

SPARKMAN STEPHENS

YACHT DESIGN - BROKERAGE - CHARTER - INSURANCE

October 2009

Sparkman & Stephens is proud to officially announce the launch of the 52m world cruising ketch, *Nazenin V* at RMK Marine in Tuzla, Turkey. The design is a blend of traditional styling and contemporary elegance, creating a timeless design that is certain to endure as a symbol of yachting luxury. As the current owner of and circumnavigator aboard a seaworthy S&S motorsailer *Nazenin IV* (ex. *Northern Star*, ex. *Maysylph*), the owner of this new megayacht sought Sparkman & Stephens' design services with a clear definition of what he wanted for his new yacht – safety, comfort, performance and tasteful simplicity.

“In today’s realm of sailing superyachts, performance is a key aspect of design. We have moved beyond the idea of the motorsailers of yesteryear where owners were content to sail mostly with the help of the main engine. Today’s owner requires sailing performance, even on a yacht of this size. Performance goes beyond Grand Prix-style performance that first comes to mind, which for yachts like these would be exemplified in the popular Bucket races held in St. Barths and Newport. It also includes the ability to perform in all wind and sea conditions when cruising.”

The hull and appendages on *Nazenin V* have been optimized with the typical Sparkman & Stephens’ ideology of balancing performance, seaworthiness, and comfortable handling on all points of sail. These efforts are realized in maximized sailing time during long voyages and reduced fuel requirements. A generous sail plan, including an oversized mizzen mast, gives *Nazenin V* numerous options and configurations for sailing.

Nazenin V has been built to the requirements of ABS and MCA for unrestricted ocean voyaging. The aluminum hull and superstructure are fit with state-of-the art systems throughout. Yacht systems onboard were designed and engineered by the world’s top suppliers. The robust hydraulic system developed by Harken Yacht Equipment, in coordination with Price Engineering, includes an electric power pack and PTOs on the main engine and two generators. It is responsible for operating all the sail handling equipment, bow and stern thrusters, anchor windlasses, tender crane, and boarding equipment. Independent hydraulic systems provide power for the steering system by Wills Ridley and the controllable pitch propeller by Servogear. Minimizing weight aloft, she has a Southern Spars carbon masts. Main and mizzen furling booms also from Southern and furling head and staysails from Bamar ease the handling of a full complement of D4 sails from Doyle’s Salem, Massachusetts loft. The custom stainless steel deck hardware, much of it emblazoned with the *Nazenin V* logo, a stylized numeral five, is also courtesy of Harken.

“We were able to meld what we had learned from designing a series of S&S motorsailers with more contemporary hull characteristics that had an increased focus on performance and seaworthiness under sail. Utilizing modern sailing controls, we could push the limits of sail area for a boat of 52 meters in length. Essential for performance of a ketch rig, separation between the main and mizzen masts has been maximized. Adjusting the structural arrangement to step the mizzen mast on the main deck, we were able to achieve our goal without sacrificing any accommodation areas. The hull falls on the narrow end of the design spectrum and in concert with her long overhangs accentuates the classical styling, such as her dainty transom. The end result is a yacht which drives effortlessly and points incredibly well. The spade rudder provides minute adjustment and control. Sailing balance can only be described as perfect.”

Redman, Whiteley, Dixon of the UK have created a timeless interior, with raised-panel teak joinery and sycamore inlay details. In working with an owner having extensive open water cruising experience, the interior requirements

529 Fifth Ave - New York - NY - 10017 - USA
T: +1 (212) 661 1240 - F: +1 (212) 661 1235
www.sparkmanstephens.com

were many. Fiddles and hand-holds have been gracefully integrated into the joinery to allow safe passage throughout the yacht. The owner's team scoured the globe searching for the highest quality teak, producing an interior that is second to none.

Located aft on the lower deck are port and starboard guest staterooms fit with two twin berths and ensuite heads. Just forward is a spacious VIP cabin, with a queen berth to port and sitting room to starboard. Ensuite heads on both port and starboard in the VIP area allow the starboard sitting room to be easily converted into an additional guest cabin. The full-beam owner's stateroom was located amidships providing comfortable quarters for lengthy voyages in any sea condition. In addition to comfort at sea, this location provides the owner with a full beam suite located in the widest portion of the hull. Forward, port and starboard ensuite heads and walk-in closets separate the owner's living space from the well insulated engine room bulkhead. A private staircase leads to the owner's office on the main deck.

Located aft on the main deck is the cockpit, appointed for entertaining with a bar or lounging with a fold-down television. A solid awning protects guests seated on the wrap-around settee from inclement weather. A sliding door separates the cockpit from the main salon. A central display cabinet houses an intricate model of *Nazenin V*, and masks the dual stairs leading down to the guest accommodations. Moving forward are port and starboard foyers, starboard leading to the owner's private office and port leading forward to the dining salon. Access to the wheel house can be found off both foyers and a day head can be found on port. The forward area of the main deck houses the dining salon, with bar area to port.

Through the dining salon, a forward staircase leads down to the galley, ship's office and ample crew mess. Access up to the deck and down to the engine room is via a stacked staircase on centerline. The captain's double berth with ensuite head and laundry room are situated aft to starboard. Forward of a watertight enclosure are four double crew cabins, each cabin with an ensuite head.

The wheelhouse acts as the yacht's central control station; electronics, navigation equipment and controls required for operation of the yacht while under power are elegantly displayed here. A Servowatch control system, linked to any of the three large displays, manages and reports the status of the ship's systems. While under sail, the ship will be controlled from either of two matching helm stations on the flybridge. Aft of the helm stations is ample seating for lounging or dining, and two teak clad bars in which are housed equipment for outdoor dining and entertaining. An elegant teak stairway aft leads down to the cockpit.

Nazenin V, which was intended for world cruising, has recently completed her first season in the eastern Mediterranean.

For additional information, please contact Bruce Johnson, President and Chief Designer at +1 212-661-1240 or design@sparkmanstephens.com. Photographs are courtesy of Mark Lloyd Images.

General Dimensions

Length Overall (LOA):	52.00	m	170'-7"	ft
Length Waterline (LWL):	41.00	m	134'-6"	ft
Maximum Beam:	10.62	m	34'-10"	ft
Draft:	4.50	m	14'-9"	ft
Air Draft (Above DWL):	61.43	m	201'-7"	ft
Displacement (Lightship):	369	tonnes	363	Ltons
Fixed Ballast:	85	tonnes	84	Ltons
Gross Tonnage:	430	GRT		
Sail Areas:				
- Measured Sail Area, 100% Fore Triangle	999.2	m ²	10,755	ft ²
- Main	455	m ²	4,898	ft ²
- Mizzen	184	m ²	1,980	ft ²
- Genoa, 135% J	566	m ²	6,092	ft ²
- Staysail	144	m ²	1,550	ft ²
- Asymmetrical Spinnaker	1121	m ²	12,066	ft ²
- Mizzen Staysail	594	m ²	6,394	ft ²
Fuel Oil Capacity, Approx.:	45,400	liters	12,000	gallons
Fresh Water Capacity, Approx:	14,400	liters	3,800	gallons
Waste Water Capacity, Approx:	11,450	liters	3,025	gallons
Accommodations, Guest / Crew	10 / 10			

Specifications

Naval Architect:	Sparkman & Stephens
Exterior Styling:	Sparkman & Stephens
Interior Design:	Redman, Whiteley, Dixon
Project Management:	Paul Johnson, Marine Design & Consultancy
Builder:	RMK Marine
Hull and Superstructure Material:	Aluminum; 5083-H116/321, 6082-T6
Rig Configuration:	Ketch
Classification:	ABS, Maltese Cross A1, +AMS, Commercial Yachting Service MCA LY2 – Large Yacht Code
Main Engine:	Caterpillar C32, 1401 BHP @ 2300 RPM
Speed under power (max/cruise):	14.25 / 12.6 knots
Generator Sets:	(2) Northern Lights M1066T, 80kW @ 50Hz, 1500 RPM (1) Northern Lights M1064D, 33kW @ 50Hz, 1500 RPM
Range:	3,500 nm; 13 knots, main engine and one genset running
Sails / Material:	Doyle Sailmakers, Salem, Massachusetts / D4 Vectran
Masts / Material:	Southern Spars / Carbon Fiber
Furling Booms / Material:	Southern Spars / Carbon Fiber
Rigging:	Ocean Yacht Systems
Deck Hardware & Winches:	Harken Yacht Equipment
Headsail Furling Systems and Foils:	Bamar / Carbon Fiber Foils
Exhaust System:	Marquip
Controllable Pitch Propeller:	Servogear
Steering System:	Wills-Ridley

Rudder / Material:	Yachting Developments / Carbon Fiber
Bow & Stern Thrusters:	Hundested
E-Design & Switchboard Supply:	Imtech Marine & Offshore
Passerelle and Side Boarding Stair:	C-Quip / Carbon Fiber
Ship's Monitoring & Alarms:	Servowatch
Noise & Vibration Control:	Van Cappellen Consultancy
HVAC:	Heinen & Hopman
Watermakers:	HEM; (2) x 15,000 liters per day
Sewage System:	Hamann
Fire Suppression:	3M / Novec 1230
Tender:	Novurania; Equator 540SX
Tender Launching:	C-Quip / Carbon Fiber
Exterior Paint:	AwlGrip
Communication:	Thrane & Thrane, Sailor
Navigation:	Furuno, Lieca, Plath, Transas, B&G



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