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Richmond Yachts Launches Hull Number Five

A restyled superstructure distinguishes the yard's third 142-footer

Vancouver, BC, Canada: Richmond Yachts continues its successful build program with the launch of hull number five in July. The Canadian yard's latest 142-foot yacht will be easily recognized by her name, *Richmond Lady*. It's the profile that is different and gives the yacht a new visual identity.

Ward Setzer's superstructure styling was updated by Alan Fleet, Richmond Yachts' project manager, giving the yacht a stronger profile and more interior space on the bridge deck. Offered as a design option, the pilothouse windshield was redesigned and is vertical on hull five. This not only provides better visibility for the crew, but also added a little more than three feet to the length of the pilothouse. This allowed the addition of a chart table and a GMDSS radio desk, each 60-inches long.

Relocating the bulkhead also added more space in the bridge-deck VIP suite—the sixth stateroom—aft of the pilothouse. The VIP's bed, which was at an angle, is now positioned straight, with the headboard forward.

On the main deck the forward bulkhead in the dining salon is an ambiance defining curved gold-surfaced water wall that cascades into etched cut glass at the bottom. Custom lighting enhances the installation. The main salon features a coffered overhead with recessed lighting. The marble sole in the lower foyer is backlit, highlighting a custom medallion inlay. Using the available space more efficiently, the master walk-in closet is 40-percent larger. The main staircase was redesigned with open steps and includes designer railings and etched glass side panels.

Richmond Lady is finished throughout in African mahogany and slab marble, featuring edge detailing and inlay, has replaced tile throughout the boat.

The lower lobby was reapportioned allowing the forward stateroom doors to be angled. All four staterooms enjoy the benefits of more space and three inches more headroom.

Changes to the exterior accoutrements include the aft main deck's new layout. It features a built-in aft-facing U-shaped teak settee with teak table facing a transom bar. The flybridge too is longer by 6 feet, allowing for the installation of two forward facing settees that seat up to eight. All of the stainless steel rails on board the yacht have been upgraded to two-inch diameter.

A built-in foam and power wash system includes four remote stations at convenient locations around the vessel. "This will reduce the wash down time by half and facilitate removing the salt from the yacht with minimal effort," says Keith Kiselback, vice president of operations.

The yacht is built to A.B.S. class and conforms to M.C.A. code. Powered by a pair of 1,800-horsepower Caterpillar engines it is expected to have a top speed of 17 knots and cruise comfortably at 15 knots. The interior décor is by Sean Pavlik and the Richmond design team headed by Julia Blakely.

Other features of the yacht that make it attractive for charter, as well as private use, have been retained. They include: A spacious galley, the inviting flybridge/spa deck with its seven-foot by eight-foot Jacuzzi and well-considered traffic patterns.

Note: As the "vertical bridge" styling change is offered as an option, hull number six, scheduled to launch March 2009, can still be built with either the traditional raked windshield or the new vertical look. The choice will be the owner's option.

Richmond also announces the addition of Naval Architect, Ben Dodarell. Dodarell's previous experience includes tenures at Broward, where he was head of engineering, and then prior to coming to Richmond he was head of design at Hargrave Custom Yachts.

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