where we are bound, we drop down to the wheelhouse for a chat with our captain. It's like entering a time

Above: Saloon, dining area and bridge are all on the same deck. The stylish decor exudes 1930s charm and elegance. Centre: Italian marbles and solid brass give a classic feel to what is in effect a modern yacht. Right: The hugely comfortable VIP cabin is located where the dining room once was.



capsule that captures the essence of the *African Queen,* yet still manages to comply with the requirements for a modern well-equipped navigation bridge. A radar, chart plotter and depth-sounder have been neatly integrated into the original wooden structure alongside the classic polished brass compass binnacle, complete with its Kelvin iron correcting balls painted in red and green. Inside the binnacle, a fully restored magnetic compass card floats in liquid bearing the legend H. Hughes & Sons, the forerunners of Kelvin Hughes. So perfectly restored is the binnacle that it even features the original oil lamp, whose camera-like diaphragm is still able to control the amount of light shed onto the compass card. The patina of wear on the original ship's wheel and the 1955 Gardner engine controls speak volumes about the thousands of sea miles already under her belt while the steady beat from her pistons suggests that there are plenty more yet to come.

We are sailing toward Cala di Volpe, Marco has his charts spread out on the teak table that must have seen so many voyages planned over the years. The Costa Smeralda is part of modern Sardinia whose principal resort of Porto Cervo is an invention of the last 50 years. This is a coast where the beautiful people arrive aboard Learjets and large yachts to engulf the Emerald Coast, seeking sunshine and entertainment on the beaches and in the nightclubs.

This jet-set lifestyle has its attractions but we are seeking a more tranquil Sardinia, one that more befits the elegance of the yacht in which we are sailing. So we leave the larger and more imposing motor yachts at anchor in Cala di Volpe and head north towards the Maddalena archipelago. This chain of 62 islands and

Top: Stewardess Wioletta Kowalska prepares the dining table on the aft deck for our alfresco dinner. Centre: Michael studies the many yachts at anchor as *Ocean Glory* steams through Cala di Volpe. Below: Under way off the coast of Sardinia. Many new holiday villages are being built to cater for the increasing number of visitors.

STUNNINGLY restored, she epitomises ELEGANT cruising and is a grand testament to the Amico yard

islets covers an area of just over five hectares. Principal among these are La Maddalena, the only one that is inhabited, and Caprera, also called Garibaldi's island, with its inlets and bays of rare beauty, and which are particularly rich in flora. Spargi and Spargiotto are also appreciated by yacht owners for the safe anchorages they offer off beaches at Cala Corsara, Cala Connari and Cala Granara, with their dramatic backdrops of sculpted rocks and granite.

Over the next few days we visit them all. Only Budelli Island with its famous pink coral beach is out of bounds in order to prevent further man-made damage to the micro-organisms that give it its rose-coloured hue.

Porto Madonna is a particular favourite, with its emerald green waters that make it one of the most enchanting locations in the Maddalena National Park. We also enjoy Razzoli and Santa Maria – two islands joined by the 'Donkey's Pass' and famous for their imposing cliffs and the lighthouse that dominates the Bonifacio Straits, the busy waterway that separates Sardinia from its French neighbour of Corsica.

La Maddalena with its quaint port and town is known locally as 'Little Paris' and is said to be one of the most beautiful towns in the whole of Sardinia.

A charter in Sardinian waters wouldn't be complete without a visit to the hotspots that have made this coast so famous among the superyacht crowd. So one day we anchor in Liscia di Vacca in the company of yachts such as *Excellence III* and *Marco Polo* and take the tender into the nearby port of Poltu Quatu. Another day we slip into Porto Cervo for a spot of window shopping and people watching. When we anchor in Pevero our near neighbours are the fabulous *Sarah*, *Dilbar* and *Fortunato*. In her day, *Ocean Glory* would have been a huge superyacht but these days she is dwarfed by the likes the 133-metre *Al Mirqab,* whose displacement tops 5,000 gross tonnes.

When we are not taking in the sights, we seem to spend most of our time eating – and oh how we eat! It is a fact that most charter guests choose their yacht by selecting a good captain then seek out the perfect chef. Aboard *Ocean Glory* they are one and the same person. Marco Santoro is a veritable powerhouse of talent – boy can the man cook! Pasta with *moscardini* (a tiny and tasty miniature octopus) is decorated with local mussels and tiny tomatoes from the slopes of Mount Vesuvius whose volcanic soil gives them that Italian sun-kissed flavour! Or how about *merluzzo*, a firm white fish baked with pine nuts tomatoes and capers. Other memorable dishes include: slices of sushi-quality tuna dressed with olive oil, orange and wild fennel; linguine with lobster; breast of wild duck with honey sauce and pepperoni; fillets of veal with a balsamic vinegar dressing. And that's before we even mention the sumptuous desserts such as *bavaroise* with blackberries, cranberries and strawberries, and devilish homemade tiramisu.

As we were in Italy all this must, of course, be accompanied by the finest Sardinian wines, including a wonderfully drinkable red named Argiolas Costera and a white from the Capichera vineyard called Vermentino di Gallura. Cocktails on deck precede each and every dinner and should you be lucky enough to relive our wonderful experiences we recommend the mojitos and Marcos's speciality negroni, made from gin, campari and martini rosso vermouth, ice and a slice of orange.

Where does the week go? We swim, waterski, sail the Lasers and even try the PWC stowed on the upper deck. But mostly we relax and succumb to being pampered by the capable and charming crew. All too soon it is time to say goodbye. As we clamber into our taxi to take us back to Olbia airport our driver instinctively asks: "The private jet terminal, sir?" Given the type of customer who might normally enjoy life aboard *Ocean Glory*, it seems an appropriate question. **SYW**

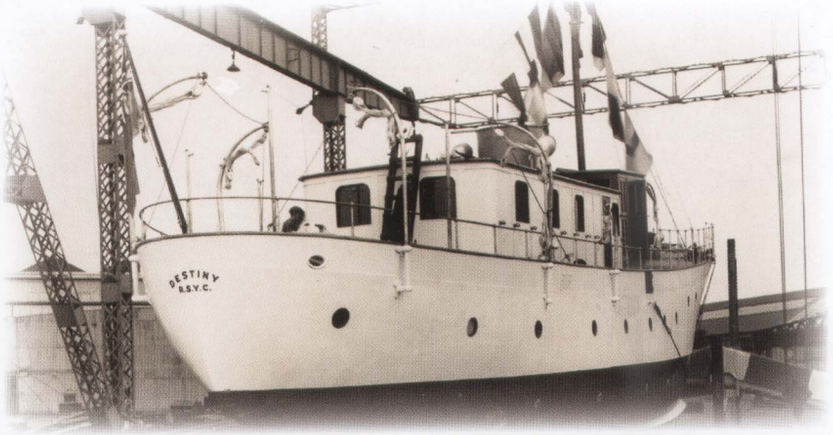
Top: The original teak deck, freshly sanded. Traditional ventilators can still be turned to transport fresh air to the galley and crew quarters.
Above: Alberto Amico became smitten with *Ocean Glory*.
Top right: Looking aft across the ample dining table on the main deck.
Bottom right: This is the third yacht that stewardess Wioletta and captain Marco have worked on together.

Specifications

Flag: UK
Builder: Yarrow & Co Ltd, Glasgow
Year: 1935
Rebuilt: Amico & Co – Genoa 2007
Classification: RINA + MCA Small Commercial Vessel
LOA: 26.40m (86ft 7in)
Beam: 5.30m (17ft 5in)
Draught: 3.00m (9ft 11in)
Engines: Twin Gardner & Sons
Power: Twin 112kW (150hp) @ 900rpm
Top speed: 11 knots
Cruising speed: 10 knots
Consumption: 80 litres per hour
Range: 1,250 nm
Fuel capacity: 10,000 litres
Water capacity: 5,500 litres
Hull material: Steel
Superstructure: Steel and teak
Generators: Northern Lights 26kW and 16kW
Guest accommodation: 8 in four cabins,
Crew accommodation: 4 in two cabins
Entertainment: Three Sharp 33in LCD with Sky decoders, Lynn DVD and CD players
Tenders: Novamarine 4m with Yamaha 40hp; Novamarine 5.80m with Yamaha 80hp
Toys: Yamaha W3 800 PWC, Two Laser sailboats, wakeboard, waterskis and kayak.

Ocean Glory charters for €35,000 a week.
Contact: *Elisabetta Tambani at Floating Life.*
Tel: *+41 91 6900065.*
Email: *e.tambani@floatinglife.ch*
Website: *www.floatinglife.ch*

Ocean Glory's timeline



1934 Destiny

Designed by G. L. Watson of Glasgow and launched the following year as Destiny *by Yarrow & Company. Just five years later she was commandeered for use by the Royal Navy during the war.*

1952 Silvia V

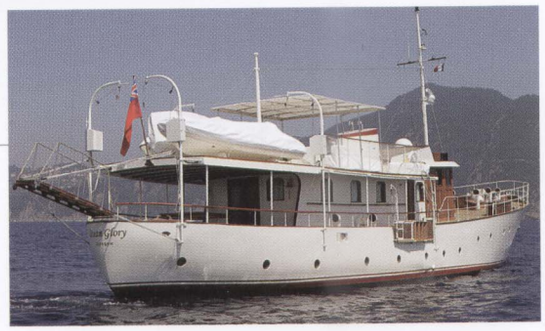
Acquired by Clyde-based yachtsman Noel Woodward who replaced the Gleniffer engines with Gardners, fitted Vosper stabilisers and renamed her Silvia V.

1985

Sold to actor Tony Adams who entered her into the charter market.

1988 Umbrina II

Sold to Mauritian interests and relocated to Port Louis under her new name Umbrina II.



2007 Ocean Glory

Relaunched and renamed Ocean Glory *as a popular charter vessel and as a testament to the Amico yard's refit skills.*