



ASIA-PACIFIC BOATING

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MARCH-APRIL 2012

Asia's Yachting Future

A look at Asia's top yacht builders – new projects, new ambitions
The Asia spring boat show season – what to see and where to see it
Yacht designers in Asian yards – what benefits for the buyer?
Plus, an inside look at Sanya's new Serenity Marina

Spotlights this issue:

Feadship's F45 Vantage *Helix*, Art of Kinetik's *Hedonist*,
Benetti's *Told U So*, the Horizon EP105 and Spirit Yachts 50

Art of Kinetik's *Hedonist*.

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Hong Kong, China	HK\$78	India	RS\$15
Singapore	S\$10 (inc GST)	Indonesia	RP\$20,000 (inc tax)
Malaysia	M\$25	Australia	A\$15
Thailand	฿245	New Zealand	NZ\$10
China	RMB¥75	Japan	¥950
Philippines	₱70	S. Korea	₩2,000
Rest of Asia	US\$9	Europe	€10
Rest of World	€18	U.S.A.	US\$11

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KINETIK ENERGY

WORDS DAG PIKE

Serbian builder Art of Kinetik stormed the yacht world two years ago with its brazenly named Hedonist – now that sense of daring is making its way to Asia

“The unusual bow shape with its reverse stem harks back to a previous era but there is logic in the shape because it extends the waterline length at low speeds to give improved economy and it lifts clear as the hull rises onto the plane”



► **SERBIA IS NOT A LOCATION THAT SPRINGS TO MIND WHEN THINKING OF LARGE SPORTS CRUISER BUILDING.**

When Serbia-based Art of Kinetik planned to enter this market they knew they had to produce something special to make the yachting public take notice. The result is Hedonist, which is one of the most advanced power yachts on the market today. This is not the yacht for those who want to be anonymous when they go boating, because the startling styling of the Hedonist will make it the centre of attention in any marina.

The name Art of Kinetik says it all. The stunning styling of this yacht is matched to its dynamic performance. This is a sensuous match of art and technology that is both exciting and dramatic. This is advanced powerboat design in a form that takes your breath away and which will make it the focus of attention wherever it goes.

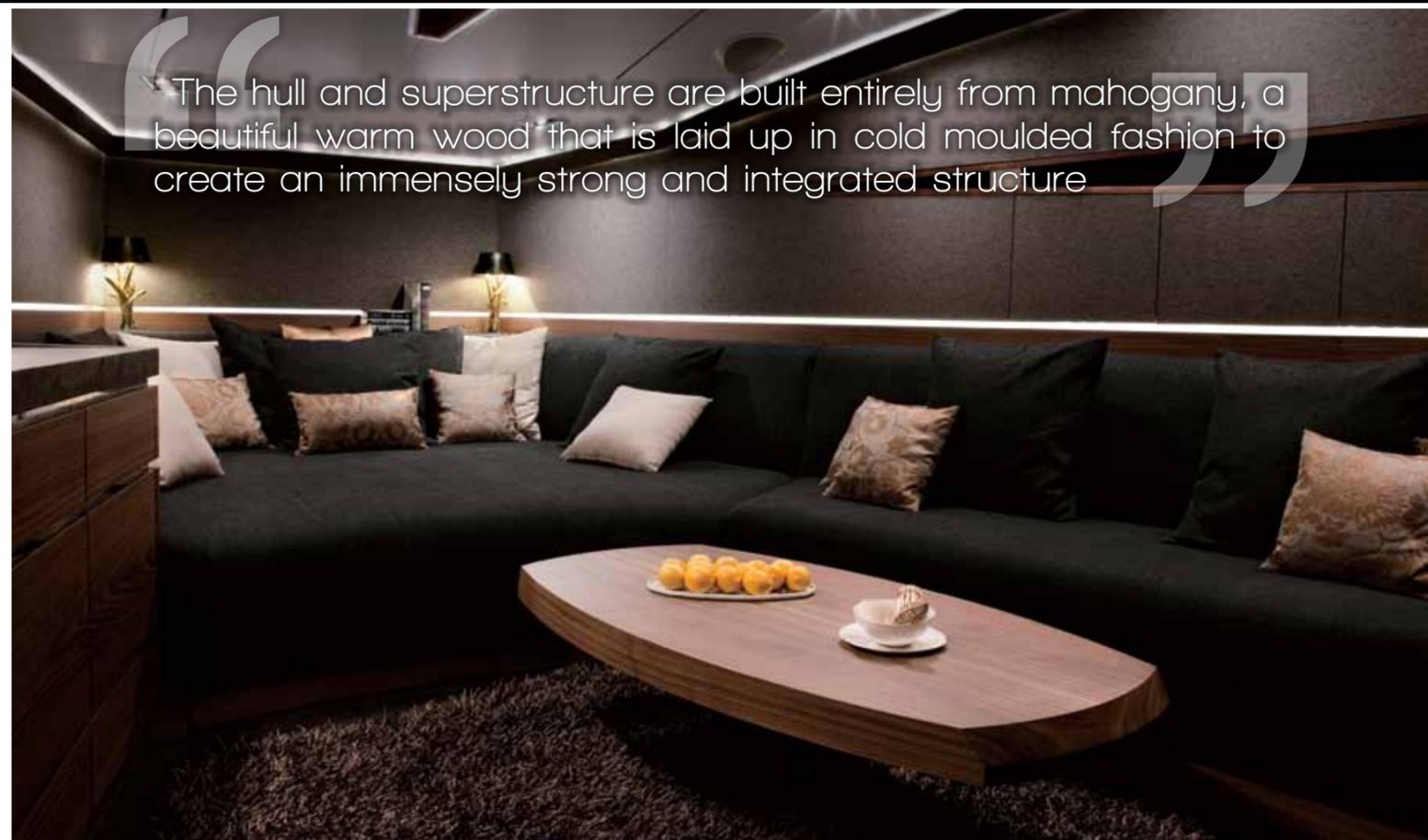
Not only are the looks stunning but the technology is state-of-the-art. The hull and superstructure are built entirely from mahogany, a beautiful warm wood that is laid up in cold moulded fashion to create an immensely strong and integrated structure. There is a softness about a wooden hull that

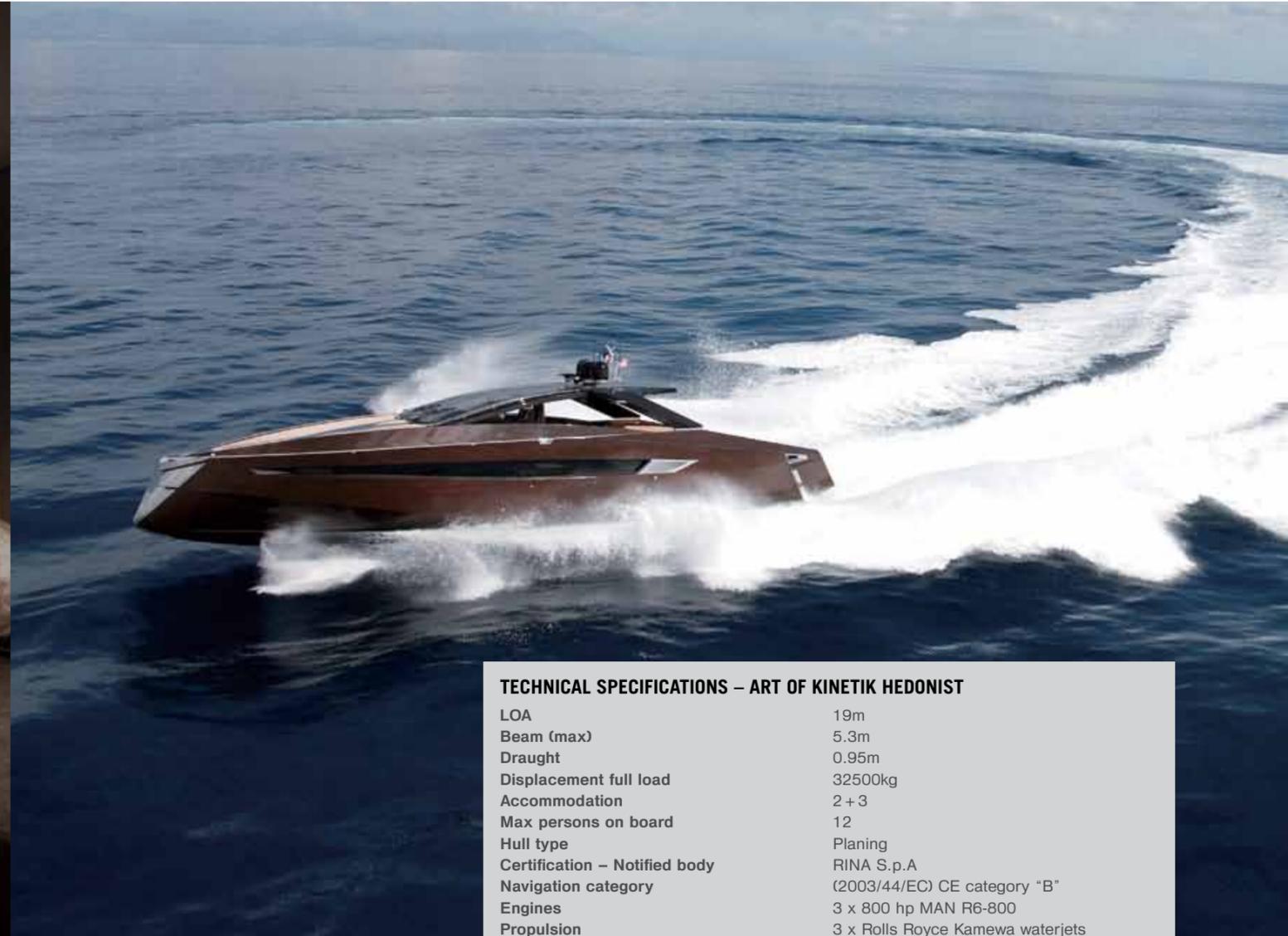
dampens out the sound. Wooden hulls also have the effect of providing good insulation and creating a dramatic lustrous finish on the outside.

The rich tones of the high gloss mahogany are matched to a deep vee hull that provides a smooth ride in waves. The unusual bow shape with its reverse stem harks back to a previous era but there is logic in the shape because it extends the waterline length at low speeds to give improved economy and it lifts clear as the hull rises onto the plane. The superstructure flows aft



“The hull and superstructure are built entirely from mahogany, a beautiful warm wood that is laid up in cold moulded fashion to create an immensely strong and integrated structure”





“The quality of this yacht can be seen in the detail. There are no screws or plastic to be seen anywhere. Leather is used extensively in the interior and the decks are finished in a traditional raw teak”

BUILDING IN WOOD

Normally, high performance yachts are built using composite materials – fibreglass, Kevlar, carbon and the like. Wood is regarded as the stuff of slower boats from a more stately era. Art of Kinetik has shown that this isn't always the case. Art of Kinetik, founded by a Serbian entrepreneur who went looking for a yacht that he couldn't find on the market, and then built himself, builds just a few yachts a year.

The build process at times resembles the traditions that one might expect of a boat builder – African Mahogany ribs and stringers which are vacuum-bag laminated with epoxy for strength. This is then covered with Mahogany and marine-grade Sapeli plywood, which is in turn coated in layers of epoxy, Kevlar and e-glass. The entire hull is then cured in an oven at 80c before a final layer of Mahogany veneer is applied, sealed with epoxy and varnished to a level found in fine furniture. The result is a hull as smooth and shapely as any fibreglass hull exhibiting the latest in hydrodynamic design, while keeping the inviting looks of wood. And, given the sprightly performance of Art of Kinetik yachts, it's safe to say that the African mahogany used is as light as the equivalent amount of fibreglass. Thanks to the epoxy finish, the hull can be easily spot maintained or fixed.

Aside from the material advantages of wood, there is the production advantage as well. By working with wood in a rib and frame method, Art of Kinetik is able to customise in a way that fibreglass builders cannot. Once a mould is made for a fibreglass hull, there is little that can be done to change it. But with a wooden hull, built without such moulds, means that changes can be made with much less effort (and associated cost). For this reason, Art of Kinetik considers itself to be a semi-custom yacht builder.

Moreover, Art of Kinetik goes a step further in their production – there is virtually no fibreglass anywhere. This means that natural materials govern everything, from keel to wheel. Though their yachts do bear a higher price than most yachts of the same size, newly appointed Hong Kong dealer Jeremy Ng points out that the price of an Art of Kinetik yacht includes all the details, options and finishes that other yards may list as extras.

in a sensuous curve with only a slight rise to accommodate the windscreen and then it drops away towards the stern where sharp edged styling takes over.

There is sound logic in the propulsion system as well. Three 800 hp MAN diesels are matched to Rolls Royce water jets. This provides a very compact installation at the stern so that there is maximum space for accommodation. The centre water jet is only a booster unit with no steering or reverse and this arrangement allows great flexibility in the way that the boat can be operated. For long range cruising just the two outside engines or even one, can be used to provide an economical performance with the centre engine switched in when top speed is required.

With a top speed of 42 knots at full load, there is performance to spare. For cruising, a speed of 33 knots can extend the range and provide a comfortable ride. With this level of performance the focus in the open-ended deck saloon is on the helm, where three dedicated seats face the impressive dashboard. Behind this is a sitting out area that leads aft to the raised tapering sunbed.

TECHNICAL SPECIFICATIONS – ART OF KINETIK HEDONIST

LOA	19m
Beam (max)	5.3m
Draught	0.95m
Displacement full load	32500kg
Accommodation	2 + 3
Max persons on board	12
Hull type	Planing
Certification – Notified body	RINA S.p.A
Navigation category	(2003/44/EC) CE category "B"
Engines	3 x 800 hp MAN R6-800
Propulsion	3 x Rolls Royce Kamewa waterjets
Fuel tank	3500lts
Fresh water tank	650lts
Top speed at full load	42kts
Cruising speed	33kts
Fuel consumption at top speed	430 lts/hour
Fuel consumption at cruising speed	330 lts/hour
Range at top speed	320nm
Range at cruising speed	370nm
Tender boat	AOK custom made PWC
Control and monitoring system	Böning Automationstechnologie

Down below there is a large saloon with an adjacent galley in the forward area with the option of two or three cabins aft. The interior styling is stunning in a warm modern fashion with many of the fittings and fixtures designed specifically for this yacht.

The quality of this yacht can be seen in the detail. There are no screws or plastic to be seen anywhere. Leather is used extensively in the interior and the decks are finished in a traditional raw teak. Highlighted contrasts are created on the exterior with beautifully finished stainless steel and the anchor is hidden away below the deck but can be deployed with an automatic system specially developed by the Art of Kinetik engineers. For a tender the designers have created a special jet ski that fits into a garage below the sunbed aft.

This yacht takes your breath away in its concept and execution. But to match it, the designers have created a beautiful 30-foot day cruiser that takes many design features from a traditional gentleman's motor launch of the 1930's and brings the concept right up to date with modern materials and engineering. Like its bigger sister the styling is both daring and beautiful and Art of Kinetik has arrived on the motor yacht scene with a tour de force that sets new standards of style and performance at sea. 

www.artofkinetik.com

In Hong Kong and Asia: Jeremy.ng@artofkinetik.com