

An aerial, high-angle photograph of a large, multi-masted sailing ship, likely a ketch or schooner, sailing on a deep blue ocean. The ship's deck is made of light-colored wood and is cluttered with various pieces of equipment, including orange storage boxes, a large green tarp, and other gear. Several crew members are visible on the deck. The ship's white sails are partially visible on the left side. The water shows some whitecaps, indicating a slight breeze.

# BOAT

INTERNATIONAL

## Annagine

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# Annagorie



A PASSIONATE YACHTSMAN AND HIS BUSINESS PARTNER SET UP THEIR OWN YARD TO BUILD THIS STUNNING 33.9 METRE YACHT

words: Tim Thomas photography: Carlo Borlenghi; Jainie Cowham



*‘Annagine is much more aggressive – the owner appreciates racing and wanted to be a bit more on the edge.’*



My disappointment at the cancellation of the last day of racing at this year’s Loro Piana Superyacht Regatta due to too much wind was short-lived, as no sooner had the announcement crackled over the radio than my phone rang. It was Ian Savage, captain of *Annagine*, telling me that the owner wanted to go sailing anyway, and I was invited along for the ride.

The story of this sleek, classically beautiful 33.9 metre sloop is far from standard. Built for a highly experienced yachtsman, she was not the progeny of a well-known yard but rather the product of an owner and his business partner who decided to go it alone, setting up their own yard to take on the project. With his background in property development, and latterly as the owner of a boutique hotel, it seemed an obvious step to take.

‘Me and a business partner saw a Dykstra designed 65-footer at the HISWA show in Holland back in 2002,’ the owner told me as we power-reached towards Porto Rotondo. ‘It was too small, so we asked Dykstra to draw a larger version with a separate crew area, and it came out at 76 feet. Built in aluminium, she launched in 2004, and already in 2005 we decided to try building a yacht instead of apartments. We went back to Dykstra and got him to design a larger version still.’

*Annagine* was the result. ‘The original boat was based on the smaller classics of the 1930s and 1940s, like *Stormy Weather*,’ says Eric Wassen, naval architect at Dykstra & Partners. ‘She had no coamings or superstructure. The owner wanted the same concept but

sleeker and more sporty; the 76 was slightly tame and more easy going, but *Annagine* is much more aggressive – the owner appreciates racing and wanted to be a bit more on the edge. In making her bigger we maintained the same freeboard so she definitely looks more classic, more elegant. The larger size also means she is more suitable for luxury charter – the 76 was right on the lower limit of that.’

With the design set, the owner and his business partner created their own company in 2008, rented a yard in Zaandam, Holland, and hired a project manager. With the aluminium hull shipped to the new yard, work could begin in earnest. ‘I run it like my property business,’ says the owner, ‘in that I don’t have a lot of people on the payroll.’

‘Most people tried to discourage us,’ says his business partner, ‘as they said other yards had built boats like this before and were familiar with the process. But we had people with experience of other yards, and Dykstra with his contacts who he could recommend. For a big build, it’s a management project, much like property development. I believe you need to be very closely involved, so we had meetings every week – and communication is key. There are also similarities to property development in how you manage a multi-party project. Of course, building a yacht is more complex, and one of the differences is that all parties are proud of their product and want to build something beautiful, which is not always the case in property...’





Her traditionally styled interior uses Honduras mahogany, chestnut and white panelling. The deck saloon offers seating and a navigation area, while the lower saloon delivers a dining area to starboard and a comfortable seating area to port



It proved to be a steep learning curve, the build hampered at one point when the original interior contractor went bust, but there were advantages to building this way too – including cost savings of ‘at least 25 per cent’, says the owner’s business partner. And so successful has been the project that the yard is looking to build further yachts along similar lines. ‘Of course, we don’t have the reputation of the big names,’ he continues, ‘but all the materials and equipment are the same as the other yards use. We know a lot more than we did four years ago – and also we have learnt from seeing how the boat performs in cruising and racing modes. We would perhaps build a range from 26 metres to 39.6 metres, and we are working on plans and GAs to show potential clients.’

**‘The crew tried flying the staysail as well, and we ended up power reaching at 15 knots with peaks at 16 knots. The feel on the wheel is incredible.’**

So what of *Annagine* and her performance under sail? With the waters of the Costa Smeralda largely our own, it was the perfect chance to put the yacht through her paces. She had only been launched a few weeks, and her sea trials had been not a baptism of fire, but a baptism of ice. ‘We trialled her initially in Holland in January,’ recalls the owner, ‘and it was blowing 30 knots, it was minus three degrees and there was ice on the deck – I had ski gear on! Then on the delivery in March to Mallorca it was cold, wet and again there was too much wind, but the boat was fantastic.’

As we trucked along the coast with the breeze gusting up to 30 knots, it was easy to see why the owner is so impressed with his yacht, and why he was happy to take

her out in such conditions when the rest of the racing fleet were tied to the YCCS dock. At 100 degrees apparent we clocked between 12 and 14 knots with the yankee and a one-reefed main, and coming up towards 70 degrees apparent the speed sat happily at a shade over 14 knots. The crew and the man from Doyle Sails also decided to try flying the staysail as well – the crew are still playing with the different sail combinations – and we ended up power reaching at 15 knots with peaks at nearly 16 knots.

The feel on the wheel is incredible, and rather than is the case on some super sailing yachts where the steering system leads to a detached feeling for the helmsman, *Annagine*’s direct cable steering makes her more akin to sailing a small racer. In the breezy conditions she





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certainly feeds a lot of power back through the wheel, but she tracks straight and true and takes the merest tug on the helm to bring her back on line. More than just the sailing performance though, I was bowled over by her seakindly hull, and suspect that she could carry her guests and crew through much worse seas than we experienced as if she was on springs.

Her accommodation is straightforward, with a deckhouse leading to a lower saloon and dining area, while guest cabins are midships and the crew area right forward. Décor is clean, simple and classic, with white panelling and deckheads making the most of the natural light to create a bright and airy interior, contrasting pleasantly with the Honduras mahogany and chestnut flooring. That light comes largely thanks to the traditionally styled deck skylights and prisms, chosen over a flush deck with hatches to preserve her elegantly classic lines. Headroom was specified at 2.1 metres throughout the saloon and guest cabins – no mean feat considering her low freeboard. 'The hull is quite flat,' says Wassen, 'which means there is not much room for piping and cable installations, so you are limited in what you can do with headroom.'

Perhaps the one downside of the interior is the engine room, squeezed under the deck saloon, which will be awkward for the engineer to access all areas easily, but the sound insulation is good throughout. Indeed, Wassen describes *Annagine* as a 'medium light' yacht, with some foam core used but with the sound insulation making her

interior not as light as an out-and-out racer.

On deck, she is clean and simple, with a single wheel at the back of the cockpit, six-inch bulwarks topped with a varnished capping rail, and a carbon mast from Offshore Spars supported by Nitronic rod rigging. Sheet winches are found outside the outer coaming of the cockpit, meaning sails can be trimmed from the safety of the cockpit itself – perfect for charter guests.

*Annagine*, then, is a true yachtsman's yacht, and her lines and quality are testament to what can be achieved even when you do set up your own yard for the build. More than this, though, is her performance on the water. She gave me the best ride I have had in a long time, and she will without doubt delight any passionate sailor who is fortunate enough to experience what she can do first hand.



ANNAGINE Jacht Ontwikkelings Maatschappij

<p><b>LOA</b> 33.9m  <b>LWL</b> 26.1m  <b>Beam</b> 7.1m  <b>Draught</b> 4.25m  <b>Displacement</b> 99 tonnes  <b>Mast and boom</b>                  Offshore Spars carbon  <b>Sailmaker</b> Doyle Sails</p>	<p><b>Engine</b>                  Volvo Penta D7A-BTA,                  199hp  <b>Speed (max)</b>                  Power: 10.5 knots  <b>Range at 8 knots</b>                  1,800nm  <b>Bowthruster</b>                  Lewmar 400</p>	<p><b>Generators</b>                  2 x 26kW Northern Lights  <b>Fuel capacity</b>                  4,000 litres  <b>Freshwater capacity</b>                  2,800 litres  <b>Owner and guests</b> 6+2  <b>Crew</b> 3</p>	<p><b>Tender</b>                  Caribe DL15  <b>Construction</b> Aluminium  <b>Classification</b>                  Lloyds +100A1 SSC Yacht                  Mono G6 / MCA short range  <b>Naval architect</b>                  Dykstra &amp; Partners  <b>Exterior styling/</b></p>	<p><b>interior design</b>                  Dykstra &amp; Partners  <b>For charter</b>                  Adelheid Chirco,                  Ocean Independence                  tel: +49 211 355 5444                  email: adelheid@ocyachts.com                  web: www.oceanindependence.com</p>	<p><b>For sale</b>                  Mark Swagerman, De Valk                  tel: +33 6 11 36 62 24                  email: mswagerman@devalk.nl                  web: www.devalk.nl  <b>Builder/year</b>                  J.O.M. Holland BV/2011                  Zaandam, Holland.                  www.annagine.com</p>
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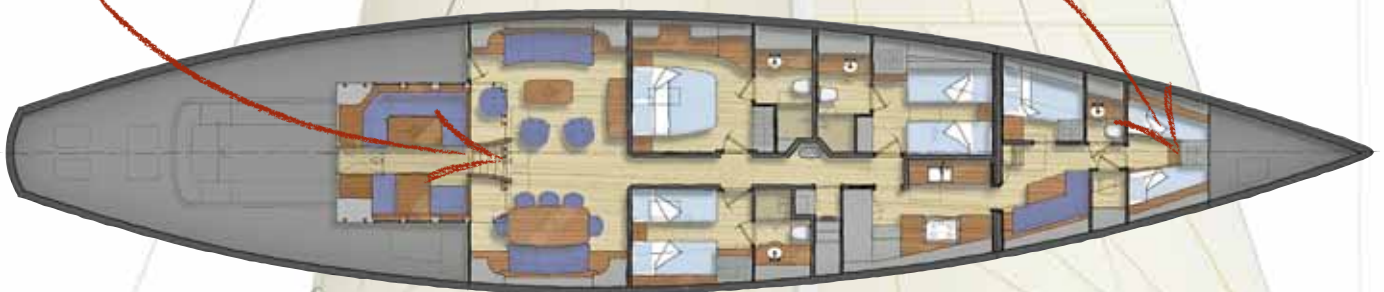
The cockpit is much more like a small yacht cockpit, with a single wheel aft and sheet winches conveniently located outside the coamings. The intimate feel is perfect for cruising and chartering

In keeping with her classic lines, natural light is fed to the interior via deck skylights and deck prisms



The deckhouse and lower saloon are both bright and airy, with plenty of space for eight guests to relax

Guest accommodation comprises one master double cabin, and two twin/double cabins, each with an additional Pullman berth. crew accommodation for three is forward



A fixed, ballasted keel with a relatively short chord length gives a draught of 4.25m. she has a composite spade rudder

