

YACHTS

DANISH YACHT 115' *MOON GODDESS*

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WATER JET SETTER

Story Jamie Welch Photos Shaw McCutcheon

Danish Yacht 115' *Moon Goddess*

BISCAYNE NATIONAL PARK, JUST NORTH OF THE FLORIDA KEYS NATIONAL MARINE SANCTUARY, BANNED PERSONAL WATERCRAFT USE IN APRIL 2000, RUINING THE FUN FOR JET SKI OWNERS AND LEAVING THE PWC INDUSTRY SCRATCHING THEIR HEADS ABOUT THE PARK NOT BANNING BOATS WITH PROPELLERS AND KNIFE-LIKE SKEGS (MORE HARMFUL TO MANATEE AND PLANT LIFE).





DESIGNED BY FRANÇOIS ZURETTI AND MARIANA PERALTA, THE INTERIOR IS HIGHLY FUNCTIONAL, ESPECIALLY THE DECK SALOON WITH SCUPPERS FOR FRESH WATER HOSE-DOWNS





**UNLIKE MOST OPENS,
THE CARBON FIBER
DOESN'T STOP WITH THE
DASHBOARD—IT'S IN HER
HULL AND DECKS AS WELL**

the concept came as a day boat for lunch runs between Portofino and Corsica

Those who owned vacation homes in Miami Beach were obviously amiss, but Carlos Peralta, one of the richest men in Mexico, decided to jet past the problem by building in Denmark an 8000-hp, 115'—for lack of a better description—jet ski that, with a carbon fiber hull and three lavish staterooms, qualifies as a megayacht.

Built inauspiciously last year by Peralta and his wife Mariana as an—ahem—tender to their 250' Royal Denship *Princess Mariana* and christened *Moon Goddess*, this innovative open yacht, created by the owners and designers Espen Oeino and François Zuretti—two of the most creative in the

business—might be the quintessential new-new toy in the yachting world. Only a highly energetic and fun-loving Latin American tycoon and his lovely wife and family, working with Oeino and Zuretti could even imagine a boat like this. The builder, Danish Yacht in Skagen, completed the project in just over two years' time. Mr. Peralta already had worked with Oeino, Zuretti on *Princess Mariana*, and although Peralta had looked at several open yacht builders, he didn't like the helm stations located well aft, or the deep-V hull designs that created rooster tails and a huge wake. Five different builders were asked for bids but the Peraltas ended up back in Denmark.

“Their military experience is what sold me on them, and at times it was a big learning process, but I'm very pleased with the result—this boat is incredibly sturdy,” Carlos Peralta said. “The shipyard always showed incredible eagerness to build exactly to our standards. They really went out of their way to make sure we got what we wanted.”

The relationship between owner and designer dates back 10 years, to 1998, when Peralta and Oeino drew up the 250-footer on a napkin at a bar near Port Hercules during the Monaco Boat Show.

“That went very well, so we knew the *Moon Goddess* project would be very fun,” Peralta said. “The concept came as a day boat for lunch runs



**THE OWNERS HAD PREVIOUSLY
WORKED WITH OEINO AND
ZURETTI ON THEIR OTHER
YACHT, PRINCESS MARIANA**

between Portofino and Corsica, where *Princess Mariana* would be better off staying anchored. It's essentially a support vessel that has commuter style yacht lines, an airplane-style superstructure that places the helm well forward, and the performance of a WaveRunner with twin MTU 4000 series coupled to Hamilton Jets with a carbon fiber crankshaft." Carlos threw in the PWC reference quite matter-of-factly, yet how remarkably accurate was Carlos' description of this 115' boat! Several hours later, out on a sea trial, *Moon Goddess* gave me an ear-to-ear grin as I took the helm and banked into turns as if on a jet ski—a 150' turning radius was achieved at 40 knots in total silence. We got up on plane at 1200 rpm, and hit 43-knot

speeds at 2100 rpm and all four turbos engaged. As we did S-turns down Biscayne Bay I looked aft and indeed our wake was only slightly bigger than that of a Chris Craft.

The turns produced nary a creak in the Kevlar-reinforced Carbon bulkheads. This 8000-hp wave toy has art-deco-meets-the-Jetsons styling, from the torpedo-sub bow and the airplane cockpit helm to the commuter tumblehome stern, all decked out in white and Sea Foam Blue Awlgrip—a delight for the eyes. The lines are as inspiring as her near tri-hull underbody.

Perhaps most impressive were the crash stops performed by skilled Captain Daniel Gulley. While cruising along at more than 40 knots, by throwing

the pins into the neutral position, the Hamilton water jet buckets dropped down, like the parachute on a drag racer, to stop *Moon Goddess* in one-and-a-half boat lengths—simply incredible.

"We call that the Peralta Stop," Captain Gulley said with a grin. "The first time we did that was at 43-knots on Biscayne Bay, and Carlos was at the wheel and said to everyone 'watch this,' before he put the boat in neutral and we came to a halt with water coming up over the bow. They had already done it during sea trials in the North Sea, so he was smiling while the rest of the crew were kind of in shock." With all modern megayachts, the list of *Moon Goddess* trick features is way too long for a story this size, but some of the highlights include a dou-




MOON GODDESS
GEORGE HUNTER



**SERENE, MODERN
AND COMFORTABLE,
THERE IS PLENTY OF
SPACE IN THE MASTER
AND TWO GUEST SUITES**





our wake was only **slightly bigger than** that of a Chris-Craft

ble-door moon roof over a teak deck saloon, which can be hosed down thanks to smartly placed scuppers and indoor-outdoor furnishings, including speakers that can work under water. The custom 60-speaker entertainment system designed by Wesley Ruggles Jr.—with a Kaleidescape video library—is the perfect accompaniment to the silent and powerful Hamilton water jets that provide 43-knot speeds. The audio-visual network is controlled by Sonos and Crestron, with a remote in each room so all the children can enjoy the boat any time of the day. “Sonos is a music server add-on system created by three MIT graduates,” said Ruggles, who holds several Surround-Sound patents himself. “I worked exclusively on this yacht for two years while it was under construction in Denmark, and we have finely tuned audio in every zone. There are six iPod ports that show up on the integrated Crestron remotes.”

The layout is definitely that of a day boat—bereft of a formal dining room; in its place are two small

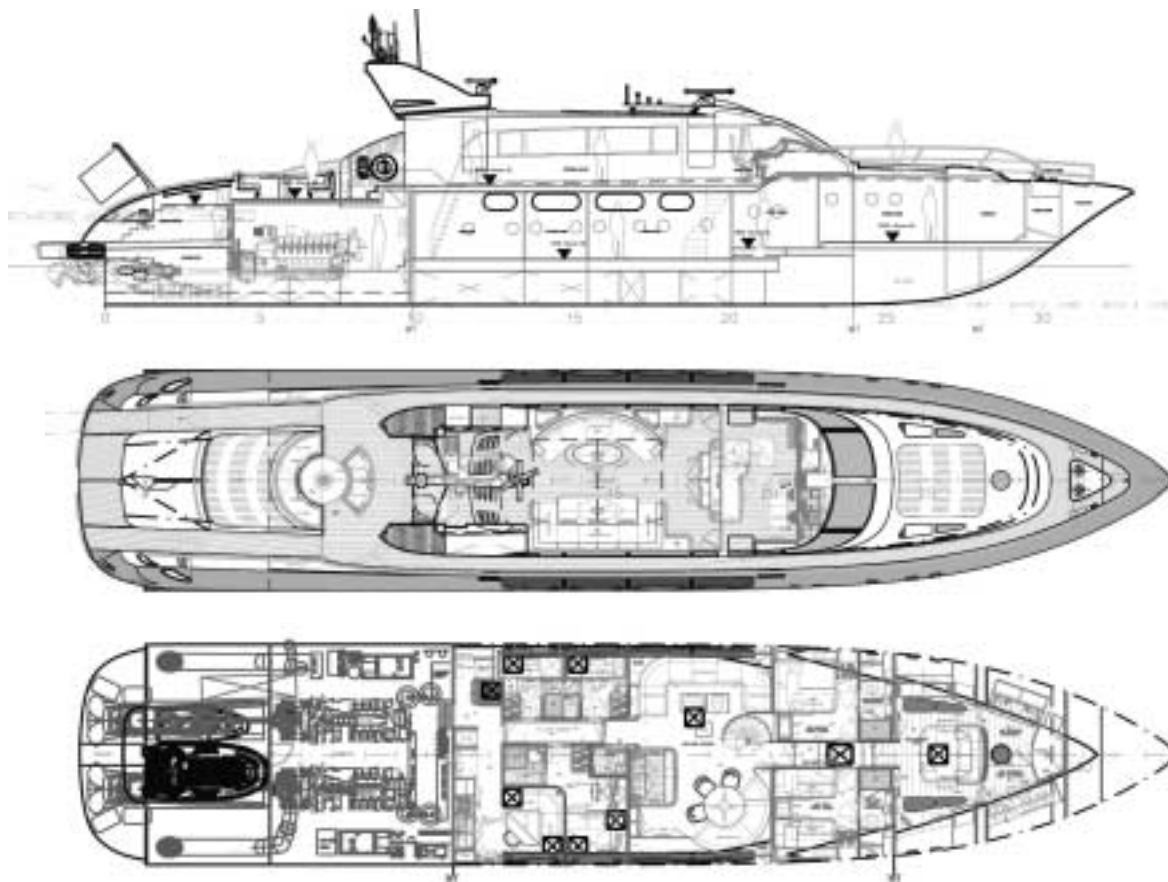
saloons with large comfortable settees for multi-use functions. Modern and ergonomic, the layout has three staterooms forward—a full beam master suite forward, a double and a twin, all ensuite. Mariana Peralta helped decorate the accommodations area with unique oval-glass door mounts embellished with sand and water inside—just a few of the many fun and youthful decorative items.

In the engine room, Danish engineer Troels Jensen showed me the Servowatch power management system, which makes the electrical repairs easier, and the Hamilton control system that makes the complicated propulsion system as easy as turning a joystick. I tested the system—without the bow thruster on—when we brought the boat back to the Peralta estate on the Indian River in a gated community near Bal Harbor. Absolutely superb, this 115’ boat can easily spin in its own length, and can walk sideways with ease, even in a three-knot current. All good things must come to an end, and so did our boat test. I was

very impressed with the crew, led by Captain Gulley and his wife Lykke. Of course, their hard-working yet friendly demeanor was obviously a direct benefit of a very knowledgeable and fun-loving boss, Mr. Carlos Peralta, who was already flying back to Mexico in his private plane, painted in the same Sea Foam blue as his two superyachts.

But before he left he was kind enough to pose for a few pictures by Shaw McCutcheon, obviously enjoying himself before it was time to go back to his busy office at Grupo IUSA, where he serves as Chairman and CEO. Peralta’s one of those rare men who knows what he wants, gets it and sees to it that everyone who works for him enjoys the same happiness he has—it was quite evident while spending time with his crew.

“Carlos is an old school yachtsman with a long list of yachts, including *Golden Cell*,” said Captain Gulley. “But he has new-age passion. He loves his wife and children immensely... I see him kissing them all about 500 times a day.”



**BILLIONAIRE
BUSINESSMAN
CARLOS PERALTA
FREQUENTLY TAKES
THE WHEEL OF HIS
LATEST TOY**

**LOA: 115' • Beam: 23' • Fuel Capacity in Gallons: 5020 • Water Capacity in Gallons: 1300 • Engines: 2x MTU V16 4000 series M90, total 7400 HP
Propulsion: 2x Hamilton jets type HM 721 with the Modular Electronic Control system • Top Speed: 53 • Cruising Speed: 44 • Range @ 25 Knots: 800 miles**

For information about the Moon Goddess Project, please contact Mr. Carlos Peralta: (moongoodess@iusa.com.mx)



**S-TURNS DOWN BISCAYNE
BAY ON A 115' OPEN
YACHT...WHAT BETTER WAY
TO SPEND AN AFTERNOON?**

TAILOR MADE SCANDINAVIAN DESIGN



Danish Yacht creates "state-of-the-art" Scandinavian design. Danish Yacht is a "super-yacht" shipyard with very modern facilities that include a specialist in-house carpentry shop. We also use steel, GRP fibreglass and build yachts ranging from 80-150 feet.

Danish Yacht is quality accredited in accordance with ISO 9001, environmentally accredited in accordance with ISO 14001, and accredited for the working environment in accordance with OHSAS 18001.



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