

LUXURY WISH LIST  
FOR YOU & YOUR YACHT

# ShowBoats

## INTERNATIONAL

*Technical Triumph*

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### **ADVENTURE QUEST**

Go Wild in the Galapagos,  
Western Australia and Indonesia

*Superyacht Aspirations  
in a Sportfish - 90' Satu*

**A GREEN MOTOR YACHT?  
IT'S POSSIBLE! 129' SAFIRA**





A VILLAGE OF TALENT CULLED FROM THE FOUR CORNERS OF THE YACHTING WORLD HELPED FORM THE FIRST IN A SERIES OF “SUPERYACHT SPORTFISH.”

TEXT BY LOUISA BECKETT

# SATU

*It takes vision for the owner of a 43-foot open sportfisher* to step up to a 90-foot custom yachtfish with globetrotting capability, especially when he decides to manage the new-build project himself.

Satu's story began in 1996, when Richard and Susan Newhauser moved to Miami from Michigan, where he was CEO of a medical research company that developed a successful line of minimally invasive surgical products. Once in Florida, Rick indulged his passion for offshore sportfishing in his own Hatteras 43 and on larger boats.

“I hired a captain named Ray Rosher and fished competitively with him,” he says. “We won the Miami Billfish Tournament and the Ocean Reef, Don Shula and Bob Lewis tournaments. [Rosher's] attention to detail is what won the tournaments...a thousand little ideas.”

While Newhauser enjoyed competitive angling's intensity, he ultimately admitted, “It's not that relaxing.” Susan liked being out on the water, but she wanted more comforts than the typical hardcore sportfishing machine affords. So, in 2002, Rick began to use the skills he had honed during his business career to create the couple's ideal sportfishing yacht.

“We started by forming a matrix, interviewing affluent people about what they wanted,” he says. “That's what the Japanese do, and that's why they are so successful in producing new products.”

Newhauser borrowed an approach utilized by his medical products company—the Japanese “House of Quality” planning matrix, which defines the relationship between customer desires and a manufacturer's capabilities. “We benchmarked all of the superyachts in the world, both sail and power. We also benchmarked airplanes,” he says. “We talked to owners and learned what their priorities were.”

The Newhausers enlisted Robert Ullberg of Ullberg Yacht Design to help them design the project. Ullberg, who joined Bertram as vice president of engineering and product development last September, began his career with Tom Fexas Yacht Design, then hung out his own shingle in 1996, creating a string of large custom sportfishermen for legendary builders like Merritt, Willis, Lyman Morse and Whiticar.

The Newhausers' design goals were beyond the norm even for a custom sportfish project. They specified speeds of 33 knots combined with transoceanic range, full redundancy of all vital ship's systems and the ability to run comfortably through a Pacific Ocean head sea. They also wanted a full luxury yacht interior with storage for three months' worth of supplies. “We picked the harshest climates, both in terms of salinity and the temperature of the water, hot and cold,” Newhauser says. “We wanted to have the capability to go around the world.”

In researching equipment, systems and construction techniques for this go-anywhere yacht, the Newhausers and Ullberg consulted with major superyacht builders such as Royal Huisman, Delta Marine and Hodgdon Yachts.

Over time, the project grew to 90 feet. “Every inch earned!” says Ullberg. In addition, after consulting with dozens of superyacht suppliers, service technicians and



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Failing to find a dinghy the right size and weight to be carried on the bow, the designer and owner decided to create one of their own (left page, top). Satu's interior emphasizes open spaces and natural light (above).





“We were going to build an eighty-foot sportfish, but we learned so much from the superyacht builders that the boat evolved into a superyacht in the configuration of a sportfish.” – DESIGNER ROBERT ULLBERG

captains, “We ended up changing just about everything on our original equipment list,” Ullberg continues.

The equipment was replaced by labels superyacht owners and crew would be familiar with, such as Heinen & Hopman, which engineered the yacht’s air-conditioning, refrigeration and mechanical systems, and Rondal, which built the anchor-deployment system, deck hardware and waterproof hatches. “The addition of a sound insulation package specified by none other than Willem van Cappellen himself... made her more comfortable underway,” says Ullberg.

Some of this equipment might sound a bit over the top for a 90-footer. Take, for example, the flybridge navigation station installed by SAM Electronics, which has an IMO-compliant Electronic Chart Display and Information System displayed on three 19-inch Hatteland switchable screens. Not to mention the adaptive autopilot with a sat log that pre-compensates for drift, keeping the yacht tracking in a straight line wherever it is located around the world.

Although Newhauser realized that traditional sportfisher design elements such as the lack of a bowrail and an open galley would prevent his new yacht project from qualifying for full-ABS certification, he says, “We set our specifications to meet and exceed ABS standards [anyway]. There are seven watertight compartments.”

“The bottom was designed to the ABS military high-speed craft

rules,” adds Ullberg.

Ullberg estimates at least eight years of R&D were invested in the project, including tank-testing a 1-in-12 model of the yacht in two different facilities. They also built a 12-foot section of the hull to be analyzed by composites specialist SP Gurit. Then they made a full-scale mockup of the entire yacht—an idea from Royal Huisman—to ensure that the mechanical systems, equipment, provisions and gear, right down to the Wedgwood china, would fit efficiently inside. “So often people try to fit their gear on afterward,” Newhauser says.

While her husband immersed himself in the engineering, Susan devoted herself to creating an elegant, minimalist interior, which she calls, “contemporary but not ultramodern.” Her design emphasizes open spaces and natural light. “That’s what’s lacking on some sport-fishing yachts,” she adds. Susan collaborated with Robinson Marine Interiors, which fabricated *Satu*’s interiors.

She selected a single Japanese ash tree that provided the perfectly matched joinery for the interior, including the crew quarters. The floors are stunning—the wenge planks have a urethane coating that gives them a matte finish so smooth that you cannot see the seams unless you bend down for a closer look. Susan furnished the salon and staterooms simply but effectively with a few loose pieces by her favorite designer, Christian Liaigre. “We felt you would be more comfortable if it’s like home,” she says.

On September 1, 2012, the Newhausers took delivery of *Satu* from the Yachting Developments shipyard in New Zealand.

“The composite work done by the Kiwis was second to none,” Ullberg

says. “*Satu* was always spec’d to have a jet-black hull—typically the kiss of death for any boatbuilder. The outer skin of *Satu* is built of four layers of unidirectional fabric, each layer placed at a different angle. This gives the same effect as the [more typical] multi-axial fabrics but with no overlaps.... It’s labor-intensive, but the rewards are totally worth it. *Satu*’s black hull is perfectly fair. It’s that kind of attention to detail that really sets her apart.”

The yacht’s performance is another factor that makes her stand out. On a recent seatrial near West Palm Beach, she gave us an ultra-smooth ride through rough chop driven by winds of more than 15 knots.

When Paul Kelly, *Satu*’s captain, put the 90-footer onto a plane, we didn’t experience the typical exaggerated bow rise you can feel on some sportfishermen, thanks to the yacht’s perfectly balanced running angle. “*Satu* has about an eighty-five-foot waterline...and the center of gravity is located slightly forward of where it would be on a smaller sportfish. It makes the ride more comfortable,” Ullberg says.

When Captain Kelly advanced the throttles to a fuel-efficient 21 to 22 knots at 1,700 rpm, the fuel gauges showed the twin MTU 16V engines were burning just less than 80 gallons per hour. “This is the boat’s sweet spot,” he says. There was no pounding through the chop, no vibration, no diesel smell and almost no spray reached us where we sat on the flybridge. Climbing down to the cockpit below, we were able to speak in conversational voice levels on the rear mezzanine—another design goal achieved. Inside the yacht, with the door closed, the sound level dropped another 20 decibels.

When the captain went to wide-open throttle, hitting 33 knots at 2,500 rpm, the sound level did not increase appreciably—and impressively, neither did the spray. Unlike many sportfishing yachts, *Satu* remained bone-dry. “The chine is high enough to actually do something,” Ullberg says.

Her ride may make her feel like a yacht, but there’s no mistaking that *Satu* is every inch a serious sportfisher, complete with upper helm station high in the tower. “This boat is meant to fish, and that is what its DNA is,” Newhauser says. To that end, we asked the captain to simu-

late backing down on a fish, which he did at six knots without an ounce of water splashing into the cockpit.

*Satu*’s traditional sportfisher topsides may sacrifice a little guest comfort, since the flybridge is only accessible via a ladder. Apart from that, however, the boat’s “business end,” the cockpit, is exceptionally comfortable, with twin mezzanine settees that also convert to sunbeds shaded by the overhang.

Newhauser’s former captain Ray Rosher worked with him to create a real working fishing cockpit. His “thousand little ideas” are evident in the equipment, such as the custom International fighting chair, which is set on an articulated pedestal that positions an angler fighting a fish with rod-tip clearance in either corner.

After her final fitting out in New Zealand, *Satu* was transported by freighter through the Panama Canal, then did the final leg of the delivery from Panama to Miami on her own bottom with the Newhausers aboard. Along the way, she proved she can raise fish.

One cockpit feature Newhauser was glad did not get tested on that trip was the yacht’s armored rear salon door. “We were going along the shore of Nicaragua and three black high-speed boats came out,” he says. “We vectored our course, and they vectored their course. We vectored again, and they vectored again. So we put the hammer down and went to thirty knots and got out of there.”

The Newhausers are offering *Satu*, which means “one” in Indonesian, as the first hull in a new Superyacht Sportfish series. “What we want to do is find a U.S. builder,” Rick says. They put the yacht on display at the Miami and Palm Beach boat shows where it earned top marks from both sportfish owners and builders. Newhauser feels that its price point of \$10,875,000, which includes everything on board from the outriggers to the custom tender, makes the 90-footer nearly competitive with large production boats, while offering owners super-yacht-level design, systems and construction.

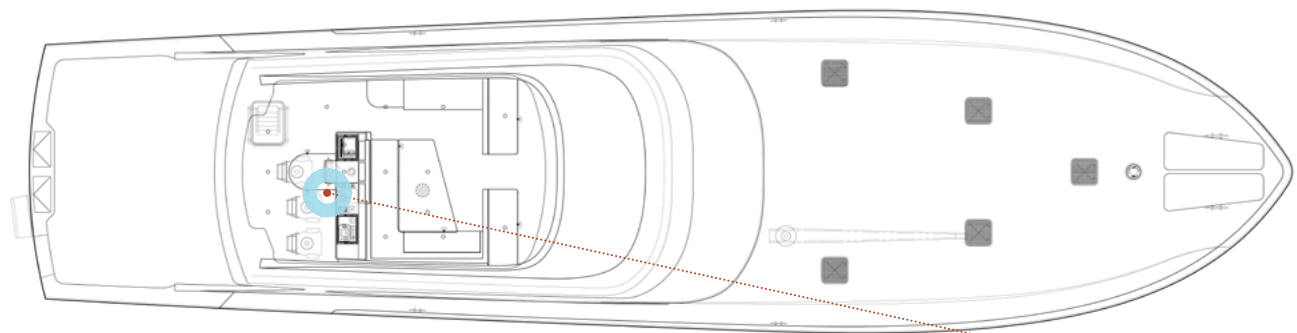
“We will customize the boat to the customer’s desires, but,” he says, “...a lot of customers already like what we’ve done.”

SB ENHANCED DIGITAL CONTENT ON THE IPAD APP



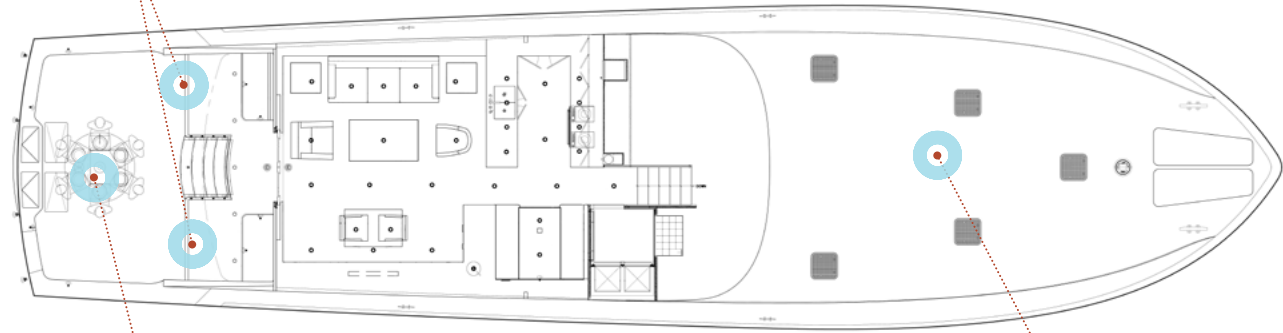
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Building a full-scale replica of the yacht helped tweak the layout, which gives guests generous elbowroom in the three en suite staterooms and incorporates some unique storage spots.





**COCKPIT:** Cold storage with drawers instead of the usual top-facing freezers and a waterproof tackle storage system were incorporated.

**HELM:** The tower and bridge have the same integrated bridge. An IMO-compliant electronic chart system means *Satu* can be paperless.



**CATCH FISH – EAT FISH:** The cockpit fighting chair can be converted into a dining table for six.

**TENDER:** A custom flats fishing/dive tender mimics *Satu*'s hullform down to the touch of tumblehome aft, but with an open transom.



**E/R REDUNDANCY:** Three A/C compressors, two watermakers and two refrigeration units are all one more than is necessary.

**CREW:** A bunked crew cabin that can double as an extra guest cabin opposes a utility area with laundry, storage and plenty of counter space.

**Specifications:**

**Builder:** Satu Marine  
Tel: (305) 467-5797  
www.satumarine.com

**Shipyard:** Yachting Developments  
Tel: +64 (0) 9 417 0060  
www.yachtingdevelopments.co.nz

**LOA:** 90' (27.4m)  
**LWL:** 82' 1" (25m)  
**BEAM:** 23' (7m)  
**DRAFT:** 4' 11" (1.5m)  
**DISPLACEMENT:** 164,000 lbs  
**POWER:** 2 x 2,400-hp MTU 16V 2000CR  
**SPEED (MAX/CRUISE):** 33/30 knots

**RANGE:** 2,600 nm @ 10 knots  
**FUEL CAPACITY:** 4,500 U.S. gallons  
**BOWTHRUSTER:** 45-hp MaxPower  
**GENERATORS:** 2 x 58kW Caterpillar C4.4  
**WATER CAPACITY:** 750 U.S. gallons  
**OWNERS & GUESTS/CREW:** 6/2

**TENDER:** 19' custom carbon-fiber flats/dive tender by Ullberg  
**CONSTRUCTION:** Composite  
**HULL STRUCTURE:** SP Systems  
**NAVAL ARCHITECTURE & DESIGN:** Ullberg Yacht Design  
**INTERIOR DESIGN:** Owner/Robinson Marine Interiors

AS SEEN IN



JUNE 2013

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