



**MARI-CHA III**

# MARI - CHA III



Designed by John Munford, her accommodation is superbly executed by Sensation Yacht's skilled cabinet makers, it includes three large guest cabins, a 23x13ft (7x4 m) saloon and crew quarters forward for eight people. All the panelling (over lightweight Nomex core) and frames are executed in thin veneers of Honduras Mahogany. Marble surfaces, beautiful fabrics, "objets d'art" and luxurious accoutrements have been carefully selected to enhance MARI-CHA III's interior.



# Elegant Super Yacht



**M**MARI-CHA III represents a giant leap in design and technology. From the owner's brief to the naval architect's plan was certainly a major challenge: design a supremely comfortable yacht that is also the fastest of her type and size in the world. During the period preceding the construction, the interior designer John Munford produced his first drawings and sketches in a luxurious Edwardian style, sublime decor whilst Philippe Briand began his preliminary research to develop this amazing yacht. One of the main objectives was to conceive and build MARI-CHA III as light and stiff as possible, without compromising the safety aspects. Use of the latest technology was the only way to succeed in this aim and the toughness of the Carbon Kevlar sandwich hull exceeds that of comparable aluminium hulls.

# MARI - CHA III



Photo: Neil Rabbowitz

During sailing trials, she reached 12,5 knots upwind at an apparent wind angle of 20 degrees with only 12 knots of true wind speed. On the reach, she sailed comfortably at 17 knots with only 14 knots of true wind. MARI-CHA III has moderate draught for a yacht of her size, giving her the ability to explore most of the world's magnificent anchorages.



Photo: Roger Lean-Verone

## Super Maxi

# Magnificent



Photo: Neil Rabinowitz



Photo: Neil Rabinowitz



Photo: Tom Wilkins

**M**MARI-CHA III is a Super Yacht of distinction aboard which her owner can cruise comfortably as well as entertaining his guests in style and luxury. She will turn heads at any anchorage with her sleek hull and huge ketch rig, that also confers enormous benefits in terms of speed, weight to sail area ratio and efficiency.

MARI-CHA III is a Super Maxi whose hydraulic sailing systems may be converted to manual operation to comply with the rules stipulated by the World Speed Sailing Record Council.

The interior can be dismantled to reduce weight for racing programs and give room to the racing crew of 25. However, the full width owner's suite with its adjoining study and large shower room remains largely intact, as do the crew quarters.

# MARI-CHA III

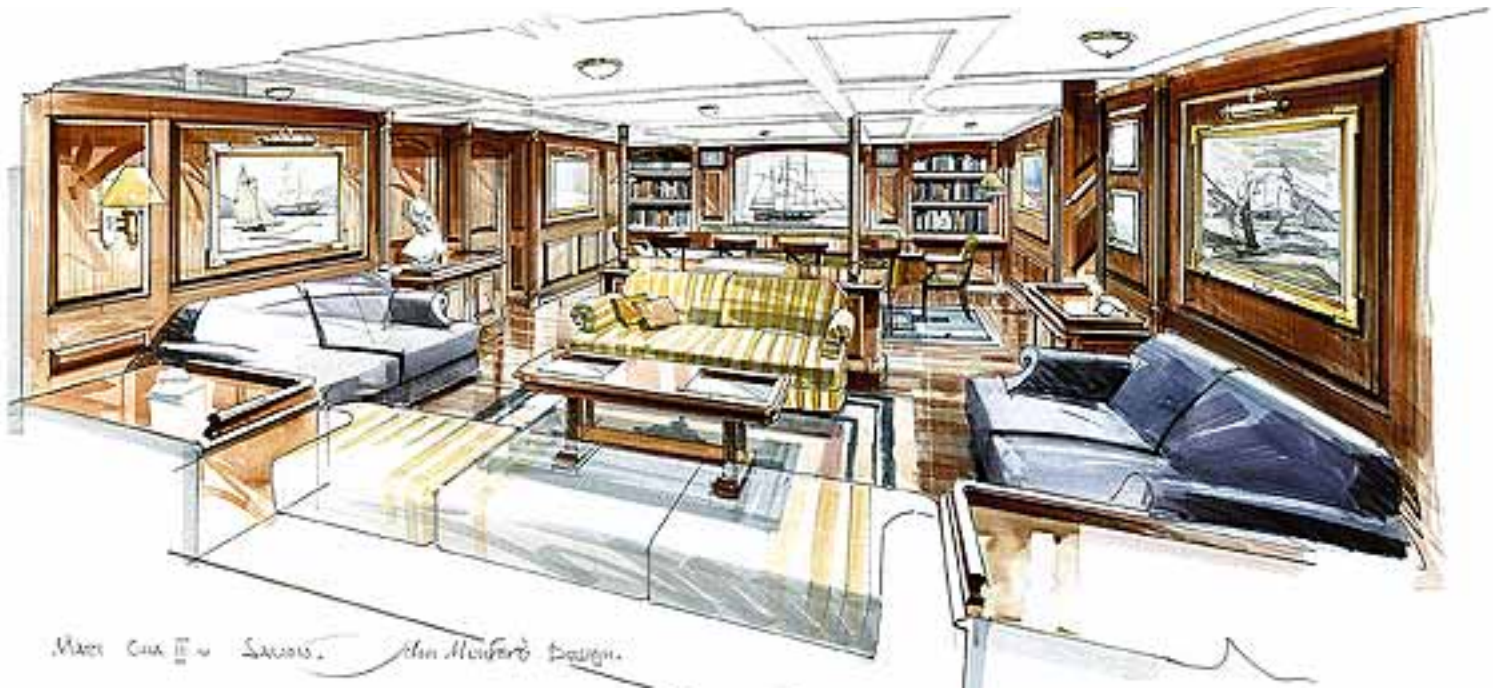


Illustration: John Munford



Photo: Guy Gurney



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Will MARI-CHA III's "invités de marque", be able to imagine the saloon during a transoceanic race whilst drinking fine Champagne?

MARI-CHA III's dual role of luxurious Superyacht and racing machine required a huge amount of research and development, ten months to ensure that she succeeded in both guises. Hundreds of drawings, sketches, studies on hull shape and rig comparable to an America's Cup campaign (including computer hull flow studies, tank testing, wind tunnel sail development). This was completed by real life speed trial leading to ongoing developments.

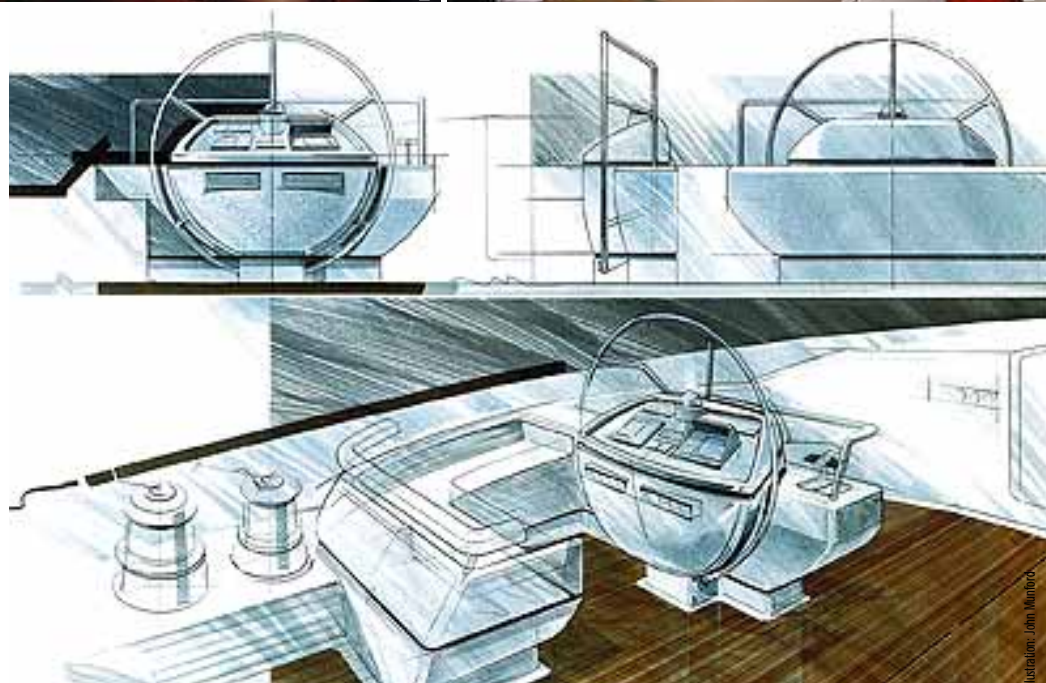


Illustration: John Munford

# Efficient

## Record breaker



**M**MARI-CHA III, in racing mode, became the new Atlantic record breaker on October 24, 1998, when she crossed the finish line at Lizard Point in southern England at 12:08:17.

MARI-CHA III sailed from New York to Lizard in 8 days, 23 hours, 59 minutes and 41 seconds.

She averaged 14 knots.

MARI-CHA III's construction is at the cutting edge.

1997 winner of the Superyacht Society's award for the Best Sail Yacht over 36 metres as well as

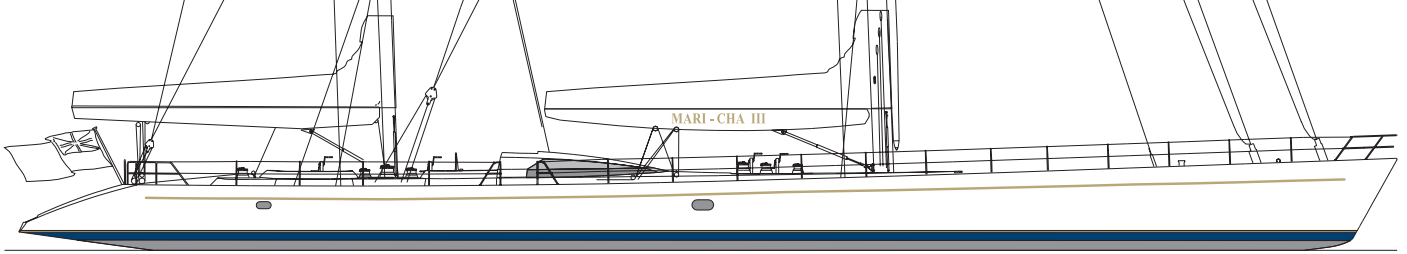
the award for the Best Sail

Yacht Interior, MARI-CHA III

is surely the finest high tech sail yacht of her size in the world - and likely to remain so for some time.

MARI-CHA III, cruising or racing, guarantees her owner satisfaction, pride and honour.

Forever...



# MARI - CHA III

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|--|--|---|
| <ul style="list-style-type: none"> <li>• Launched Autumn 1997</li> <li>• Builder Sensation Yachts</li> <li>• Hull construction Marten Marine (carbon composite)</li> <li>• Architect Philippe Briand</li> <li>• Interior Designer John Munford Design</li> <li>• Project manager Jef d'Etiveaud</li> <li>• Certification ABS hull certificate</li> <li>• LOA 146 ft 8 in (44.70 m)</li> <li>• LWL 124 ft 7 in (38.00 m)</li> <li>• Beam 29 ft 6 in (9.00 m)</li> <li>• Draft 14 ft 9 in (4.50 m)</li> <li>• Ballast           <ul style="list-style-type: none"> <li>- Fin keel and bulb 90,000 pounds (41.000 Kg)</li> <li>- Water ballast 1750 Gal.</li> </ul> </li> <li>• Displacement           <ul style="list-style-type: none"> <li>- Cruising 277,200 pounds (126,000 Kg)</li> <li>- Racing 240,000 pounds (110,000 Kg)</li> </ul> </li> <li>• Rigging Rod, Riggarna and Aramid</li> <li>• Spars Southern Spars (carbon composite)</li> <li>• Sail Area           <ul style="list-style-type: none"> <li>- Upwind 1,000 m<sup>2</sup></li> <li>- Downwind 1,680 m<sup>2</sup></li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• Water tanks 5000 L</li> <li>• Fuel tanks 9,000 L (2,500 nm range at 10 kts)</li> <li>• Main engine Caterpillar 600 H.P.<br/>max speed under power 14.8 kts</li> <li>• Bowthruster Max Power 50 H.P.</li> <li>• Generators           <ul style="list-style-type: none"> <li>- Northern Lights 40 Kw - Panda 15Kw</li> <li>- Hydraulic generator 15Kw</li> </ul> </li> <li>• Water maker HEM 260 l/h</li> <li>• Air-conditioning Aqua air</li> <li>• Hydraulic system           <ul style="list-style-type: none"> <li>- HPS, Deck Winches, Bow thruster, 15 Kw Alternator</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• SSB Sea Co.</li> <li>• VHF Two Skanti and two portables</li> <li>• Intercom Through the PABX tel system</li> <li>• Auto pilot Segatron</li> <li>• Video systems           <ul style="list-style-type: none"> <li>- In the saloon, owner's, crew mess. CCTV exavision</li> </ul> </li> <li>• Hifisystems           <ul style="list-style-type: none"> <li>- In Saloon, Owner's, Pilot house, Guest cabins, Crew mess</li> </ul> </li> <li>• Deck Gear Lewmar custom and Harken Custom</li> <li>• Dinghies           <ul style="list-style-type: none"> <li>- Custom Kevlar 15.5 hard bottom inflatable with 50 H.P. Yamaha.</li> <li>- Zodiac Futura Mk II with 15 H.P. Yamaha</li> </ul> </li> </ul> |
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### Electronics

- Computer
  - Power PC Apple with Pentium II board
  - Ethernet throughout the boat
- Central nav
  - B&G Hercules 790 interfaced to the rest of the instruments and to the computer (Max Sea)
- GPS Trimble plus one manual
- Radar Furuno 96 Miles

### Safety

- Complete safety equipment to the standards and British regulations for 25 persons

### Inventories

- Complete inventory on demand
- Cruising and racing full inventories by North and Voile Système/Incidence



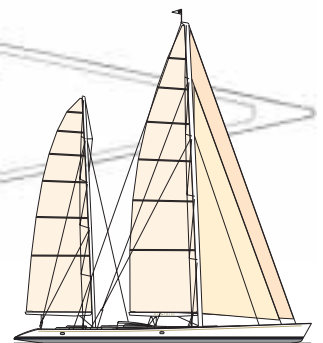
Garage for the tender located in the transom

Owner's suite

Guest's rooms and pilothouse above

Dining room and saloon

Galley and crew quarters



More informations at <http://www.mari-cha.com>

