

Alysia

This 85.3 metre purpose-built yacht with capacity for 36 guests and as many crew has claimed its own niche in the charter market, along with sistership *Annaliese*. Amanda McCracken goes aboard in Monaco to see what she can offer large parties of guests
Photography by Bugsy Gedlek







Above and below right: the saloon on the main deck is more formal than other areas of the yacht. This is the ideal place to listen to music and enjoy cocktails before dinner. Below left: the vast entrance hall is spectacular when lit at night



Andreas Liveras' passion for yachts is legendary amongst both owners and industry professionals in the superyacht fraternity, as is his ferocious appetite for the yachting business, which has been well documented in the pages of *Boat International* over the years. So it is no surprise that just two years after launching his last yacht he has added yet another 'grand mistress' of the sea to his collection. *Alysia* is the sistership to the

85.3 metre *Annaliese* (featured in *Boat International* 221). Both yachts are built to SOLAS (Safety of Life at Sea) regulations and accommodate up to 36 passengers with an impressive ratio of crew to guests of 1:1. Experience and the ability to listen to your existing clients is so important when you are building a yacht for charter, especially when you want to reap rewards on your investment. The essential ingredient of any charter yacht is an understanding of what clients want and

what they will love about being on board a glamorous yacht – a throw-back, if you like, to the Golden Era, when film stars were photographed aboard luxurious yachts with politicians and the rich and famous. Rather astutely, Liveras has filled an untapped market between yachts that can accommodate 12 guests and the vast impersonal cruise ships.

Alysia's naval architecture, came from the boards of Alpha Marine, with exterior styling by Alpha Marine and Lally Poulias, and interior



Below: on board *Alysia* there are several areas where you can dine. This is the vast formal dining room on the main deck which adjoins the main deck saloon. When both tables are set with silver candelabras, crystal and china it is quite splendid



design by the same and Sophia Dafnia. Unlike many large yachts, for which chartering is a secondary consideration after personal use, both *Annalisse* and *Alysia* were specifically built for charter, with the full intention of offering the best in facilities, in much the same way that an exclusive hotel offers fabulous comfort, decoration and service, with the utmost attention to detail. But these vessels have a distinct advantage - they offer a different view everyday and the menu is whatever you desire.

Bringing *Alysia* directly from the Neorion shipyard in Greece to Monaco was intentional and a shrewd business move. Not only is Monaco a playground for the rich and famous, but it is also a harbour that at some time or other will see every superyacht that has ever been launched, and which is home to some of the most spectacular and elegant yachts in the world. But there was an added attraction for one particular weekend in April - the Top Marques show was in town. This is an

exhibition where the fantasies of car enthusiasts, many of whom own superyachts, are lived out to the full, with prototypes of the most expensive cars in the world on show and orders of new and rare thoroughbreds quietly taking place. And where you find fast and expensive cars, you will certainly find talk of helicopters, jets, planes and yachts. So what better way to capitalise on a venture than to use your yacht as a platform for the show for VIPs who are essentially potential charterers?



Above: the bridge deck aft is one of the most popular areas for guests to congregate. It is ideal for an alfresco buffet party or casual dinner under the stars. Below: the helicopter drop-off pad makes a perfect platform for sunloungers. Or, if you prefer, the plunge pool is found at the bow



As we headed towards the harbour, still debating which car to buy from Top Marques with Michael White of Cavendish White, we spied the distinct but not inelegant lines of *Alysia* through the tangled wires and half erected grandstands for the upcoming Grand Prix. We turned to musing about the possibility of James Bond roaring down the road in the latest prototype car or dropping onto *Alysia*'s helicopter pad for some menacing action ... but we mustn't get too carried away.

Alysia stands head and shoulders above the other yachts, except possibly *Lady Moura*, but her lines are well proportioned to take in the vast areas and some pretty special features that lie within her steel hull and superstructure. It is certain that she will not have a couture interior like some private yachts of similar length, as it would be foolhardy to lavish such extravagance on a vessel that is in use 365 days a year, or to display original works of art that a spirited child might decide to enhance by painting their own

masterpiece over the top, although we all know this was a ploy of many an old master. The intention was always to make this yacht a dwelling that could cater for the whole family as well as high profile companies and individuals.

Stepping on board we were taken up to the bridge deck where we joined guests at an exclusive luncheon party that was in full swing. A quiet, considered Liveras watched guests' every move while speaking to each one individually and welcoming them on board. As



This page: the upper deck saloon is an ideal retreat in the daytime for families to enjoy. In the evening the ambience can be completely changed with the use of lighting. Guests can relax or enjoy a drink at the bar



he mingled, he turned quietly to his stewardess and enquired whether the wine was chilled to the right temperature, the tables were set properly, the guests were getting sunburnt and the buffet laid out to his satisfaction. It was impressive to watch chefs and stewardesses calmly negotiate their way around guests to lay out the feast that came from the professional kitchen deep in the bowels of the yacht. The whole yacht is run with military precision by young Ukrainian captain Leonid Matkovsky,

but this isn't silver service, it's service with a smile and from a crew of young attentive staff of numerous nationalities. *Alysia* is vast, like a buxom opera singer pushing the stays of her corset until they are near bursting to reach the crescendo of the most perfect high note. The interior of *Alysia* bursts with every conceivable luxury that you could want on board, from huge pop-up plasma television screens, concealed in units, personal entertainment systems, toiletries and

swathes of white fluffy towels and robes, to a cinema where you can watch your favourite films and even beauty rooms where you can simply lose yourself in the sheer unadulterated pampering of luxury treatments. There are four decks for guests to explore with a fifth dedicated to the essential machinery and vast engine room with its two 2, 75011p Caterpillars, which sweep the yacht along at a cruising speed of between 16 and 18 knots. On the lower deck there is a







Above and below: the master suite is found forward on the upper deck. The bedroom has 180 degree views forward and a private deck that can be reached from the bedroom. There are several areas including a study, his-and-hers bathrooms and dressing rooms and a further small bedroom



magnificent dedicated spa area, completely bedecked in exotic marbles, among them Azul Paraiso from Brazil and Arabescato and Michaelangelo from Italy. The Egyptian Silvia Oro marble used in the wet areas has a magnificent natural golden hue. The spa is the largest on any vessel we have seen to date, taking up almost a third of the total internal space on this deck. Here you will find calm and tranquillity in treatment rooms, where you can enjoy thalassotherapy, massages, manicures and hairdressing from full-time professional beauticians, or unwind in the relaxing vapours of the steam room and sauna. All the treatments are included in the price of the

charter, although the products are extra. For those who don't want to see the light of day or sunbathe, it is the perfect place to relax on reclining chairs around a circular indoor spa pool. For working off the calories there is also a well-equipped gymnasium and children are taken care of in a creche nearby.

Accommodation for guests is arranged over three decks. You will be welcomed on board in the main deck lobby, an area that is strikingly high in structure and fitted out from top to bottom in stark white marble, except for a small reception desk. From here, the modern open tread main staircase, also in white marble, winds upwards past a magnificent piece of

blue Macaub Brazilian marble art, which is suspended like an enormous painting. For those who prefer not to have the exercise of the stairs there is a conventional elevator that takes you swiftly between decks.

Most of the cabins are arranged forward on the main and upper decks on either side of rather pedestrian-looking corridors as far as the eye can see. However, the cabins themselves are far from ordinary, and even the normally heavy fire doors to each room work with effortless ease. Ten of the cabins are named after Liveras' children or grandchildren and the rest after Greek islands. Although quite similar in size and design they all have Arabescato and



Andreas Liveras talks about his business ventures

'I have seen this industry growing continuously for the last 21 years that I have been involved in. I have realised since I first started chartering with the 27.5m Benetti called *Natasha* in 1985 that the larger the yacht, the busier it will be. I immediately bought the 42.5 metre *Albacora*, which was one of the largest yachts then, and continued with Princess *Tanya*, *Rosenkavalier*, and *Altair* – all of them the largest yachts at the time.

One of the golden rules we have at Liveras Yachts is service. Every member of the crew is given the appropriate training and knowledge for his or her position. This is the reason we have in-house training, even for people we employ from five-star hotels.

The size of our yachts is also important. We believe that out there is a large percentage of clients who can afford to pay the rates for a large yacht if they could find one. In the past, these clients had to use cruise ships to accommodate parties of 20 to 30. Apart from one or two very old yachts there was nothing in the industry to cater for these numbers of people.

Since 9/11, clients have been very concerned about safety and security when travelling with large numbers of people. They have started looking at private yachts and some have even begun building their own. This is why shipyards have been so busy building large, new yachts in the last few years. However, even before 9/11 it was clear that large yachts were needed in our industry.

We decided to build four yachts in stages and we made a start in 2001. These yachts had to be different from existing charter yachts. They had to be built for royalty, personalities and high net worth individuals. The unique beauty centres have proven to be the busiest areas on board. The specifications and electronics are the latest. We bought four copies – one for each yacht – of the Queen Mary's fully automatic and impressive bridge, manufactured by Kevin Hughes. The KaMeWa joystick' allows the yacht to turn 360 degrees or come out of the quay sideways. The third yacht's plans and drawings have been completed and we are soon going

to tender. We will build our third 108 metre with Alpha Manne in Greece.

We believe that the industry's new clientele (such as the Russians) favour new yachts which are fast and fashionable over old, traditional yachts like *Rosenka'aliar*. The Russians feel that a five-year-old yacht is now too old. That is why we are now concentrating only on the newest and latest designs in yachts.

Annaliese is the first professional charter yacht to be built under SOLAS rules and this is another attraction to the client. They feel safe and secure.

These yachts are the most expensive yachts for charter in the world today. The normal rate is 94,500 per day, which is about \$121,000 per day plus food, drink, fuel and all other expenses. This works out at an average of \$1,250,000 per week.



The hi-tech fully automated bridge is a copy of the *Queen Mary's*



Above: the cinema is a place the children really love. They can choose from hundreds of DVDs on board and relax in the comfortable viewing chairs. This area also has a computer for guest use and an area for playing cards

Michaelangelo Italian marble bathrooms, walk-in closets (with full length mirrors), large double or single beds with small sofas, and a view of the ocean through large windows.

Each of the cabins is individually decorated in rich coloured silks, satins, velvets, alcantara and cotton, set against a background of brushed limed oak. The feel is ritzy and smart, but at the same time relaxing. Sophia Dafnia, who has been working with Liveras on the interiors of his yachts for over 21 years, knows exactly what is needed when putting the practicalities to

work. 'When choosing the luxurious fabrics,' she explains, 'I try to go for interesting relaxing shades to suit all tastes and to blend in well with the wood. The fabrics used are very fine quality, many have been low flame treated to comply with the rules and regulations. I look at the practical side when choosing the fabrics and all the other interior furnishings from the service ware, domestic equipment, decorative items and even the crew uniforms. One has to think how the crew will look after everything on board without being too delicate or taking

up too much of their time to maintain or clean while on charter, as it is most important for the crew to concentrate on the service requested by our demanding clients.'

On the upper deck is the master suite, which is placed right forward, taking over the whole of the beam to the side decks. The area can be completely closed off from the rest of the vessel, with a separate staircase for private entry and security purposes if desired. This suite of rooms includes a children's or personal staff twin cabin, forward of which is the office



Above right: the VIP suite is found away from the rest of the guest bedrooms on the bridge deck. Here there is a bedroom, large bathroom and separate office, which is found just behind the bridge area, and enjoys views from windows on the starboardside only

and bedroom. The bed faces a large semi circle of deep recessed windows, which offer an almost unobstructed 180 degree view outside. To port is a massive marble clad bathroom and substantial his-and-hers walk-in dressing rooms. A private deck for sunbathing or enjoying a quiet breakfast is reached through a door from the bedroom. A separate VIP suite is found on the bridge deck just behind the hi-tech bridge, with its own sitting room, bedroom and large bathroom. Both of these suites are decorated in a similar fashion to the rest of the cabins.

The cinema is to be found on the upper deck. If you don't fancy watching a film from the vast library on board ensconced in individually reclining seats, there is a dedicated guest computer with Internet access as well as a games table — a favourite place for the children to hang out.

There are two massive saloons. The main deck saloon, which is the largest, has a more formal ambience. It is entered from the aft deck through an ante room, furnished with a sofa, coffee table and games table, that provides a

pleasant place to relax with a book. A swathe of off-white custom-made carpet leads you into the symmetrical saloon itself, complete with a bar and grand piano. At the press of a button you can change the lighting to set whatever mood you like. This is the ideal place for enjoying cocktails before entering the adjoining formal dining room, where candelabras grace two huge oval tables, setting the scene for dinner by candlelight.

For a complete contrast, you have to go up to the upper deck where a more fun, alfresco



Although similar in size and furnishings the guest rooms are all elegantly decorated

atmosphere prevails. Two magnificent solid wood dining tables adorn the aft deck, which is shaded by the deck above, making it a delightful place to enjoy meals. Forward of this is the second saloon, similar in size to the one on the main deck, but with a completely different style and feel. Although just as light and modern, the sitting area is far more conducive to family get-togethers, with the square edges of the room softened by built-in sofas and loose chairs. There is also a bar as you enter to starboard and a card table opposite.

The sundeck is a dedicated area for sunworshippers, where the drop-off helicopter pad becomes a raised sunbathing area adorned with reclining chairs. There are two bar areas, one with barbecuing facilities and a spa pool to cool off in before crashing out on the surrounding sunpads. There are also hidden retreats if you want to get away from everyone.

'SOLAS did restrict us in many ways,' Sophia concludes, 'and this is where private yachts differ to our two charter vessels. You have to have certain features which are not so chic, for instance, the orange life boats, heavy safety doors and safety equipment.' Yes, that is something that you have to be aware of, but I have to say we hardly noticed the lifeboats, which were cleverly aligned with the profile of the yacht, and you are unlikely to go looking for them. *Alysia* and *Annaliese* are set to enjoy continuous chartering. If you are lucky enough to go on either of these yachts you will be assured of an experience. □

ALYSIA

- LOA**
85.3m
- LWL**
74.36m
- Beam**
14.44m
- Draught**
4.15m
- Displacement**
2619.39 tonnes
- Engines**
2 x 2,750hp Caterpillar 3606
- Propellers**
2 x KaMeWa variable pitch
- Speed (max/cruise)**
18/16 knots
- Fuel capacity**
234,455 litres
- Range**
7,000nm at 14 knots (economical speed)
- Bow thruster**
KaMeWa Tunnel Thruster 1100-50, 300kW
- Stabilisers**
Fincantieri retractable
- Generators (main/emergency)**
3 x 500kW Caterpillar 3412/
1 x Caterpillar 3406
- Watermakers**
2 x TEMAK 40,000 litres per day
- Freshwater capacity** 110, 213 litres
- Grey/black water (capacity)**
39, 070 litres
- Sewage system**
EVAC AquaMar Bio-Unit
- Fire-control system**
Marioff Hi Fog
- Security systems**
Kelvin Hughes MANTA 2300 and Vosper Thornycroft
- Monitoring system**
Kelvin Hughes MANTA 2300 and Vosper Thornycroft
- Air-conditioning**
Heinen Ft Hopman and Carrier
- Communication/navigation electronics**
Kelvin Hughes MANTA 2300 and Vosper Thornycroft
- Entertainment systems**
Sony Wega, Bose
- Owner and guests**
36
- Crew**
34
- Tenders**
2 x 7.8m Special Craft
1 x 5m RIB, Glyfada Marine
- Tender launching system**
Mor Saverio
- Passerelle**
Mor Saverio
- Paint**
Balid Awlgrip
- Construction**
Steel hull and superstructure, aluminium deckhouses
- Classification**
SOLAS Passenger Vessel,

- Det Norske Veritas, Class Notation * 100 AI
- Yacht management**
n/a
- Naval architect**
Alpha Marine, Greece
- Exterior styling**
Alpha Marine, Greece, and Lally Poulias
- Interior design**
Alpha Marine, Greece, Sophia Dafnia and Lally Poulias
- Broker**
n/a
- Charter**
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E-mail info@liverasyachts.com
- Charter rates**
€94,500 per day (\$121,000) plus food, drink, fuel and all other expenses
- Builder/year**
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- Price guide**
n/a

