

# SUPERYACHT DESIGN

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Q6

# COSMOS CONVERT

Conversion projects are an increasingly relevant path to superyacht ownership, claim James Claydon and Mike Reeves of Claydon Reeves Design. Their 70-metre Cosmos concept shows that in addition to the significant cost and time benefits, existing vessels provide a multitude of design options.

There are many interesting vessels available for conversion with equally diverse histories and purposes. In conjunction with Asia Pacific Superyachts and Island Marine Services Pte Ltd, we have attempted to refine the 'ultimate explorer' concept with their 70-metre conversion of an offshore anchor handling vessel. The original ship was constructed in Singapore and tasked with providing support to the offshore drilling industry. Capable of withstanding the exceptionally hostile environment of commercial usage in all weathers, this hull provided a perfect platform for the project.

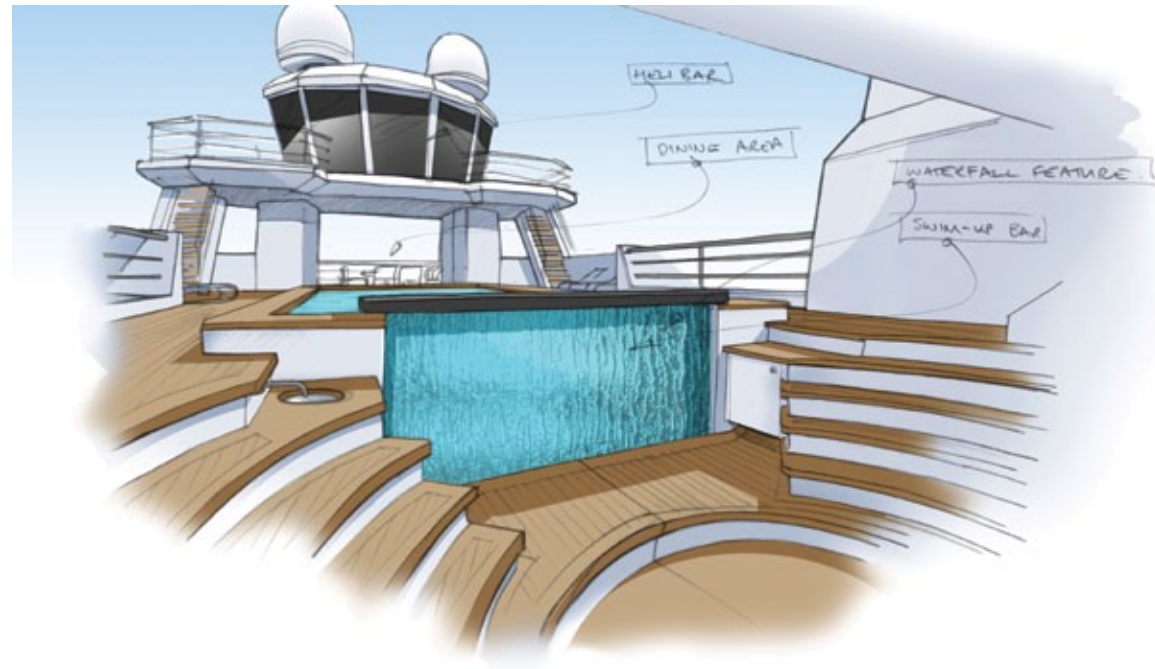
To turn the ship into a yacht, most of its original features have been removed, including a 150-tonne winch used to drag anchors onto the stern loading bed. In the belly of the ship,

nine silos previously full of cement and mud used in the support of offshore drilling excavations, have also been scrapped. The engines remain in their original positions, but are re-mounted to reduce noise and vibration. The entire superstructure has been dismantled and replaced with a new design that also calls for a raised shear line and freeboard. By using a hull that was created to carry such vast loads, we were able to undertake a complete redesign without fear of overloading the yacht.

The aim of the team was to design a turn-key project for a client with a flavour for adventure and exploration. The new yacht would feature a drive-in stern dock for a 11-metre limousine tender, which is flanked by twin 9-metre ribs and three jet skis. Moving forward through a glass hallway, guests pass by one of the yacht's most unusual features: a moon pool or 'wet porch' that allows divers to safely leave and return to the vessel without being exposed to the outside elements. This is also a feature borrowed from commercial drilling ships.

On the main deck, above the garage, there is a helicopter pad large enough to land an Agusta A109, along with hangar into which the aircraft is moved forward horizontally for storage. Due to the beam of over 15-metre, two VIP suites are placed outboard, on either side of the hangar. Both cabins have commanding views of the passing seascapes through their near double-height glass walls and private balconies.

Throughout the yacht, emphasis has been placed on the creation of intriguing spaces of unusual scale. When walking along the side decks, the superstructure is faceted to visually deconstruct its considerable volume, while additionally creating generous side decks and interesting external spaces. The surfacing is simple, flat steel and glass that can be produced and maintained by a commercial shipyard. By embracing this simplified construction method, the yacht remains true to its origins, albeit in a totally reconsidered aesthetic.



The sundeck best demonstrates the innovative features of the yacht. Access to this huge outdoor area is through the large entrance foyer that subdivides the front and rear sections of the boat. Looking aft, the viewer is faced with an enticing glass-ended pool, with wet bar and waterfall feature. The large pool is stepped up in depth to accommodate the helicopter hangar below, but is still 9-metres in length. Large side decks become wider as you walk along the length of the pool, leading you to the seating and dining area. The balcony at the end of the sundeck is shielded by retractable glass screens during helicopter takeoff and landing. Above and aft of the sundeck is another unconventional structure: the Heli Bar with its 360-degree view with a bar and seating area contained within the floor-to-ceiling glass turret.

The smoke stacks enclose the staircase and elevator that lead to the forward owner's deck. Here, there is an additional raised viewing station or observatory with undercut glass walls. Forward of the enclosed area is a bar with seating and a Jacuzzi—all with commanding vistas. For those with a true head for heights there is an additional outdoor viewing platform above the owner's private observatory. This is the highest point on the yacht and an excellent place to view the sights as the yacht cruises remote locations.

Cosmos has its origins in commercial shipping, but the converted yacht can be outfitted to any standard an owner specifies. The concept shows that by choosing an existing commercial vessel for conversion, great gains can be achieved. The spaces that are created and the increased functionality combine to provide a yacht of special character and style.

