

SEPTEMBER 2009

BOAT CENTER USA

WESTPORT 40m

DELIVERED
ON TIME
ON BUDGET

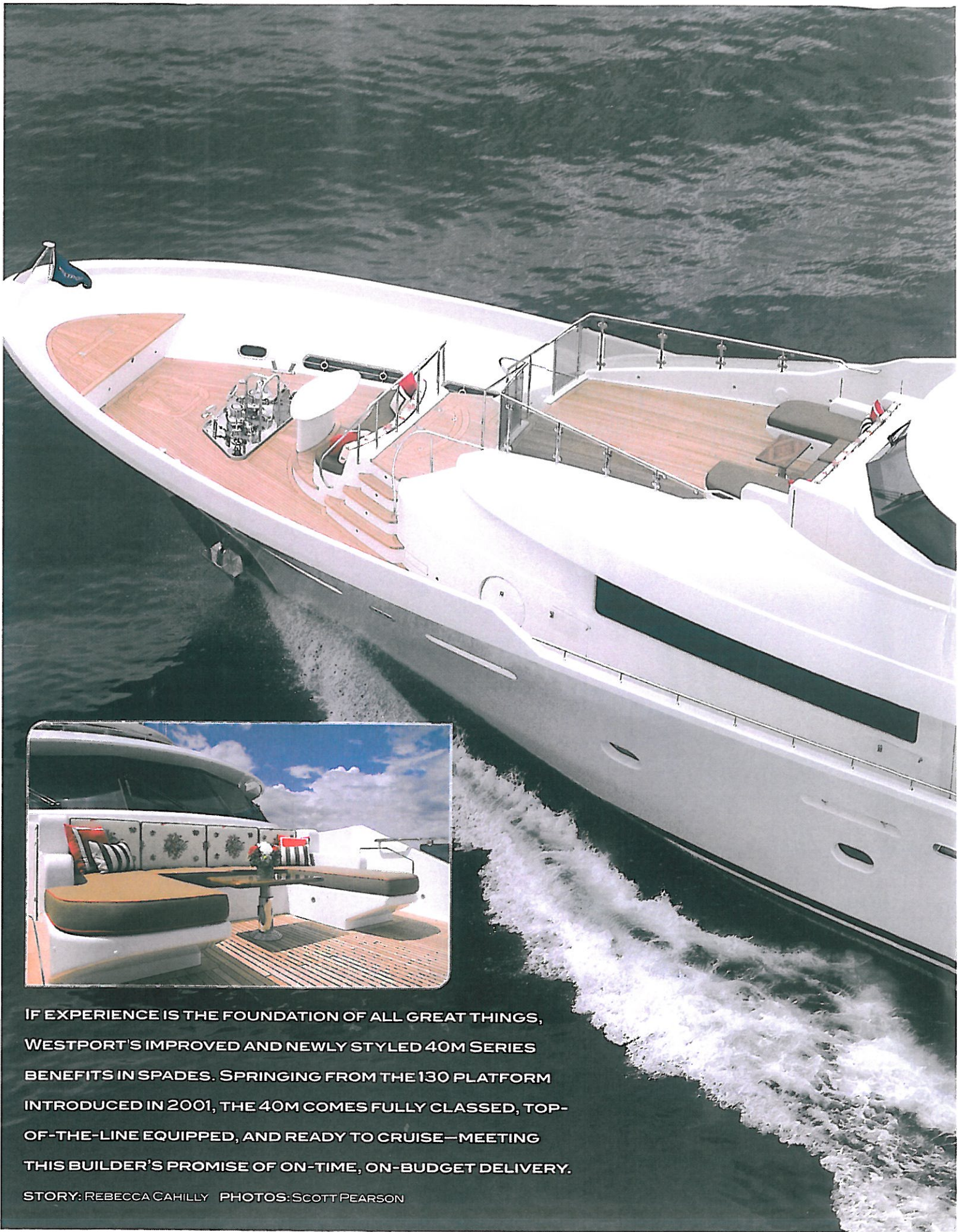
OUR TOP 5
CHARTER
YACHTS

\$5.95US \$6.95CAN



AN OWNER'S
MASTERPIECE:
LÜRSSEN'S 257FT
MADSUMMER

21 DEBUTANTS OF THE 2009 MONACO YACHT SHOW



IF EXPERIENCE IS THE FOUNDATION OF ALL GREAT THINGS, WESTPORT'S IMPROVED AND NEWLY STYLED 40M SERIES BENEFITS IN SPADES. SPRINGING FROM THE 130 PLATFORM INTRODUCED IN 2001, THE 40M COMES FULLY CLASSED, TOP-OF-THE-LINE EQUIPPED, AND READY TO CRUISE—MEETING THIS BUILDER'S PROMISE OF ON-TIME, ON-BUDGET DELIVERY.

STORY: REBECCA CAHILLY PHOTOS: SCOTT PEARSON



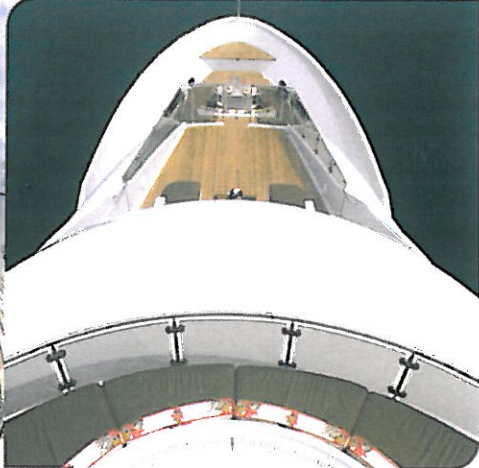
WESTPORT 40M

There is an unspoken truth when it comes to building a yacht: it is rarely delivered when you hope it will be, and it will end up costing more than you originally planned. For many owners, this edict is understood and accepted, and the build process becomes an exercise in the thrills of the project, while the satisfaction of taking delivery and setting off on a cruise often pales in comparison.

But there are those who appreciate some structure, and want the quality and style of a custom build without hassles, delays, or hidden costs. This requires a lot more than one might think. It takes knowledge, patience, and, most importantly, experience on the part of the builder.

Westport has been building boats since 1964, and has evolved over the past forty years to become the largest motor yacht builder in the United States—and one of the finest turnkey production yacht builders in the world. It is known for its semi-production series vessels in the 98, 112, 164, and 130ft size ranges, the latter of which is marked by the newly restyled and renamed 40m. With this experience in yacht building comes an expertise that is priceless. These guys know how to build boats and they know how to keep them on schedule and on budget—all while allowing each owner an impressive level of customization.

"We're constantly fine tuning," says Westport's Vice President of Sales Phil Purcell. "The 40m takes our owners' feedback, combined with our own experience with what works and what doesn't, and incorporates all of this on an already proven and successful platform." With an intelligent layout, superb deck areas, and innovative "sensible" elements, the ABS and MCA-classed 40m takes her



EXCEPTIONAL
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CHARACTERIZE
THE 40M'S
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Relocating the ventilation system allowed for the the versatile aft deck to take advantage of the yacht's beam.



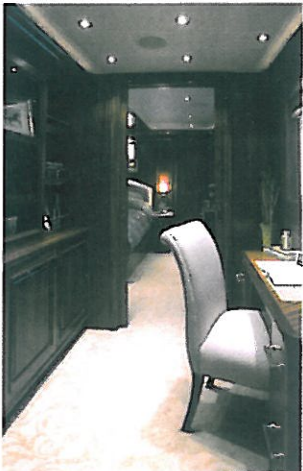
rightful place at the head of a class of yachts in the 120-150ft size range that is now enjoying a surge in popularity.

Most striking is the 40m's exterior profile—styled by Westport and Taylor Olson—which boasts generous deck areas and unique bi-level seating sections in her bow. She incorporates the same curves on her sun and bridge decks that previously distinguished the yard's Donald Starkey-designed 50m series (BI USA #53 July/Aug 2006), while elegantly-tapered stainless steel stanchions add a designer touch to her exterior railings.

Notably, her sun deck has been extended by 11 ½ feet, which allows for this space to serve solely as an outdoor entertaining space. A spa pool flanked by a semi-circle of sunpads now sits forward, shaded by a curved overhang that filters light in through three tinted skylights. A dining table and fixed port and starboard wet bar and barbecue are protected by her radar arch, while freestanding chaise lounges can be scattered aft.

The extension has another benefit, and that is to create a charming exterior entertaining space on the bridge deck. Her 18ft Nautica tender and toys are stowed aft and out of the way of the dining table now situated outside of the skylounge. One deck below, the ventilation system was moved outboard to further open up the aft main deck, which takes advantage of the yacht's 26ft beam. After an al fresco meal enjoyed at the dining table, guests can unwind with an aperitif at the bar or relax in the deep chairs that comprise an intimate seating area.

But it is her interior that boldly betrays the 40m's semi-production label—marked by exceptional stonework, joinerwork, and quality of finish that Westport quietly underscores. She accommodates an owner's party of ten in two mirrored



THE MAIN DECK
MASTER SUITE
IS ACCESSED
THROUGH A
PRIVATE OFFICE
AND TAKES
ADVANTAGE OF
WIDE VIEWS.





westport 40m



The stonework, joinerwork, and level of finish is exceptional—a point that is quietly underscored aboard every Westport.



queen VIPs positioned amidships with two twin staterooms—all en suite of course—forward on the lower deck. Further forward, good sized crew quarters accommodate up to eight crew.

One level above, her master stateroom is nestled forward on the main deck, accessed through a private office and boasting ample dressing rooms and storage. Departing from the country kitchen layout with its large table and settee often seen aboard other Westport series, the 40m features a commercial-grade galley. Guests who wish to linger and taste the sauce can sit on the pull-out stool, and extra counter space is granted by a fold-away granite countertop. But this galley is all business, highlighted by a huge Gaylord stove/oven combination "that comes standard," Phil reminds us.

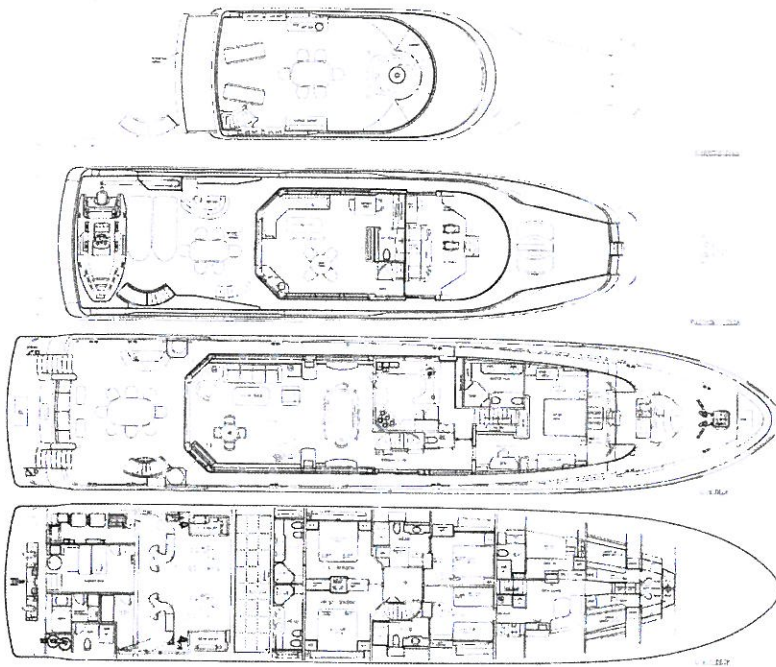
The expansive main saloon and dining area is situated aft, with a dayhead tucked forward of the main lobby stairwell that features a unique underlit washbasin—just another example of the myriad "standard" touches aboard that make you feel like you are on a much larger, fully custom yacht.

Always a favored retreat, the skylounge aboard the 40m is truly special. The owner of *Miss Michelle*, the first of the series pictured here, chose to incorporate a full bar in addition to the convivial conversation areas and faux fireplace that make this space so welcoming.

It is here, throughout the interior, that an owner's style can be showcased, but Westport has been known to accommodate owner preferences well above and beyond the color of the upholstery or an integrated wine cabinet here or there. However, the yard will not hesitate to say no if a requested change will compromise the boat's integrity or the promised delivery schedule.



WESTPORT HAS
INCORPORATED
YEARS OF
YACHT BUILDING
EXPERIENCE
INTO AMENITIES
THAT CATER TO
EVERY WHIM!



SPECS

LOA: 130ft (39.6m)
Beam: 26ft (7.9m)
Draft: 6ft 6in (1.9m)
Displacement: 395,000lbs
Engines: 2 x MTU 12V 4000 2,735hp each
Speed (max/cruise): 24/20 knots
Fuel capacity: 9,965 gallons
Bow thrusters: 16in 65hp dual prop
Stabilizers: Naiad at-anchor
Generators: 2 x Northern Lights 65kW
Freshwater capacity: 1,726 gallons
Grey/Black water capacity: 1,700 gallons
Guests: 10
Crew: 8
Tender: 18ft Nautica
Construction: GRP Composite
Classification: ABS, MCA
Naval architecture: William Garden
Exterior styling: Westport/Taylor Olson
Price point: \$18.895m
Builder: Westport Yachts
 Westport Yacht Sales - Fort Lauderdale
 2957 State Road 84
 Fort Lauderdale, Florida 33312
 Tel (954) 316-6364
 Email info@westportyachtsales.com
www.westportyachts.com

And anyway, with the yacht delivered fully fueled, decked out with top-of-the-line appliances, with the linens in their drawers and the dinnerware in its custom-designed racks, what changes could an owner possibly want?

One visit to the Westport shipyards—which are spread over three locations in Westport, Port Angeles, and Hoquiam, Washington, and easily accessed easily by private jet—and you'll instantly become part of the Westport family. There is a pride of ownership exhibited by the Westport yard employees that is unparalleled. Like his employees, president Daryl Wakefield knows these boats inside and out, and, unlike any other big yard president we've ever encountered, he is as hands-on as they come.

Westport matches its turnkey, on-time deliveries with a build captain who stays onboard the first two weeks to show the crew (and in many cases the owners) the ropes. He is then on call to fly to the boat in nearly a moment's notice should any unforeseen problems occur. Daryl himself is also known to jump on a plane to check out a potential problem. All of this comes at an exceptional price. "\$18.895 million total?" I ask. "\$18.895 done," says Phil. No hassle, no delays, no number crunching? Where do I sign? |

Built to ABS and MCA-classed, the 40m also counts at-anchor stabilization among her myriad standard offerings.

