

# BOAT

International



The couple who bought a rundown villa - and then a superyacht

Why are more and more boats running aground?

## FAST AND FLASH

The Mangusta 104 REV comes to America

## BREAKING FREE

How 94ft *Ill Amigos* redefines the sportfisher

## DANCING QUEEN

Windy's super tender shows her moves



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ON BOARD

WILD WATER

# DANCING QUEEN

It cruises as if on rails, says *Raphaël Montigieux* of Windy Boats' new flagship, a 60ft chase boat that's so much more than just a tender

**PHOTOGRAPHY** Courtesy of Windy and JP Lehne



The first Windy SLR/SR60 has just been delivered, with hull No 2 already sold and under construction, with delivery scheduled for 2023

**S**candinavia's Windy Boats has been a contender in the boating world since the late 1960s but it's in the last decade especially that it has made its mark on the superyacht sector by building high-quality custom chase boats and tenders. A benchmark in the yard's history was the SR52 Blackbird, a super tender developed with Dubois Naval Architects. Building on that experience and the success of its SR52 line, in October, the company unveiled its most accomplished contender yet, the Windy SLR/SR60, with a party held at the waterfront Slottsholmen Hotel near Windy's facility in Västervik, Sweden.

"When I saw the boat finished, I realized that we have now reached a level of quality that I have never seen before," said Knut Heiberg-Andersen, co-chairman of Windy Boats, at the event. From the get-go, the shipyard intended to set a new reference in the chase boat world and greeted the arrival of the new flagship with flowing champagne.

It was sunny but blustery when we set



out for a cruise in a scenic fjord, but there was not much evidence of wind as we cruised at 25 knots – it felt like cruising on rails. When we stopped, with the gyro stabilizer on, the boat was so stable you could have grabbed a drink from the bar and stood on the large platform without any worry of spills. A lot of that is down to the naval architecture by Malcolm McKeon, who was previously involved in the development of the SR52 and gave this hull a deep V and increased flare on the top sides.

#### DISTINCTIVE DESIGN

The windscreen and hardtop are beautiful and smartly designed, efficiently protecting all passengers while the boat is cruising. The interior (below) is an elegant balance of light and dark



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The owner of the first SLR60 is a repeat client who worked with McKeon on the design of his future superyacht, a 196ft sloop being built at Royal Huisman. He asked him to come up with a newer version of his SR52. Being involved with both Windy and the mothership gave the designer a good understanding of the goals.

“We thought that for the new sailboat we were going to do something more up-to-date, a bit bigger, and [generally] improve on the 52,” McKeon says. From an initial 57ft, the project quickly grew to 60ft. “We did a lot of CFD work to compare the characteristics of the 52 and the 60, to make the boat a bit drier and a bit more sea-kindly,” he says. Increasing the range was another important goal. This first hull is the SLR (long-range) version, and it has an impressive range of 850 nautical miles at 25 knots with a 1,220-gallon fuel capacity (the alternative SR version has smaller tanks for more accommodation space, with a larger aft cabin). The top speed is more than 40 knots.

Essential to the design were space and storage for longer trips, and McKeon has found it everywhere he

**CONSISTENT STYLE**  
The black signature of the Windy SLR/SR60 allied with carbon, wood and light-colored cushions, is present inside and outside for an elegant and cohesive look

could, from the bow area to the transom. The central helm station, surrounded by six seats, is protected by a windscreen that connects harmoniously to the hardtop. Behind it is a spacious alfresco

guest area with the bar, followed by the aft deck with generous sunpads and a big swim platform.

The extra length and the colors – a dark paint contrasting with light-colored cushions echoing the interior by Christian Liaigre – give the boat real elegance. Guillaume Rolland, head of the yachting division at Studio Liaigre, also worked on the owner’s new mothership. It was his first time designing a “boat” rather than a superyacht for a client, an experience he describes as “very exciting.” The designer, himself an avid sailor, set out to create his vision of Windy’s Scandinavian heritage and an interior for people who sail.

“For the interior layout, we started from a white page to find the best balance,” he says. “I have a boat of 29ft,



**OUTER SPACE**

Large deck spaces offer comfort and security to passengers during long day trips, but also to the crew during supply ops

**INNER SANCTUM**

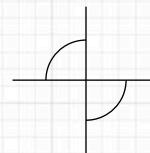
Designed by Liaigre, the interior was created to mirror the finish of the mothership but also to be functional. A crew member can live on board in full comfort

**NO COMPROMISE**

High-quality details, such as these carbon-made handrails, remind you that you are on board the chase boat of a superyacht

**SPECS****Model** SLR60**Builder** Windy Scandinavia AB**Exterior design and naval****architecture** Malcolm

McKeon Yacht Design

**Interior design** Studio Liaigre**LOA** 59' 7"**Beam** 14' 10"**Draft** 4' 3"**Displacement (full)** 21,000kg**Fuel** 1,120 gallons**Water** 105 gallons**Engines** 3 x Volvo Penta IPS650**Top speed** 43 knots**Range at 25 knots** 850nm**Price** POA

so I understand the problem of space.”

Inside and out, the space is smartly designed for flexible use. Forward is the salon and a dining corner that converts into two twin beds. A large and ergonomic galley near the salon entrance also offers easy access to the outside. On the opposite side is a dayhead with a shower. A double bed is in the aft section, below the cockpit.

It’s “functionality before all,” Rolland

says, although there are no concessions made in terms of elegance and luxury, down to the smaller details. The plugs and switches, for example, are from French artisan Meljac. “We focused on the perceived quality.” The interior tells a story, Rolland explains. “The way things follow each other, the way they are linked together, is a kind of invisible science that triggers desire. Every proportion, every angle, has its reason.”

It’s easy to want to stay on board this boat. The SLR60 feels reassuringly well-built and the combination of carbon fiber and oak wood, which is white-washed or tinted black to mirror the finish on the future mothership, is harmonious and appealing.

The new SLR60 is more than a tender; it’s a luxurious capable dayboat that an owner will be proud to take to shore but will also enjoy on the open sea. ■