

**Specifications**

Length (overall)	42.1 m (138' 1")
Beam	9.2 m (30' 1")
Draft	2.7 m (8' 10")
Displacement	480 tons (10,58,219 lbs)
Fuel cap	70,828 l (18,710 gal)



# THE **E** FACTOR

*E&E* is what you get when you build a proper yacht

Text by Frances and Michael Howorth

Innovative toy; *E&E*'s water buggy is a fun way to get closer to the water

When underway, this craft gives the impression of a serious ocean-going yacht



The master stateroom is a study in modern design and opulence



The dining area on the main deck

sanctuary, peace and the ability to roam the oceans of the world, and it is for that reason owners buy and cherish them. Such is the case with the 42-metre new build *E&E*, first seen at the Monaco Yacht Show, and highlighted in the last issue of *IndiaBoating* as one of our favourite yachts at Monaco this year.

### Design and style

Named after the owner's grandchildren, who he adores, the yacht's chunky good looks have a purposeful feel about them, and for many professional seafarers, she epitomises what a motor yacht should look like. Built to class with ABS, she has a bold and strong exterior design that matches well with the yacht's pleasing, contemporary interior.

The yacht's interior has a full-beam master suite forward on the main deck, with his and hers bathrooms along with a very spacious saloon and dining area. The four other guest suites are somewhat unusually situated on the upper deck and all are fitted with large panoramic windows and have doors that open onto the upper deck in a style reminiscent of passenger ships built between the wars.

This unusual layout was, at first, a challenge for interior designers. For them design represents the ideal balance between function and emotion so they spent long hours discussing what it was that the owners truly wanted from their new yacht. Realising that it was the position of the two guest decks that made the yacht different, the owner decided to make a feature out of that concept, and asked for a centrally located open-feel staircase to give an almost clear view through both decks.

The resulting interior is refreshingly different at a time when many yacht

For some owners who build superyachts, it is the design element that holds their attention. They revel in the complex lines and CAD drawings, spending hours working with top designers and naval architects looking at 3D computer graphics. For others, it is the cut and the thrust of the build that has them enthralled. They love the sight and sound of steel being cut, the wearing of the hard hat as they tour the noisy shipyard and the boardroom arguments over inevitable change orders.

For the great majority of owners, the joy of having their own superyacht is the greatest luxury. Superyachts provide

owners are sticking to tried and tested formulae. Glass floors and Indian apple woodwork finished to a high gloss are just two of the innovative decorations used in the interior. Off-white leather, decorative paint finishes and yet more glass, this time as sculptured wall murals, all help set the contemporary theme. Plenty of onyx and the odd splash of gold could, in some yachts, seem over the top, but here they all blend together in the epitome of good taste.

**Accommodations**

The master stateroom is splendid. A large double bed, sits inside an onyx circle and above it, the circular shape is mirrored in high-gloss wood. To port a beautifully-crafted wooden desk is complemented by a modern chair in white leather, and on the other side is another similar lounging chair. Both chairs make the statement that the yacht's owners have a penchant for sitting and lounging comfortably.

Brightly lit by large panorama windows, the guest accommodation is on the deck above the owner's suite, and four cabins are laid out so that two are doubles and two are twins. Here again, the décor is pleasing with soft natural tones and the bulkheads behind the beds are finished in decorative surfaces using different shapes and textured leatherwork. Perhaps one of the nicest cabins is that of the Captain; not only is the cabin located behind the bridge, it runs across the full beam of the yacht and has full length windows that have 180-degree views across the aft end of the yacht. Quite stunning and perhaps the best Captain's cabin we have ever encountered.



The stern dining area on the upper deck, with skylight overhead

**Living spaces**

The dining area and the main lounge are on the main deck, aft of the owner's stateroom, while the panorama saloon is a deck below the Captain's cabin, in the same position and, offering the same splendid view. This casually-furnished and comfortable space doubles as a games room when the family are on board.

The main saloon features some more of the modern flowing furniture in the form of body-hugging sofas on which to sprawl and read. A cleverly-

designed coffee table that can be made to morph into different shapes is made of wood, lacquered paint and glass and surrounded by leather easy chairs and sofas finished in white fabric, while comfortable leather chaise longues line the starboard side. Well-designed multi-functional lighting provides an intimate and warm ambience. The dining room forward of the saloon seats ten comfortably around an exquisite circular table that sits atop a circular onyx floor. Food arrives hot from the adjacent galley.

The artwork that adorns the boat is pleasing and decorative yet never overdone. Perhaps our favourite example is the use of hand-made glass murals and mirrors so positioned as to give the yacht a wonderful depth of field, to make her interior feel larger, brighter and more airy than is the case.

**Down below**

Life belowdecks for the crew is a shining example to many other yachts on how crew accommodation should be laid out and finished. It clearly shows



The comprehensively equipped helm station

the owner wants the crew that serves him to do so happily. Spacious, well-lit and comfortable, this well-thought-out area puts many larger yachts to shame. Because the crew have the entire lower deck to themselves, there is plenty of storage and large service areas to say nothing of recreational space for the crew to enjoy off-duty hours.

**On the outside**

The exterior of the yacht is just as functional as her spacious interior. Both the upper deck and the bridge deck

have full walkarounds, giving this a big-boat feel. Her high bulwarks at the bow ensure she is safe in heavy weather and give the impression of being able to shrug off all but the most malicious of waves. The Portuguese bridge, forward of the wheelhouse, is a delightfully intimate spot for breakfast, or simply somewhere from which to watch the world go by. On the same deck, abaft the funnels, the yacht's tenders are stored and are lifted into the water by the Nautical Structures crane stowed between them. Both, the aft deck



Externally *E&E* looks the part of an expedition vessel

on the upper deck and that of the main deck are well-shaded, but the panoramic viewpoint around the Jacuzzi on the top deck, above the wheelhouse, affords plenty of opportunities to worship the sun.

Yet the yacht's pièce de résistance is right aft on the main deck and at first glance appears to be a humble passerelle used for embarkation. Look again and the multi-function abilities begin to show themselves. This is a truly amazing gadget and one we confidently predict will be copied on much larger yachts very soon. Designed and fabricated in Turkey, this is much more than a gangway. Hydraulically

operated, it can be used as a passerelle for guests to board when the yacht is berthed to stern to. It can swing easily to perform the same function if the yacht is berthed starboard side to and can even be used when the yacht berths alongside a commercial dock whose height is significantly higher than the main deck. Then it gets really clever! Raise it up and it becomes a diving board from which to plunge when the yacht is at anchor. Lower it down and it becomes a stairway into the sea providing a far more elegant way of climbing on board a yacht after a swim than is possible on other yachts.

Powered by twin Caterpillar C 32 engines each producing 750 Hp, *E&E* is driven by a pair of five-bladed Teignbridge propellers to achieve a top speed of 14 knots. Slow her down to 11 knots and her 70,828 litres of fuel will take her across a 4,500-nautical-mile ocean and still have 10 per cent in reserve.

If we appear to have gushed about *E&E* we make no apologies; she is perhaps one of the best yachts we have seen of her size and class, and she makes a grand statement about the love her owners have bestowed upon her. **IB**