



PRESIDENT

STORY: DAVID STRICKLAND PHOTOS: BUGSY GEDLEK, INTERIORS
JERRY WYSZATYCKI, RUNNING

107

Those of you who follow Formula One racing will know that when the professional drivers speak about their cars and those of their competitors they use the word "pace" to describe performance instead of speed or acceleration.

"My car has good pace." "The Ferraris showed good pace in qualifying." Obviously it means roughly the same thing but it is the buzzword of the pros, so we can all nod our heads knowledgeably and say, "Yeah, good pace. He has very good pace. Speed? What's that? So dated."

The same thing has happened with boats when referring to their capacity. "Space" seems somehow to have been displaced by "volume." "Excellent volume for its length." "The boat's volume bespeaks a comfortable interior." Again, the words are more or less interchangeable but it's volume to the fore. Frankly, I have no idea what the mathematical formula for volume is, but I do know it pretty well describes how much easy living



GLOSS-VARNISHED CEILING TRAY ACCENTUATES THE APPEARANCE OF VOLUME ABOARD.



you can cram into a hull of a certain length. Some boats have volume, some don't – not that there's anything wrong with that. The President 107 has volume in spades. You first get a sense of it as you board at the aft gangway and look up at the towering three tiers of decks. Unless you've already been influenced by the previous paragraph, you might not automatically think, "Aaah, volume," but it might occur to you, however subconsciously, that this is a lot of boat.

"This is a custom yacht." That's the first thing my guide, Alain Cousineau, president of Presidential Yachts, impressed on me when we met in Aventura, Florida, to tour the as of yet unnamed vessel. Within the confines of the basic hull design, watertight bulkheads, bilge compartments and the like, all decisions as to the interior appearance, accommodations plan, furnishings, choice of electronics, and so on, are made by the proud owner and, in this case, designer Patty Horn. Essentially, Mr. Cousineau and his designers said, "Here's the space, now fill it." This yacht has been filled very well, I would say.

First contact is with a teak aft deck, the soft feel of new wood under one's feet providing a welcome sensation. We pass through sliding double-air doors and enter the large, open living area.

Here again, Alain is quick to point out that the fixtures will all be different next time, but as far as I'm concerned this is a very pleasant saloon, styled at the hands of Patty Horn. The furnishings are comfortable and unpretentious, with sofa and easy chairs grouped around the coffee table. To starboard is a granite-topped bar, aft of which a TV hutch houses a pop-up 42in screen; an attractive gloss-varnished ceiling tray hovers over all.

The predominant wood used throughout the interior is satin-finished teak, but with some cherry mixed in. The joinerwork is of good quality and one delightful inlaid credenza forward of the dining table, has a very attractive ebony veneer which, a surprise to me, brings out luscious deep red/gold tones along with the black when used in this way; the coffee table has ebony



Satin-finished teak and cherry are the predominant woods used throughout; granite of different hues are used liberally on countertops and floors.

The President 107 is a blank canvas for a designer. Apart from the basic hull design, bulkheads and bilges, she is a custom yacht.



legs in traditional black. We find granite of various hues used liberally – as flooring and countertops, from the bar in the saloon, through the galley, to the bathrooms in the sleeping cabins, and even extending to the crew's galley aft.

It may be getting a bit ahead of the story to say that all the stairways, inside and out, are broad and easy to negotiate. This is worth noting, I think, because we are all familiar with boats, however opulent, that contain precipitous or cramped stairs to reach cabins or flybridges. This is not the case here and I mention it because the saloon houses a very attractive stairway leading up to the pilothouse. The curved teak handrail on its stainless supports reminds one of a piece of sculpture, and the wood, of course, blends well with the rest of the saloon paneling.

To round out our tour of the main deck, there is a table for eight on the aft deck to encourage al fresco dining, and then forward of the saloon a dayhead, entry foyer and oak-floored country kitchen. The latter is suitably large and equipped with the finest in GE appliances, seating at the counter, and a banquette with a divided table for easy access.

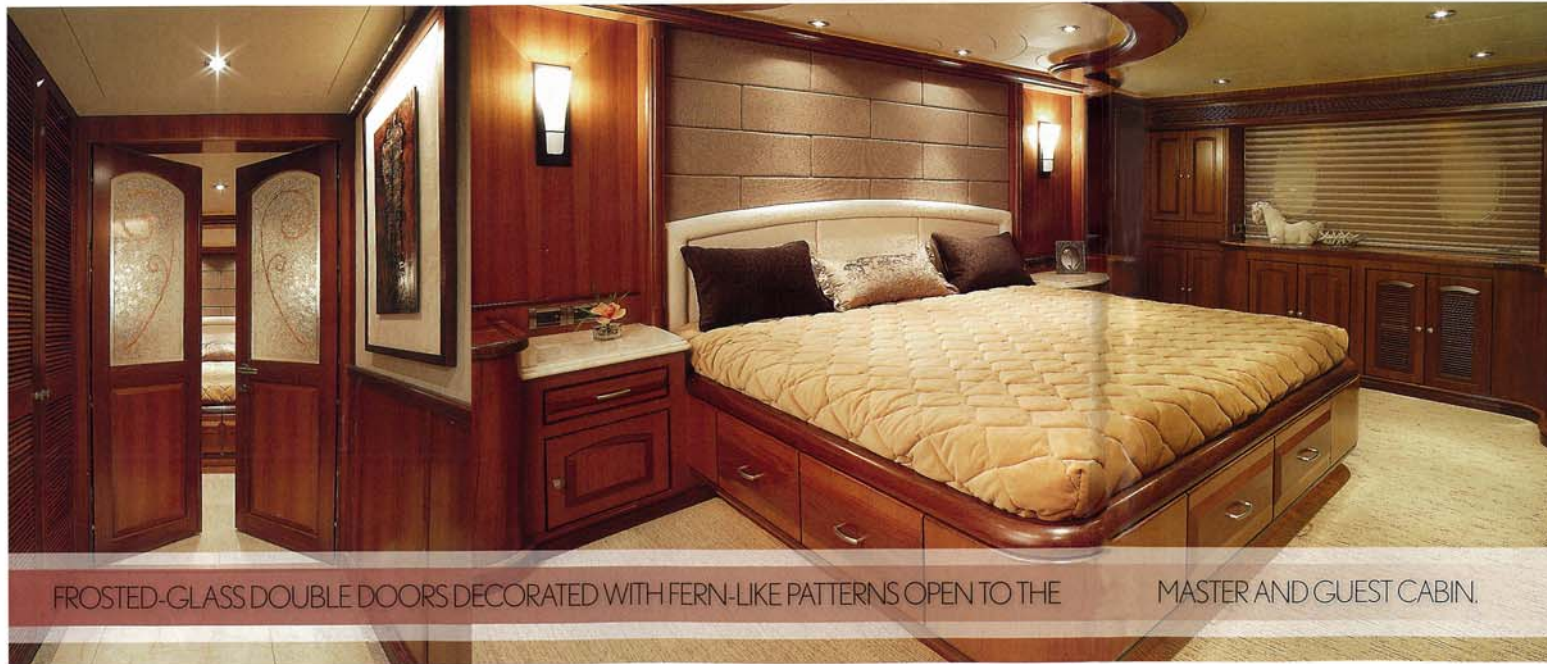
Considering the volume available, there could have been more than the three sleeping cabins on the lower deck, but this is an owner's choice. First we find the VIP suite in the fo'c'sle, down and forward of the galley, fitted with a nice console queen

bed and en suite head and shower. Off the saloon, we descend another stairway leading to a central hallway – with a washer and dryer in a locker – the second guest cabin with two singles and the usual en suite, and the master stateroom. Both these cabins have double frosted-glass doors decorated with fern-like patterns, unusual and attractive.

In lieu of a his-and-hers bathroom arrangement in the master, the owner has opted for one unit containing a spa tub, a shower and a single head. This takes up about two-thirds of the width of the boat behind the king-size bed. The remaining space is used for a second large cedar-lined walk-in closet – all the accommodations have abundant closet and drawer space, including under the beds themselves. Brightening the area, the owner's cabin is fitted with large vertical windows, oval in shape, with hinged, limo-dark sunscreens to tone down the light or discourage the curious onlooker.

Moving up to the pilothouse, the control console has the customary battery of screens monitoring the various functions of the boat and is embellished by a nice wooden wheel. Equipment includes TRAC roll fin stabilizers and TRAC bow and stern thrusters. Furuno are the electronics of choice; a Glendinning EEC3 electronic system controls the power; and amid all the chart plotters it's good to see a reliable old Ritchie compass.

Enough room for four staterooms is available, but the owner chose to split the space between three cabins.



FROSTED-GLASS DOUBLE DOORS DECORATED WITH FERN-LIKE PATTERNS OPEN TO THE MASTER AND GUEST CABIN.



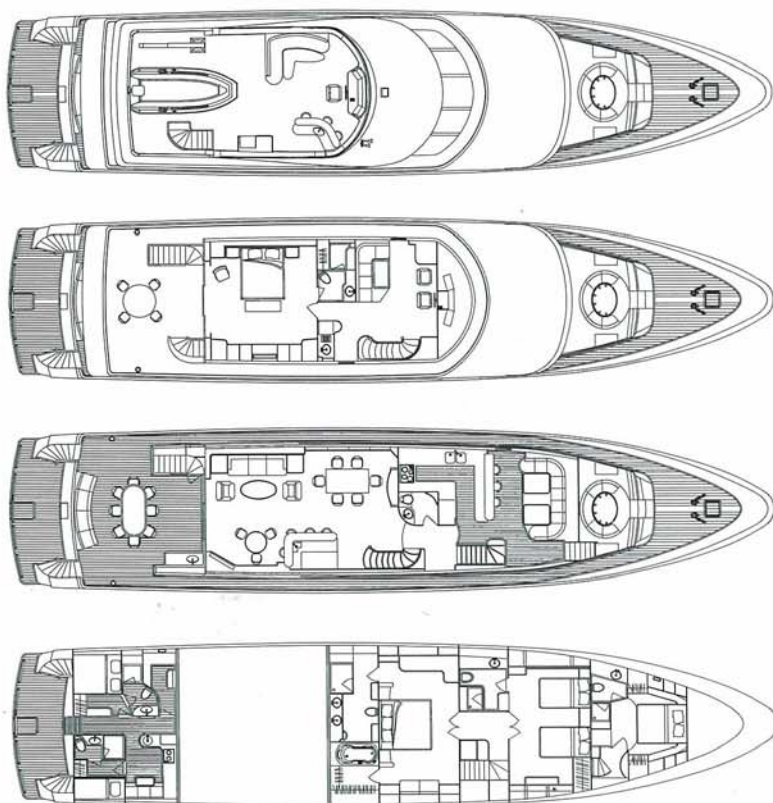
Aft of the helm station lies a second master stateroom, which takes advantage of the private aft open-air deck space.

The pilothouse is well appointed with two helm seats, maple and cherry floors, a table with a bench seat and a mini-bar and icemaker. The surprise comes aft of the helm station as we enter what Alain calls the second master suite. It could be termed the second VIP, but on this boat it's the second master. Not fancy, it features a large console bed, head and shower but, best of all, its own private open-air deck space – ideal for reflective contemplation.

Before mounting the final stairs to the flybridge, we take a stroll around the covered side deck, which is broad enough that you don't have to walk at an angle. The deck goes all the way around and back to the private deck, making the forward end essentially a Portuguese bridge. Personally I have always been a fan of these since you can stand there, facing forward as the boat presses on, above any spray that might be dousing the main deck. It provides a good view, and is better than being cooped up inside.

If I had to make any criticism of this 107, I would say that there ought to be a bit of shade on the flybridge. Once more, we are talking about options and, according to Alain, a cover can be engineered over this area with a forward-slanting radar arch (ours is aft-slanting). That aside, the bridge is functional and roomy, has a bar and a barbecue, plenty of seating and a spectacular view. An Atlantica RIB sits aft with its crane close by.

Now that we've dealt with the volume it's time to discuss pace, again something this boat is not short on. Standard power is from twin CAT C32 Accert diesels; on sea trials the 107 has



been clocked at over 23 knots, which is more than respectable. Cruising speed is rated at 18 knots, which gives a range of 960 miles. At lesser speeds, and with 4,000 gallons of fuel on board, the range would probably double.

Apropos of all that, finally we come to the engine room, accessed from the teak-covered swim platform. We pass through the crew's quarters, which consist of a captain's cabin, a small cabin with an upper/lower bunk and a reasonably large galley with seating. The engine room itself feels as if you were entering a cathedral (maybe dedicated engineers do think of it that way) with an astonishing eight-foot-high ceiling. Here there is no sense of being boxed in by machinery and having to struggle to reach a recalcitrant valve. Apart from the CATs, the most dominant feature is the single 4,000-gallon fuel tank that stretches athwartships across the forward end of the room. If required, tankage for another 1,000 can be located between the shafts.

Amid all the air-handler systems, the waste-treatment systems, water-pressure systems, and many other systems we can't identify at a glance, are found the two Northern Lights generators, 40kW and 30kW, purring away to keep all these systems working.

For the \$7.85 million that an owner has to pay to own one, I would say the President 107 is a good deal. This is not merely for all that volume and good performance, but it's also an attractive-looking vessel with a well-proportioned, even elegant, profile that does credit to the designers and speaks volumes for their talent.



Eight-foot-high ceilings in the engine room allow an engineer to reach all areas and components, making the President 107 easy to service.

SPECS

- LOA:** 106ft 8in (32.51m)
- LWL:** 90ft 10in (27.68m)
- Beam:** 23ft 8in (7.21m)
- Draft:** 6ft 4in (1.98m)
- Displacement:** 120 tons
- Engines:** 2 x CAT C32 ACERT 1,825hp
- Engine control system:** Glendinning control system w/ backup system
- Propellers:** 5-blade NiBrAl
- Speed (max/cruise):** 23/18 knots
- Fuel capacity:** 4,000 gallons
- Range:** 960nm @ 18 knots
- Bow & stern thruster:** Arcturus Marine TRAC
- Stabilizers:** Arcturus Marine TRAC
- Generators (main/emergency):** Northern Lights M1064D, 40kW/ Northern Lights M944W, 30kW
- Watermakers:** Sea Recovery SRCAWC 700-1
- Freshwater capacity:** 700 gallons
- Grey/Black water capacity:** 50/120 gallons
- Sewage system:** Hamann Super Mini
- Fire-control system:** Fireboy GA-2500-227
- Security systems:** According to owner request
- Monitoring system:** CATs
- Air-conditioning:** Cruisair
- Communication/Navigation electronics:** Furuno
- Entertainment systems:** According to owner request
- Owner and guests:** 8 to 10
- Crew:** 4 to 6
- Tenders:** According to owner request
- Tender-launching system:** Steelhead SM2000R
- Passerelle:** According to owner request
- Paint:** International bottom paint
- Construction:** Reinforced fiberglass
- Classification:** USCG ABYC, ISO 9001 (can be built to any class per owner request)
- Naval architecture:** President Boat International
- Exterior styling:** President Boat International
- Interior design:** President Boat International/Patty Horn
- Price guide:** \$7.85 million
- Builder/Year:** President Boat International/2007
- US dealer:** Presidential Yachts Inc. Fort Lauderdale, Florida
- US tel:** (954) 401-4428
- Bahamas tel:** (786) 390-9973
- Email:** cousineau@bellsouth.net
- www:** presidentialyachts.us