

PARAMOUR

e x - H e l o v a l



MAJORCA SITS AT THE CENTRE OF THE WESTERN Mediterranean and is the focus of much of the superyacht activity in the region. The harbour is a forest of sailboat masts and there are dedicated berths for the largest vessels when they visit. The port is also a major repair and refit centre and this keeps the yards busy during the winter.

Servicios Técnicos Portuarios (STP), situated in the centre of Palma Harbour, has some of the best refit facilities in the world but is unusual in that it does not undertake the work itself. Instead, it provides lifting out and storage facilities while all the repairs on the vessels are done by sub-contractors. This sounds as if it could cause problems for

BELOW: A RAISED SPA POOL SURROUNDED BY AN EXPANSE OF SUNPADS WAS INSTALLED AS PART OF A MAJOR REFURBISHMENT OF THE SUNDECK

owners, captains and management companies, but sitting between the clients and sub-contractors are independent refit specialists who coordinate operations. The management of refits at STP has been raised to an art form by the team at Pure Superyacht Refit, which has offices inside the yard and not only organises and supervises a project but also



takes care of all accounting and tax exemption procedures. This was the reason *Paramour's* experienced Australian owner chose Palma for the refit.

Paramour, formerly *Heloval*, was built by CMN in Cherbourg, France, in 2002 with the lines of a classic tri-deck motor yacht. She is a classic in every way, with well-proportioned exterior lines and a wood-panelled interior that combines formality with a relaxing style. With a length of 43.7 metres, the yacht is the perfect size both for the charter market and extended cruising. Powered by a pair of 1,230hp Caterpillar diesels, her steel displacement hull cruises at a leisurely 12 knots. She was refitted in 2007 when she received a new interior by Claudette Bonville.

Her current owner took over in 2011 and between charter commitments embarked on a couple of personal cruises before the season ended. This gave him a sense of what

could be improved and his experience formed the basis of the latest refit programme. His original plan was to have the work completed and for the yacht to be in Sydney Harbour for New Year's Eve at the end of 2012, where he could entertain friends and then set off for a circumnavigation of Australia. Those plans changed when his wife noted that she had seen plenty of Australia but not much of Europe. Consequently, *Paramour* spent the summer in the Mediterranean being cruised by the owner and chartered.

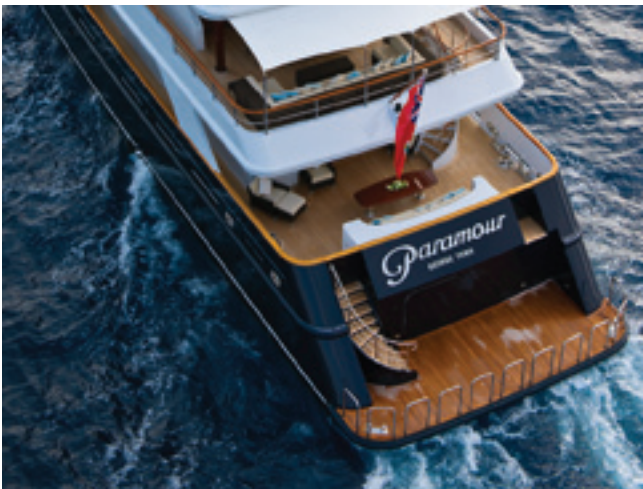
The owner's representative on the refit was the experienced Duncan Johnson, who says the aim was to modernise the yacht but retain its character. 'It sounded simple but it involved a lot of thought and planning. The project was helped considerably by the presentations that were made by Pure Superyacht Refit. The yacht was in poor condition when she arrived at the yard, with sections of deck



Paramour is a classic with a well-proportioned exterior and a wood-panelled interior that combines formality with comfort



ABOVE AND BELOW: GUESTS CAN NOW ENJOY AN ATTRACTIVE BEACH CLUB THAT WAS CREATED BY EXTENDING THE BATHING PLATFORM 1.2 METRES AND REALLOCATING SPACE IN PART OF THE AFT GARAGE



lifting and fairing peeling away. We had a season of use to work out what we wanted to do before she went to Palma. We were very impressed by the management skills of Pure in co-ordinating all the refit work with the sub-contractors.'

Nic Clarke, CEO at Pure, says: 'The brief from the owner appeared quite straightforward but as we developed ideas and concepts we realised that this would be a major refit. It also had to include a Lloyd's 10-year survey and we were not sure what might be uncovered during that. The owner wanted *Paramour* to be more user-friendly with new social areas to meet not only his own requirements but also those of the charter market. We developed a range of ideas and concepts that mainly revolved around converting the sundeck and stern areas for open-air entertaining, but there was also a lot of detail work to be done.'

While devising ways to meet the owner's request for more and improved alfresco living space, Clarke noted problems with pounding at the stern, where the flat aft sections around the bathing platform were impacting with the waves. To treat both issues, he says: 'We developed a list a proposals that included hull modifications at the stern and then translated these into detailed plans and contracts for the sub-contractors who would be employed on the work.'

The bathing platform originally ended within the length of the hull but the plan was to extend it by 1.2 metres to create more space and, by incorporating part of the stern garage space, to make the area into a beach club. To reduce pounding, the underwater hull was extended by the same amount, which was complicated by having to incorporate

the propeller semi-tunnels. An angled structure was introduced under the bathing platform extension to smooth the water flow. 'This added 6.2 tonnes of weight, but also 7.2 tonnes of extra buoyancy, which had to be calculated in stability numbers along with a study of the water flow in the modified, lengthened propeller tunnels and stern,' says Clarke. 'The result has transformed this stern area into a very usable open leisure space, enabling guests to be at water level on the new bathing platform, interacting with friends and family enjoying the sea. It's also a favourite for quiet, late-evening chats.'

The two jet-skis formerly stowed in the aft garage have been moved to a new position on the foredeck, where compact carbon fibre cranes have been installed to launch and recover them. This has helped free up a lot of space aft, and while some of the garage area is still occupied by the auxiliary machinery installed there, the plan developed this space to form part of the 'beach' area.

To match the new user-friendly beach club, the aft cockpit at main deck level also had a facelift. Removing some metal structure along with dark wood facing on bulkheads made the space lighter and roomier, while new furniture and detailing opened up the area and made it more appealing.

Paramour carries a new 4.6-metre tender that also doubles as the MCA rescue boat. This is now stowed on the sundeck and a Nautical Structures crane has been installed to launch and recover it as well as a possible third jet-ski. The 9.7-metre guest tender is either towed or crew-driven to follow the yacht.

The owner wanted the sundeck to be transformed into a large space with all the facilities for entertaining and enjoyment, which necessitated a complete refit at this level, including the installation of a spa pool on an aft raised platform with attractive sunbeds on either side.

To create more deck space, four liferafts were moved outboard of the rails, which not only freed up space but also makes them easier to launch in an emergency. In the centre of the sundeck, under the radar arch, a beautifully crafted double bar and barbecue has been created. The bar is in two halves with a gas-fired barbecue in the forward section and a wet bar in the aft section flanked by stools. This allows the barbecue to be convenient to the dining/social area that fills the whole of the forward area of the sundeck. A new dining table was added to match the forward sofa and wicker chairs.

To provide adjustable sun protection for the new sundeck



layout, Pure and the captain, together with a local marine upholstery company, devised a series of five triangular awnings that extend aft from the arch. These quickly disconnect for the tender crane operation and for the sun protection to be adjusted to suit requirements, be it total coverage of the sundeck or just selected areas.

Most of the refit work in the interior focused on the crew accommodation and a newly designed galley. Crew areas for 10 located in the forward part of the lower deck have been refurbished and the galley was fully rebuilt in stainless steel and granite and fitted with the latest equipment.

During the Lloyd's 10-year survey, the hull plating was tested ultrasonically, which revealed that the steelwork was wasted in some areas around the grey and black water tanks below the waterline.

Some plating, frames and piping were renewed and the hull faired and painted as part of a full anti-fouling application. Because of the extensive work to the sundeck, including a new glass and stainless steel spa pool surround, the entire superstructure was refinished. New varnished cap rails and new teak decks on three levels give the whole yacht a fresh appeal.

The survey work included removing the propeller shafts for inspection and one of these was found to be seriously pitted, so both were replaced. In the engine room, pipework and systems modification made room for two new shore power converters and upgrades to the main switchboard, including seamless transfer.

Paramour's captain, Simon Ladbroke, joined the yacht shortly before the refit started. '*Paramour* was looking very tired when she came to the yard and it looked like she had not had a birthday for some time,' he says. 'We built up a sound relationship with the management team, and this was the best shipyard experience I have ever had. We were working to a tight time schedule and there was more work than anticipated when we first planned the refit, but Pure Superyacht Refit did not let us down.'

The yacht, which headed off for a full summer of cruising in the Mediterranean after the work, is offered for charter by Edmiston. As Clarke comments: 'She is the sort of handy-sized charter yacht that is doing well on the Mediterranean market at present.'

With the season over, *Paramour* was remaining in the Med in preparation for another five months of refit work, mainly a full overhaul of the engines to meet Lloyd's survey requirements. 'There will also be work done on the interior of the yacht to accomplish the owner's ideas for a more modern ambiance,' says Clarke.



ABOVE: THE REBUILT GALLEY IS A STAINLESS STEEL AND GRANITE MODEL OF EFFICIENCY FITTED WITH THE MOST MODERN EQUIPMENT

The yacht, which spent all summer cruising the Med following the refit, is the sort of handy-sized charter boat doing well in this market

SPECIFICATIONS

LOA:
43.7m (143' 4")

LWL:
39.4m (129' 3")

BEAM:
8.6m (28' 2")

DRAUGHT:
2.7m (8' 10")

DISPLACEMENT:
422 tonnes

GROSS TONNAGE:
460

ENGINES:
2 x 1,230hp Caterpillar 3508B

SPEED (MAX/CRUISE):
14/12.6 knots

RANGE:
2,800nm @ 12 knots

FUEL CAPACITY:
60,000 litres (15,850 US gals)

THRUSTERS:
Rodriquez Marquez DMS 100-E

GENERATORS:
2 x MAN D2866 LXE 30

WATER CAPACITY:
8,000 litres (2,113 US gals)

OWNER AND GUESTS:
10

CREW:
10

TENDERS:
1 x 9.75m Jupiter, 1 x 4.6m Novurania 460DL

CONSTRUCTION:
Steel hull, aluminium superstructure

CLASSIFICATION:
Lloyd's

ORIGINAL BUILDER/YEAR:
CMN Cherbourg/2002

REFIT NAVAL ARCHITECTURE:
Ignacio Recalde Canals

EXTERIOR STYLING:
Captain Simon Ladbroke; Nic Clarke,
Pure Superyacht Refit; Clifford Denn

INTERIOR DESIGN:
Captain Simon Ladbroke, Nic Clarke

OWNER'S REPRESENTATIVE:
Duncan Johnson

REFIT YARD/YEAR:
Servicios Técnicos Portuarios/2012

