



## Claydon Reeves to sculpt a new future

▶ With a combined 15 years of experience with such high-profile studios as Redman Whiteley Dixon, Andrew Winch and Donald Starkey, James Claydon and Mike Reeves certainly carry a strong pedigree in the field of design. It seemed only natural, then, that they should form a new design consultancy with the specific aim of creating distinctive, bespoke exterior designs for superyachts up to and over 100m. Indeed, their approach to styling is progressive, fusing style and practicality by introducing sculptural aspects, and automotive elements informed by a thorough grounding in transport design. 'While we continue to work with traditional yachts,' says James Claydon, 'we are looking to develop the architectural aspects, and in particular the pure sculptural side.'

Claydon Reeves will be officially launching at the Monaco Yacht Show, where the studio will have a stand in the Designer's Gallery showing some of the new concepts it has been working on. Among these will be an 80m yacht whose styling features include 'a narrow plumb bow, highly resolved, dynamic, taut surfaces and concave glass to a tapering stern', and which will feature a double-height main deck mezzanine and duplex guest suites. Also on display will be a 65m proposal for an Asian client (pictured above) which combines a conventional layout with modern styling, the owner's spaces lying forward on the main deck. Look out for more on Claydon Reeves and the studio's design ethos in a forthcoming issue of *BI*.

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## Going further with Wider

▶ Tilli Antonelli has a history of innovation and is best known for his role as chairman of Pershing Yachts. Now he has found a new challenge in the form of an innovative sports boat that can operate as a standalone fun boat or as a very versatile tender to a superyacht. The clue is in its name, Wider, because when the boat is at anchor the 3.5m beam can be nearly doubled to create a huge deck area. This is created by lowering the bulwarks either side of the centre cockpit. Floats also lower from the extended bulwark sections which help to increase stability when at anchor. In the centre of this increased space is a C-shaped settee surrounding a table which can be lowered to form a large sunbed.

The two-seat helm position is located aft under a fixed Bimini. Behind this and above the engine room is a slipway that provides stowage and launching for a jet ski. Forward, a curved sliding door gives access to a compact cabin with a double bed plus en suite and galley facilities. Above this is another sun bed.

The Wider is based on a Fulvio di Simoni-designed, 12.9m deep V hull, and power comes from a pair of Yanmar 370hp diesels coupled to Arneson Drives which allow a predicted top speed of 46 knots.

'Today I see a lot of standardisation in design and we wanted to do something different,' says Antonelli. 'With the Wider we have the incredible combination of enjoyment and adrenaline with superior relaxation and comfort.' Construction is in advanced composites and the prototype will launch in November. Two new versions of 10.7m and 15.2m respectively are currently at the planning stage.

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