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# Yachting<sup>®</sup>

SINCE 1907

## ADVENTURE ISSUE

Dive the Pacific, Explore the North Pole  
Cruise Desolation Sound

### SILVER CLOUD:

The Anatomy of a  
Long Range Cruiser

SWATH design  
for all oceans  
capability

Low maintenance  
exterior equals  
more time for fun

Helicopter pad for  
remote exploring

STOP WHAT YOU'RE  
DOING AND GO  
AROUND THE  
WORLD NOW!

ON THE COVER:  
The 134-foot Silver Cloud

5 Individuals Who  
Embraced The  
Nautical Life

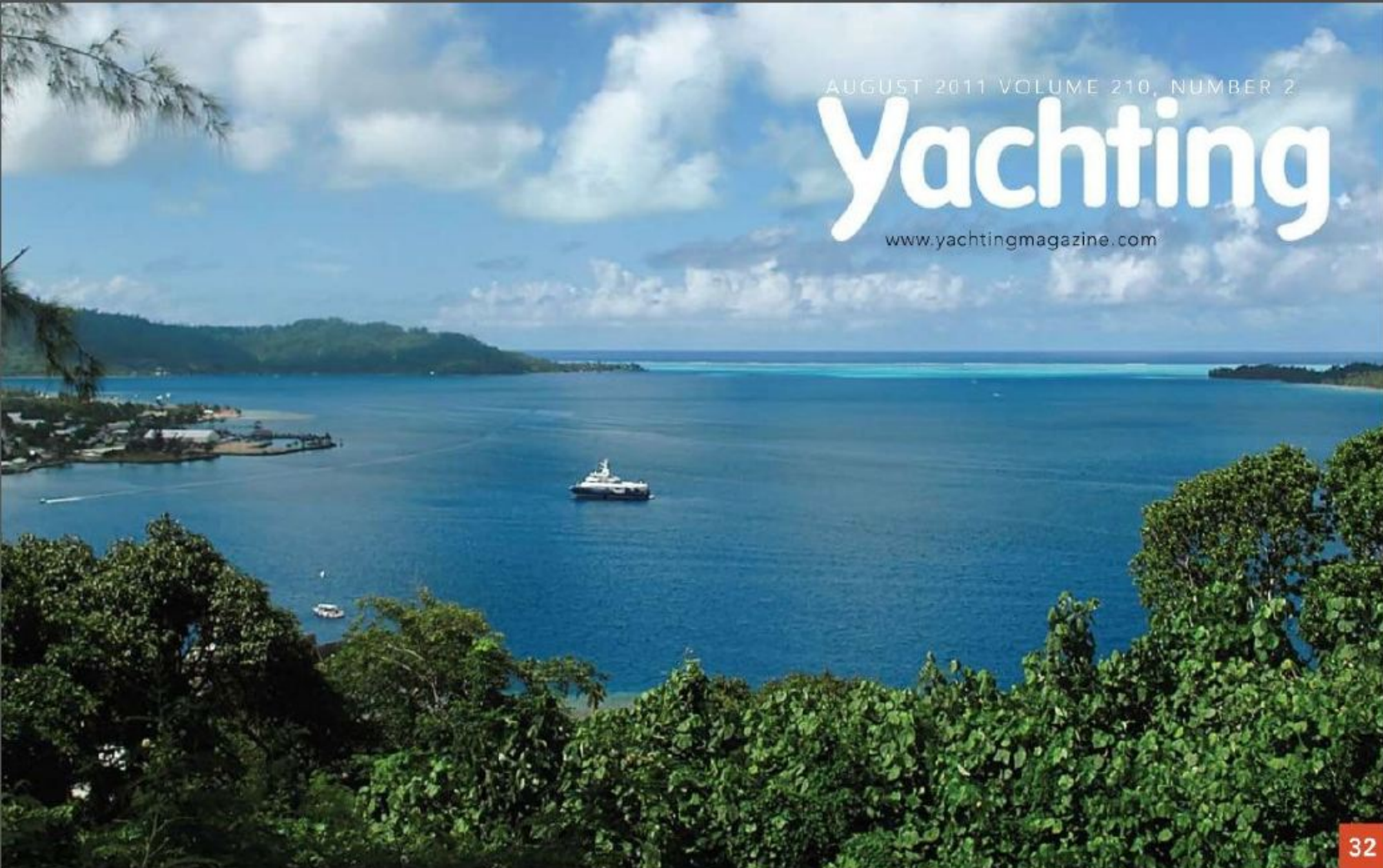
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*Silver Cloud* cruises Papua New Guinea, as her owners and guests dive among the wrecks of war and the wonders of nature. BY DENNIS CAPRIO

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Has the noise of the 24-hour news cycle worn you out? Has working twice as hard for less run its course? Are you ready to check out, but not necessarily ready to throw in the towel? If so, leave your boat at home and follow Chris Caswell's step-by-step plan for an around-the-world adventure. PHOTOGRAPHY BY EDDIE BERMAN

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Magical New Zealand is a true sportsman's paradise. The only problem is that you may never want to leave. BY GEORGE SASS JR.



Top: *Silver Cloud* at anchor in Bora Bora. Above: Leave the chaos and hitch a ride around the world — it's easier than you think. Cover: The SWATH vessel *Silver Cloud* was built for adventure. Photo courtesy Camper & Nicholsons.

**NEXT MONTH**  
YACHTING'S  
Winter Charter  
Special; Cruising  
Antigua aboard a  
Benetti 120;  
Sanlorenzo 72;  
Discovering the  
Lower Chesapeake

EDDIE BERMAN (ABOVE); ANTHONY BENN (TOP)



# SWATHBUCKLING IN THE PACIFIC

SILVER CLOUD EXPLORES PAPUA NEW GUINEA,  
DIVING AMONG THE WRECKS OF WAR

HER OWNERS AND GUESTS  
AND THE WONDERS OF NATURE. By Dennis Caprio



## ALEX DREYFOOS WAS IN THE EARLY DAYS OF DOUBLE DIGITS WHEN THE JAPANESE ATTACKED PEARL HARBOR AND FORCED THE UNITED STATES INTO WORLD WAR II.

He remembers following news of the war, and like scores of boys, his natural curiosity and fascination with airplanes and boats nudged him into building model war birds and ships. No wonder that diving on the World War II wrecks among the islands of Papua New Guinea stirred his soul during these later days of his life. How many of the planes he saw up close participated in the tide-turning Battle of the Coral Sea (see "The Battle of the Coral Sea," on page 36) or the fighting on Guadalcanal?

Dreyfoos and his wife, Renate, had planned to be in Sydney, Australia, by December of 2009 to celebrate a special birthday and the winter holidays before they headed east to New Zealand for a six-week cruise. From New Zealand, they'd planned to steam west to the Seychelles, Cape Town and back to the Canary Islands to complete a circumnavigation. News of pirates in the waters of the Seychelles, however, would eventually send them east to French Polynesia. Meanwhile, the many islands northeast of Papua New Guinea beckoned.

The journey to this place of extraordinary natural beauty and a remarkably friendly population began a long time ago. Dreyfoos had signed on as navigator aboard *Volcano*, an IOR race boat designed by German Frers, aboard which he discovered that long stints at the nav station made him seasick. His first motoryacht was a 1963 Rybovich 51 sport-fisherman, and the number of his friends who admitted to getting seasick when he invited them aboard surprised him. Many years later, he married Renate, who confessed to suffering from motion sickness since early in her childhood. Riding the trolley was all the motion she needed to make her ill, but that didn't stop her from joining Alex on long cruises aboard their 115-foot Burger — the next yacht in the series. Unlike experienced seamen, who get seasick but recover quickly, Renate

needed two or three days to recuperate.

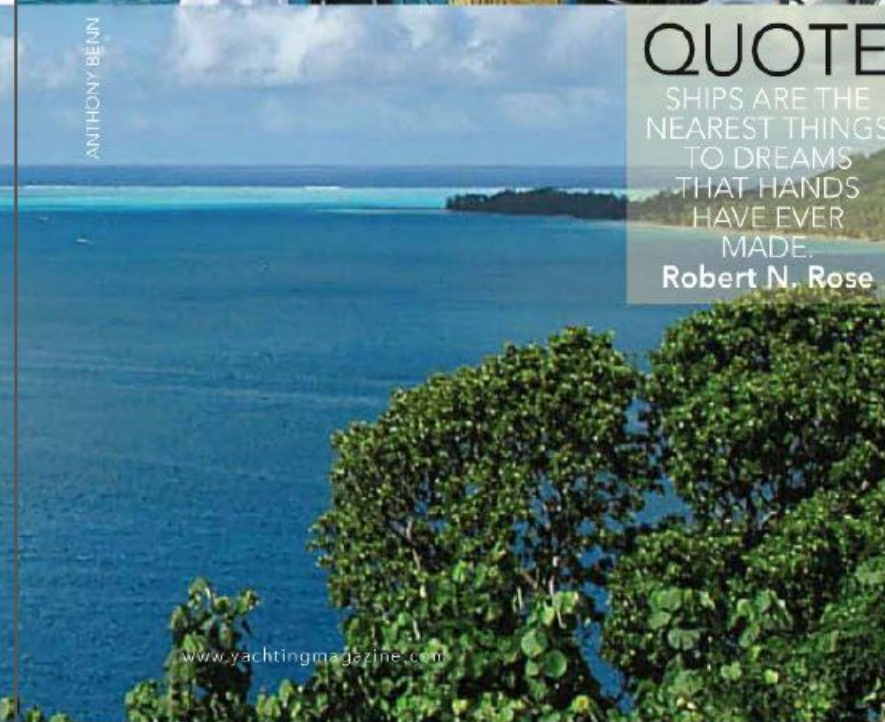
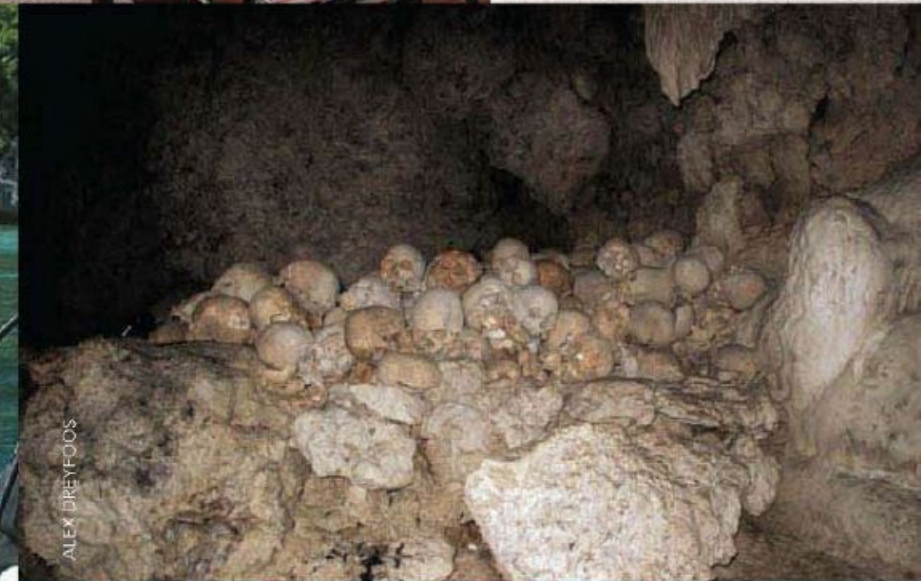
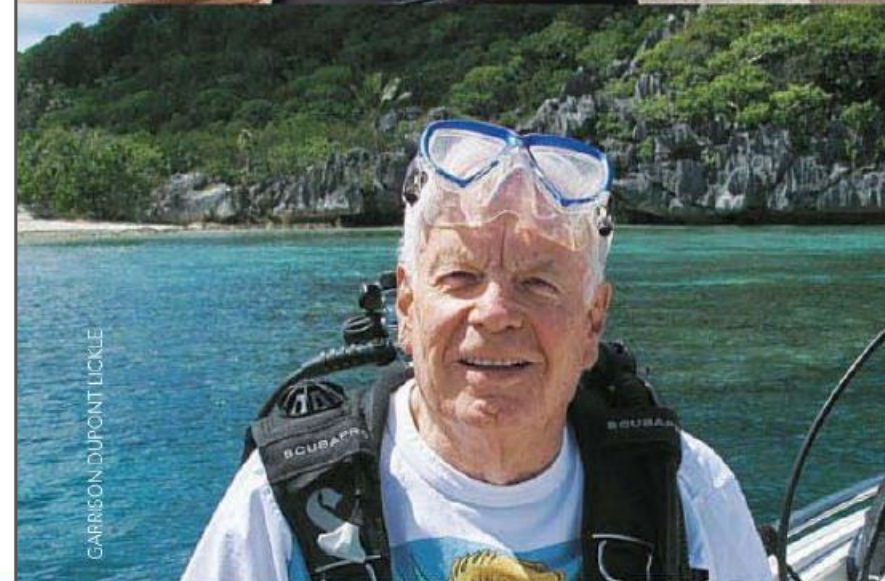
Common wisdom says that bigger is better when one wants to reduce the effects of motion, but the theory didn't work for Renate. She continued to suffer aboard the 143-foot Feadship, which had replaced the Burger. In a search to solve the problem, Alex looked into catamarans, trimarans, hydrofoils and jet-drive fast ferries, and then someone suggested that he and Renate examine the SWATH (small waterplane area twin hull). They eventually found Abeking & Rasmussen, builder of fine yachts and, what's more important, a succession of SWATH work boats.

"On a day in June 2005 in the North Sea aboard an A&R 82-foot pilot boat ..." Dreyfoos said in a talk to the Superyacht Society, "in sea conditions that would have had Renate seasick ... she was knitting and reading." That episode sealed the deal.

In October of 2008, about a year before their voyage to Papua New Guinea, Dreyfoos and Renate cast off from the A&R yard near Bremen, Germany: destination, Palm Beach, Florida. This was the shakedown cruise of their new 134-foot SWATH, *Silver Cloud* (see "Driving Force," July 2011 YACHTING), and it took them through the North Sea, English Channel, Bay of Biscay, the Straits of Gibraltar for fuel, and then west to the Canary Islands, St. Thomas in the U.S. Virgin Islands and Florida. They couldn't have picked a better yacht than *Silver Cloud* to make their 19-month voyage of discovery.

A SWATH is a pair of submarines carrying a beamy yacht on their back, perched atop streamlined struts, well above the water's surface. *Silver Cloud* has five-sixths of her displacement in these submarine-like hulls, which ride about 13 feet below the surface — in the sea's quiet zone. The result is extraordinary stability and a wonderfully easy motion

**SILVER CLOUD AT REST (BELOW). THE SKY-LOUNGE (TOP RIGHT). ALEX DREYFOOS PREPARES FOR A DIVE (RIGHT). CAVE OF SKULLS REVEALS A CANNIBALISTIC PAST (FAR RIGHT). A JAPANESE ZERO FROM WORLD WAR II.**



### QUOTE

SHIPS ARE THE NEAREST THINGS TO DREAMS THAT HANDS HAVE EVER MADE.  
Robert N. Rose

ANTHONY BEHN

GARRISON DUPONT LICKLE

ALEX DREYFOOS





**QUOTE**  
THE PERFECTION OF A YACHT'S BEAUTY IS THAT NOTHING SHOULD BE THERE FOR ONLY BEAUTY'S SAKE.  
John MacGregor



ALEX DREYFOOS

CLOCKWISE FROM TOP LEFT — MASTER SUITE AND PRIVATE NAV DECK. TWO-MAN JAPANESE SUB. A SMILE OF WELCOME FROM A YOUNG ISLANDER. SHARKS SEEM AS LARGE AS TORPEDOS. ISLANDERS PADDLE BENEATH SILVER CLOUD. A NATIVE LONG HOUSE.

— improved further by the use of active stabilizers on the hulls — making her the perfect platform for folks who easily become seasick. During the shakedown cruise, *Silver Cloud* encountered quartering short-period seas of 6 to 10 feet in the North Sea. In the Bay of Biscay, the wave periods lengthened and included moderate swells. In the Atlantic, the yacht encountered seas of 10 to 16 feet on the beam, quartering and on the nose, plus occasional waves of more than 20 feet. The SWATH design lived up to its billing.

*Silver Cloud* has a beam of 58 feet, making the dimension of the main salon greater athwartships than fore-and-aft. The master suite spans the full beam of the upper deck and gives the Dreyfooses a 180-degree view forward. In plan view, the

## THE BATTLE OF THE CORAL SEA

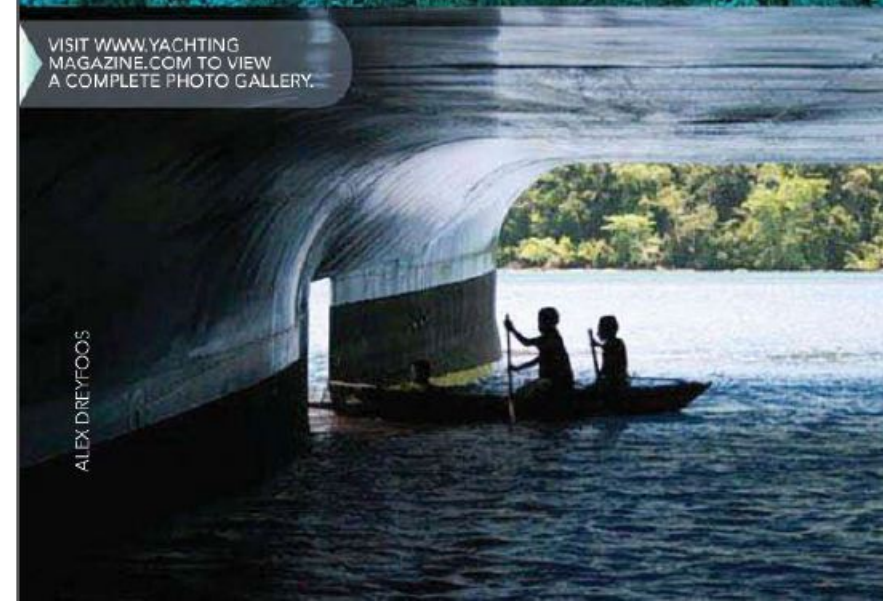
Six months after the Japanese navy attacked Pearl Harbor, it faced the Allied navies in the Coral Sea, about 500 miles northeast of Queensland Australia. The Japanese had planned to attack southern New Guinea (now Papua New Guinea) and discourage Australia and New Zealand from participating in the war. This first-ever carrier-versus-carrier battle began May 4, 1942, with a series of sorties and skirmishes among the aircraft of the opposing sides. The combatants found one another on May 8 and dispatched their aircraft to attack, leaving the carriers and support vessels about 200 miles apart. The battle ended in a draw, both sides suffering "moderate losses," but this was the first time since the war in the Pacific began, that the Japanese could no longer advance. A series of defeats followed, culminating in the Allied victory at Midway, 3,000 miles east.

suite has the same shape as a half-slice of watermelon. "As *Silver Cloud* spends a relatively large percentage of its time at sea, with continuously changing scenery," Dreyfoos said in his presentation, "the view is much more interesting than the day-to-day view one gets in a marina." The master berth is on a platform so its occupants can see the horizon while they're lying in bed — better than TV.

Living on the upper deck is like being in a separate Zip Code, the privacy is so complete. Renate has a private bath on the port side, Alex has his on the starboard side just inboard of his study. The sky lounge occupies a chunk of real estate abaft the study. "We do invite guests to our spacious sky lounge," Alex said. It has a 65-inch LED monitor for movies and TV, and four large



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ALEX DREYFOOS

## CHARTERING SILVER CLOUD

**WINTER DESTINATIONS:** Caribbean  
**PRICES FROM:** Starting at \$160,000/week  
**SUMMER DESTINATIONS:** Please enquire  
**PRICES FROM:** N/A  
**GUESTS:** 12  
**CREW:** 9  
**LENGTH:** 134.51 ft.  
**BEAM:** 58.4 ft.  
**DRAFT:** 13.45 ft.  
**DISPLACEMENT:** 600 tons  
**BUILT:** 2008, Abeking & Rasmussen  
**CONSTRUCTION:** Steel/Aluminum  
**ENGINES:** 2 x 1,100 hp Caterpillar diesels p  
**CRUISING SPEED:** 12 Knots  
**RECREATION:** A 39-foot 2007 walkaround Intrepid with interior cabin and 3 Mercury 275 hp 4-stroke outboards; a 23-foot 2008 Custom Line Novurania with a single Volvo D3 190 hp diesel engine; two paddleboards; a banana boat and tubes; two sea kayaks; extensive diving and snorkeling equipment; a wakeboard; and extensive deep sea/sport-fishing equipment.  
Camper & Nicholson's; [www.camperandnicholson.com](http://www.camperandnicholson.com)

COURTESY CAMPER & NICHOLSON'S



powered reclining chairs, which often entice his guests to doze off before the movie ends.

The private deck forward of the master suite contains a fully equipped navigation station from which Alex can control *Silver Cloud* and call up any of the displays that appear on the captain's bridge above. "I have an arrangement with the captain," Alex said. "When the weather is nice, it's my boat; when it's inclement, it's his boat."

Although *Silver Cloud's* draft of 11.5 to 13.5 feet limits the number of harbors available to her, the yacht's extraordinary stability and easy motion allow her to anchor comfortably outside most harbors. This makes her the perfect yacht for adventures — drop the hooks, launch the tender and go. She's the quintessential floating hotel — booked solid for many of the legs of her voyage — and she's never been out of the water since her launch in July 2008. □

[www.yachtsilvercloud.com](http://www.yachtsilvercloud.com)