

BOAT

International

*"I like my boats fast,
lean and mean"*

LAPO ELKANN

*at full throttle,
page 162*



G FORCE

THE IRRESISTIBLE ANN G

+ FRANK GEHRY'S SECRET SAILER

GO DEEP: MILLION-DOLLAR SUPERYACHT SUBS

CORAL KINGDOM: 5-STAR DIVING IN RAJA AMPAT

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BOAT

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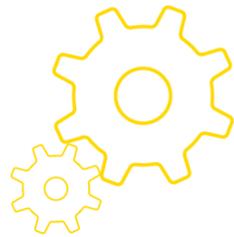
WE TEST

Boat International editor
Stewart Campbell test dives
the DeepFlight Dragon, and
Risa Merl takes the Wider 32
for a spin off Cannes



TOYS + TENDERS

*play + the hottest new sound systems tech + guitars,
gym kit and bicycles dive + your own personal submarine
tenders + the must-have models toys + jet off on hydrofoils
and boards drive + park your own car, James Bond-style*



GSE TRIESTE
VAS 525/60

The dream of living beneath the waves in your very own yellow submarine can be a reality with the VAS 525/60. Not brand new, but enviably proven, the adventure-ready sub is built by Italy's GSE Trieste to military standards and has been extensively tested on commercial vessels. Five passengers can gaze out of the large forward and side portholes, while HD video cameras mounted on the exterior capture the scene, and forward-facing 3,200 lumen underwater lights illuminate the depths or the inky night as the VAS descends to 160m for up to eight hours. *POA, y.co*



DEEPFLIGHT DRAGON

Stewart Campbell takes the controls to test dive this US firm's latest submersible

The scariest thing about taking a ride in DeepFlight's new Dragon submersible is that I'm in control. With five minutes' prep and the calm, reassuring figure of inventor Graham Hawkes (codename "Grey Hawk") in the front pod, I nudge the lever forward to dive and a second later I'm looking up at the surface as my viewing bubble is totally submerged. It's a truly miserable day in Port de Fontvieille in Monaco – cold, windy, driving rain – so I don't get the benefit of sunlight spearing through the water and great visibility, but the joy of driving my own little sub is such that I don't spend too long complaining. My right hand's on the joystick, which moves us simply and immediately around the harbour, which, owing to the weather, I'm forbidden to exit. Making a break for it isn't really an option, thanks to the four knot cruising speed, so I have to satisfy myself with checking out the state of the fouling on nearby boats. Hawkes is able to maintain his serenity because he knows how hard it is to mess this up. Anyone who's spent any time on a PlayStation will be able to master the Dragon – and I'd wager even that's not necessary. Put simply, if you can't figure out a control system this simple, you probably shouldn't be near the water.

This ease of use and safety are the Dragon's true genius – you could almost let your kids go off in it. Being positively buoyant it dispels any *Das Boot* nightmares of sinking to the bottom and staying there. If you lose power, or a shark bites off a thruster, it will just float back to the surface. What you lack is the fishbowl-like view of the subs to the left, but neither do you need any special training or extra crew to operate it. And being so close to the glass means the underwater experience is really intimate. It's not for claustrophobes, but everyone else should love it.

The operating depth of the Dragon is 120 metres – plenty, in other words. Only James Cameron needs to go deeper. You can be at that depth for six hours, thanks to the 15kW/h of lithium iron phosphate batteries, which can be fully charged in half that time. She's pretty compact, too: 5m long by 1.9m wide and 1.1m high, making her suitable for tender garages. At \$1.5 million, she's a little pricier than most yacht toys

but, as a low-hassle way to get beneath the waves, not much can beat it.

 DeepFlight Dragon, \$1.5 million, deepflight.com



d i v e +

MAKE LIKE JACQUES COUSTEAU AND EXPLORE THE UNDERWATER WORLD IN YOUR VERY OWN – AND VERY COOL – SUB

SEAMAGINE Aurora-5

Created to give guests a completely immersive experience in the watery world below, SEAMagine's Aurora series of submersibles features a massive glass bulb for unparalleled views as she dives to 300m. The Californian company's newest luxury sub, the Aurora-5, seats four passengers and one pilot. A single-point hoist makes for uncomplicated launching, while an ergonomically designed aft section and telescopic handrails ease boarding. The entire set-up is ideal for deep-sea exploration with the family in tow. The Aurora-5's weight and size can be customised to suit the mothership, as can the colour. \$3.2m, seamagine.com



U-BOAT WORX Super Yacht Sub 3

Known for their reliable, workhorse subs used for scientific exploration, Dutch builder U-Boat Worx has just launched a new sub specifically for superyachts. The Super Yacht Sub 3 is so easy to operate that the pilot can hand over the Manta joystick controller to passengers to experience the sub's boat-like handling. With a footprint of less than 7.6m² and weighing 4,150kg, the pint-sized sub is easy to fit on board, and owners can opt for versions that dive to 100, 200 or 300m. A retractable freeboard extender makes on-the-water boarding a breeze. From €1.5m (including training), uboatworx.com



TRITON 1650/3 LP

No longer are submarines a toy for only the largest of superyachts. Florida firm Triton has created its newest submersible, the 1650/3 LP, specifically to fit in smaller tender garages. The clue is in the name – LP means low profile – and, at only 1.8m tall and weighing 3,900kg, Triton claims this to be the lightest three-person sub ever built. The 1650/3 LP dips down to 500m and scoots along under water at three knots. Easier on the pocketbook as well, it's an ideal add-on to the toy arsenal during a refit. \$3.3m, tritonsubs.com