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The
MEGAYACHTS
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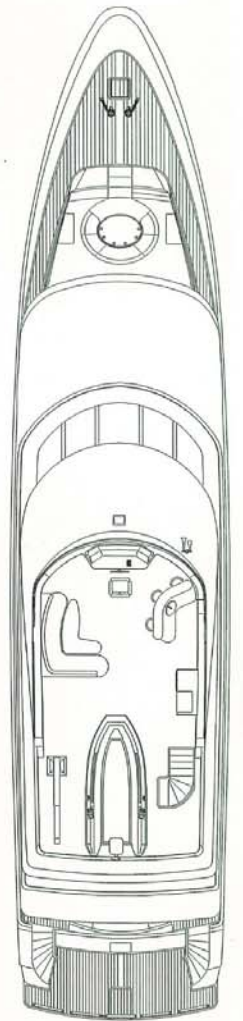


THE MEGAYACHTS USA

A BOAT INTERNATIONAL MEDIA PUBLICATION VOLUME TEN 2009

PRESIDENT 107

107ft Presidential Yachts



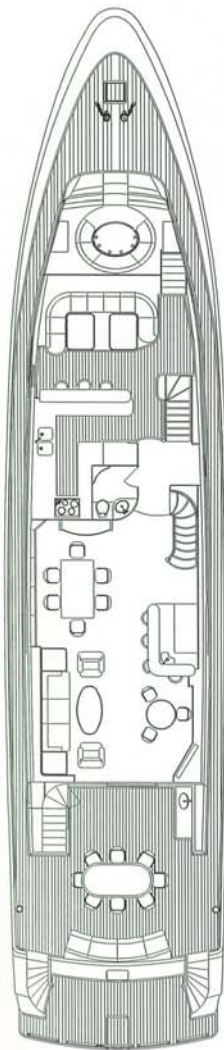
SUN DECK



These pages ★ The President 107 is a blank canvas for her owner to personalize. Apart from the basic hull design, bulkheads and bilges, she is a fully custom yacht.



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



MAIN DECK



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 area 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 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 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 107’s owner and, in this case, designer Patty Horn. Essentially, Cousineau and his designer 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, Cousineau 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. 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 legs in traditional black. Granite of various hues is used liberally – as flooring and countertops, from the bar in the saloon, through the galley, to the bathrooms in the sleeping





Above ★ Frosted-glass double doors decorated with fern-like patterns lead into the master and guest staterooms, decorated in soothing neutral hues.

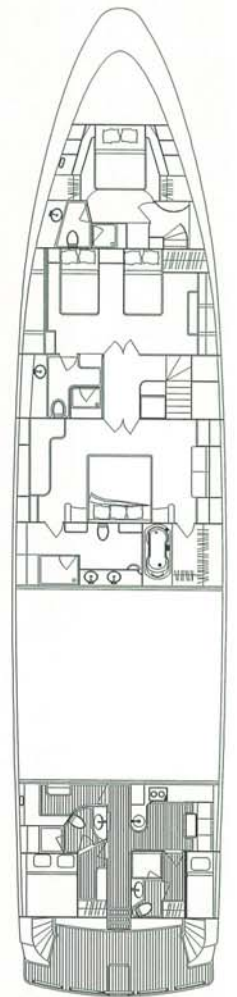


These pages ★ Enough room for four staterooms is available, but this owner chose to split the space between three cabins.

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 holds 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



LOWER DECK

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 foc'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 – and the second guest cabin with two singles and the usual en suite, along with 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.

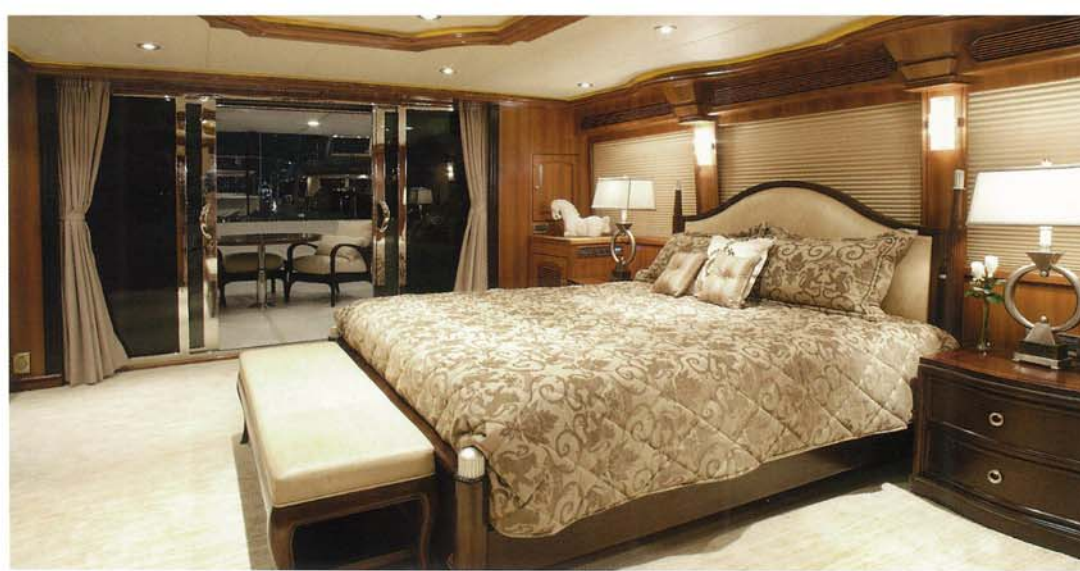
Moving up to the pilothouse, the control console has the customary battery of screens monitoring the various functions of the boat and is embellished by a nice wooden wheel. Equipment includes TRAC roll fin stabilizers and TRAC bow and stern thrusters. Furuno is the electronics brand of choice; a Glendinning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

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 helmstation as we enter the full-beam stateroom that Cousineau calls the second master suite. It could be termed the second VIP, but on this boat it's the second master. Not fancy,





This page ★ Aft of the pilothouse lies a second master stateroom, which affords its occupants access to a private aft open-air deck space.



it features a large console bed, head and shower but, best of all, it has its own private open-air deck space aft – 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 Cousineau, 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.

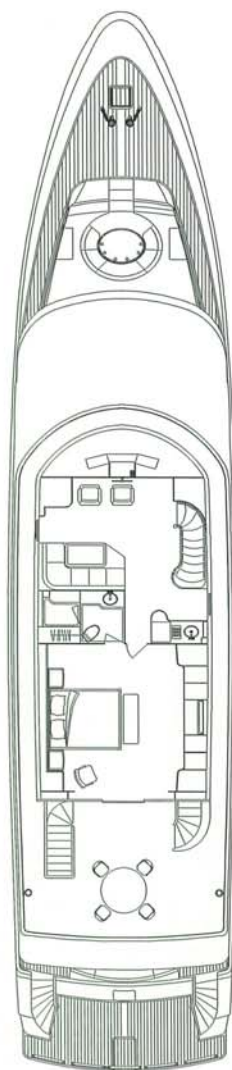
Now that we've dealt with the volume it's time to discuss pace, again something this boat is not short on. Standard power is from twin CAT C32 Acert diesels; on sea trials the 107 has been clocked at over 23 knots, which is more than respectable. Cruising speed is rated at 18 knots, which gives a range 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 gallons 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 value. This is not merely for all that volume and pace, but it's also an attractive-looking vessel with a well-proportioned, even elegant, profile that does credit to her designers and speaks volumes for their talent.



UPPER DECK



President 107



SPECIFICATIONS

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