

# BOAT

INTERPERSONAL  
COMMUNICATION



*Shooting Star*



You might think me a little odd if I was to say that I think of my editorial team at Boat International as a collective of artists. Yet that, to a large extent, is what we are, for part of our goal as the world's leading superyacht magazine is to capture in the printed medium the beauty of the yachts we see.

Perhaps this, then, is why I feel such an affinity with the Danish town of Skagen – home of the Danish Yachts yard – which clings to northern tip of Denmark surrounded by dramatic seascapes, windswept dunes, giant skies and astonishing light. Skagen's unique light played a key role in the town developing as a retreat for artists in the 19th century, and it is light that became a key aspect in the concept and development of *Shooting Star*. Marrying the best of Scandinavian design with large expanses of glass, and using clever ideas to ensure that natural light filters through to all areas of her curvaceous interior, *Shooting Star* can dazzle as much when you are relaxing in her saloon as when you are being carried across the water at close to 50 knots.

I first met *Shooting Star* when she was little more than a rendering, and subsequently followed her through her incubation and development. My first trip to Skagen during her build was memorable, not only for seeing the black carbon skeleton that was being expertly realised by the craftsmen at Danish Yachts, but also for the experience of spending time in the town itself.

When I returned to Skagen to witness *Shooting Star's* birth earlier this year, she appeared before the proud, gathered crowds of yard workers and their families under glorious blue skies, bathed in that light for which the town is justifiably famous. It was as if the ghosts of the artists themselves had turned the spotlight on her, and she rose to the occasion. As she was readied to fly the nest, it proved an emotional moment not only for those closest to her, but also for her distant relatives like me. More than that, though, was the extraordinary realisation that all that design work and artistry had created a yacht that exceeded the promise of the original sketches.

In the following pages, then, you will find our own portrait of this remarkable yacht. Enjoy.

Tim Thomas



# Shooting Star

AN INNOVATIVE HULL FORM, ACRES OF GLASS AND A STRIKING INTERIOR INSPIRED BY LIGHT AND THE BEST OF SCANDINAVIAN DESIGN MARK THIS 38 METRE, 50-KNOT DAYBOAT FROM DANISH YACHTS AS A TRUE ORIGINAL

words: Tim Thomas photography: Buggy Gedlek



There is a reason that artists and painters made Skagen, on the northern tip of Denmark, their own in the 19th century. It wasn't the wild beauty of the dunes nor the vast skies that drew them north. It was the light. This was not my reason for heading to the town – I was there to witness the christening and trials of Danish Yachts' AeroCruiser 38 II *Shooting Star*. This 38 metre, 50-plus knot carbon flyer has deceptively simple lines, belying the extensive technology that has gone into her design and construction (see *BI292* for more on her build). Yet, behind it all, Skagen's famed light proved to be a fundamental inspiration in her design.

If elements of *Shooting Star* look familiar, that is because she is reminiscent of the 2006 Danish Yachts launch *Moon Goddess*, a 35 metre, 44-knot dayboat styled by Espen Øino for the owner of *Princess*

*Mariana. Øino* was brought back on board to develop the styling of *Shooting Star*. 'The starting point was in many ways *Moon Goddess*,' says Øino. 'We were trying to do something fairly simple, not over-styled like some boats in this segment tend to be, so that it would be something timeless incorporating large glazed surfaces to get as much light in as we could, as well as improving vision out.'

But if the acres of glass seen from her exterior give an inkling of her interior style, nothing quite prepares you for the reality. 'We wanted to really ooze all the qualities associated with Danish design, both classic and contemporary, in order to create a timeless elegance, and that I think we have done,' enthuses Danish Yachts director Christina Lötter. Developed from an interior concept by Art-Line, high gloss maple, pale fabrics and

The generous saloon area is enhanced by large windows and a giant opening hardtop. The aft doors lead to a deck area that features an eight-seater dining table, settees and sunpad. A solid awning extends from a garage to shade the forward part of the aft deck

The main deck offers both a bright and airy interior and comfortable exterior spaces. The large sunroof means that there is no flybridge, but sunworshippers can take advantage of large sunpads on both the foredeck and the aft deck



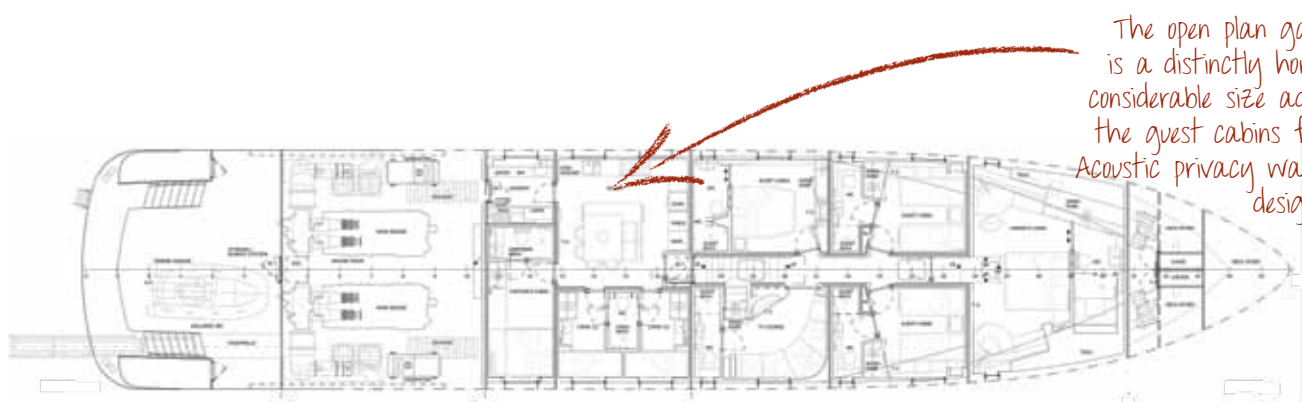
'We were trying to do something fairly simple, not over-styled like some boats in this segment, so that it would be something timeless,' says Espen Øino



Developed from an interior concept by Art-Line, high gloss maple, pale fabrics and leathers and a distinctly understated approach to decoration make *Shooting Star* unmistakably Scandinavian



The master cabin forward on the lower deck is a joy; high gloss maple, Italian marble, and pale fabrics and leathers interact with the light that floods in from the windows, skylights and lightwells to create a sense of luxury that belies the ultra lightweight construction demanded of the interior. The rubber-skinned basins in the guest heads are unique

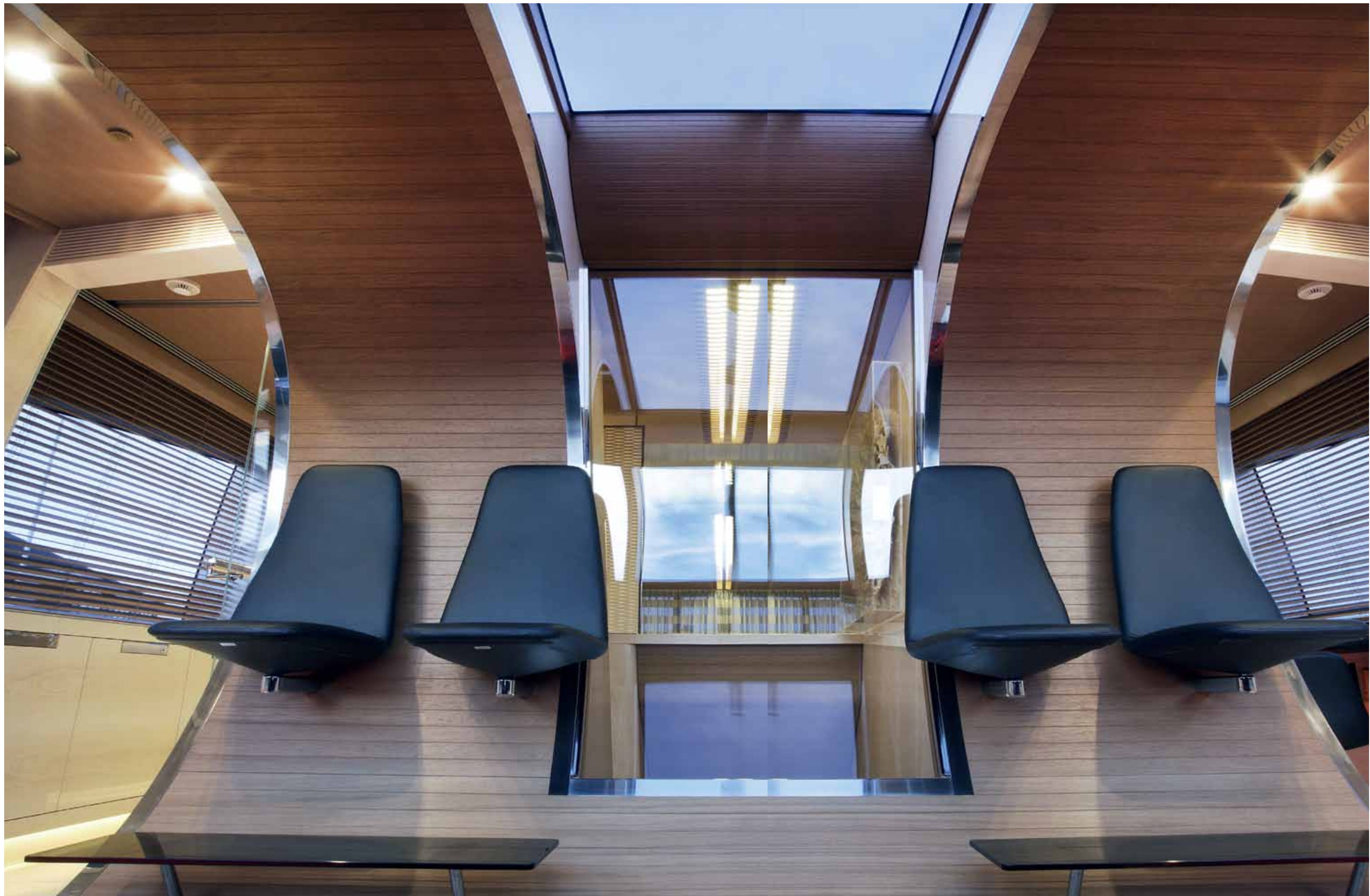


The open plan galley and crew mess is a distinctly homely space, while its considerable size adds more separation of the guest cabins from the engine room. Acoustic privacy was a key element in the design of the interior

leathers and a distinctly understated approach to decoration make *Shooting Star* unmistakably Scandinavian, yet the most striking feature – aside, of course, from the abundant natural light and the giant opening sunroof in the saloon – is the introduction of dramatic curves and the avoidance of perpendiculars. The deckhead rolls up toward the sunroof opening; the lateral bulkheads rising from the main stair splay subtly as they reach toward the skylights; the four seats overlooking the bridge console appear caught in the swallowing yawn of a breaking wave. ‘The idea behind the curvature of the interiors,’ Lötter explains, ‘was really to introduce interesting spaces and utilisation of the compartmental structure of the interior. By mixing angular surfaces with curved surfaces you add a layer of interest to the boat. It hasn’t really been done before. Along with the wood, the Italian marble, and the leathers we have used, it is all about

creating textures and layers, and if it was all angular it would be too symmetrical. But if it was all curved you would probably feel terribly seasick all the time, so it is a combination of the two.’

This unusual styling might well prove problematic in its realisation even for a standard boat – but for a lightweight carbon flyer like *Shooting Star* the challenges were considerable. Even before the complex nature of the interior was taken into account, the demands of the design brief were stringent. ‘There was a set weight in the brief which was obviously very low,’ recalls Thomas Foxby-Jacobsen of Nautech Design, a Danish company specialising in the engineering element of interior construction. ‘It was only 75kg per square metre – normally a lightweight interior would be around 125kg per square metre,’ he continues. ‘When we did the J Class *Ranger* seven years ago at Danish Yachts, that also required a very lightweight interior, but this has



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‘I have never been fortunate enough to have a brand new boat with a glass bridge before,’ says her captain. ‘Aesthetically it’s very good looking.’



The homely galley and crew mess (above) is a superb area. The dayboat element of the design is evident from the lack of fiddles on the work surfaces. The lower deck also boasts a stylish cinema room (left), while the capacious engine room is capable of taking larger engines and a gas turbine



been even more difficult because of all the complex shapes which need a lot of support and reinforcement. We had to use composite carbon fibre to get the strength, especially in the curved sections of the bridge area. It was quite a challenge to achieve that while keeping the weight down.’

There is a reason the weight needed to be kept so low – *Shooting Star*, in her current configuration with twin 16 cylinder MTU diesels, is designed to reach 50 knots at top speed – and that isn’t the hull’s ceiling. ‘We have made space in the engine room for engines of up to 20 cylinders,’ says Michael Pedersen, naval architect at Danish Yachts. ‘But a variety of combinations are possible for larger or smaller diesel engines with or without a gas turbine in the middle depending on what a client

wants for cruise and top speeds. The hull has been tank tested all the way up to 65 knots, which we could achieve with the big diesels and the gas turbine, and the hydrodynamics hold up.’

The hull is notable too for its unique design elements – details of which remain secret – which have effectively minimised the hump speed associated with planing hulls, ensuring viable cruise speeds across the range of the hull. ‘We played a lot with the shape in the bow,’ explains Pedersen, ‘and also the centre of gravity in the boat as we wanted a boat that was economical to run at cruise speed without having interceptors or other appendages. When we were working on getting rid of the hump speed we played a lot with the deadrise in the bow, and we have achieved a hull



*Shooting Star* has shown great promise in early sea trials, already reaching 45 knots at full load. Left: Michael Pedersen (left), Christina Lötter and Espen Øino. Below: The famed Skagen light bathes the yacht at her launch, affording select guests the chance to experience her light interior in all its glory



which is still quite sharp in the bow, giving us the ability to drive pretty fast in big seas without taking damage or giving an uncomfortable ride.'

Of course, tank testing is all very well, but it is the sea trial that gives the true measure of a hull's success. 'I'm pretty thrilled with the speed trials we have done so far,' says her captain, Carl Beve. 'So far we have achieved 45 knots on the early sea trials, and that was with nearly full tanks. Moreover, she is a fun boat to drive, a sports car. She turns like a small tender, and she stops from full ahead in around two boat lengths. She's very responsive – but then she does have a lot of horses in the stable!'

The design team also added an extra chine in the bow to give more volume forward in an evolution from the hull of *Moon Goddess*, and the result is that the lower deck guest accommodation is in the forward part of the hull, with the master suite located up towards the bow. This degree of separation, coupled to superb acoustic insulation, ensures that guests are not disturbed by mechanical noise or vibration, which has been kept exceptionally low throughout. Moreover, the crew mess and galley benefits from the beam of the midships area, making for a distinctly homely space.

For all the curves and Scandinavian styling cues, though, what strikes you most is that single tenet – light. Natural light floods the interior, even on the lower deck, where light wells from the main deck and double height deckheads reach up to skylights creating an immensely airy interior feel. *Shooting Star*, then, is a masterpiece – an ingenious design expertly realised by a progressive yard, as likely to wow you with her interior styling as she will when the throttles are opened on the high seas. The artists of Skagen would have approved.

## SHOOTING STAR *Danish Yachts*

**LOA** 38m  
**LWL** 31.72m  
**Beam** 7.5m  
**Draught** 1.45m  
**Displacement** 150 tonnes (full load)  
**Gross tonnage** 251 GT

**Engines**  
 2 x MTU 16V 4000 M93L

**Propulsion**  
 MJP Waterjets

**Speed (max/cruise)**  
 50 knots/ 35-38 knots

**Range at 35 knots**  
 550nm

**Bowthruster**  
 MaxPower R450/40 50kW

**Generators**  
 2 x Fisher Panda 75/S-PMS

**Fuel capacity**  
 20,692 litres

**Freshwater capacity**  
 5,662 litres

**Owner and guests** 8

**Crew** 6

**Tender**  
 Williams 385

**Construction**  
 Carbon composite

**Classification**  
 DNV and MCA

**Naval architect**  
 Espen Øino International/  
 Danish Yachts

**Exterior styling**  
 Espen Øino International

**Interior design**  
 Art-Line

**Builder/year**  
 Danish Yachts/2011  
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