

Aventure

PART 2

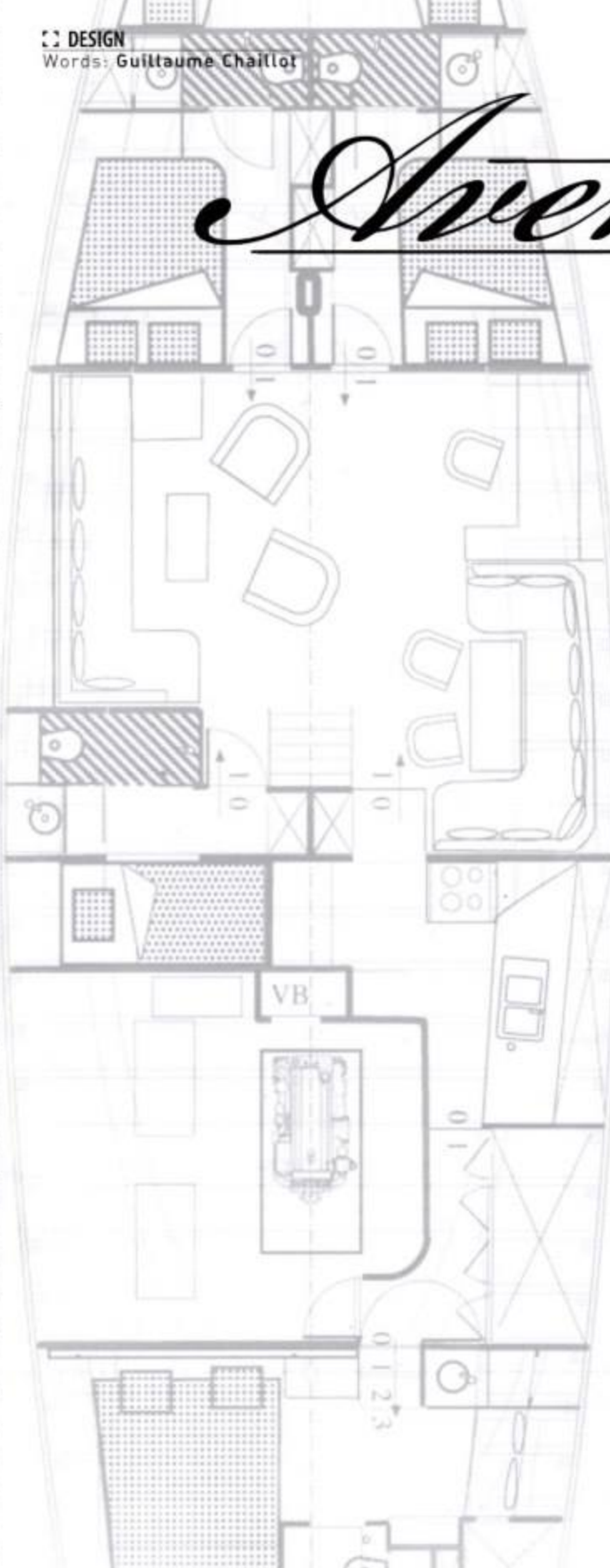
GUILLAUME CHAILLOT, CERTIFIED MARINA OPERATOR 009, IS A MARINE CONSULTANT AND HAS BEEN WORKING IN THE LUXURY YACHTING SECTOR FOR OVER TEN YEARS IN AUSTRALIA AND THE ASIA PACIFIC REGION.



What I especially like and appreciate aboard Aventure is the way everything has been thought in complete respect of the original blue prints, yet succeeded at dissimulating and blending most of the technology in an array of wood, teak deck, varnished mahogany planks, iron-wood beams, etc.

Not forgetting to mention the wooden hollow mast that required true craftsmanship. The assembly of the different parts, that will carry the main power of the yacht was no walk in the park and the results are there to see. A truly amazing rig!

Again, you can notice a certain respect in the choice of the different materials used and as you move around you will be impressed by the straight planking used down below, intercrossed by ironwood beams, this is just a stunning sight. Maybe because of its simplicity it reminds us what was the bare necessities and most efficient back then in the 1920s. No varnished panels have been apposed on the inside of the hull, so it makes you feel you are directly swallowed up in the belly of the beast. Just a trilling sensation! ➔



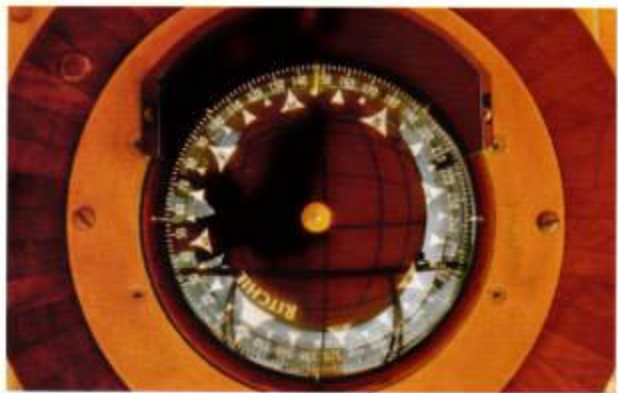
The cabin layout is also of a particular style. Indeed, this is an owners' yacht similar to those belonging to Sir Thomas Lipton or built up by Campers and Nicholson's, precursor of a modern era yet lover of fine things. To keep your owners and guests privacy, there are two double berth cabins, a beam-wide master with private access and a single berth. They all have their private amenities and are situated low enough in order to minimize motion. Furthermore the crew's cabin is located in the bow, at the other extreme of the yacht, leaving complete freedom for guests to relax on their own while at anchor.

Continuing our visit, I lay eyes on the engine room, where a mighty 400-horse power engine delivers a sense of safety whenever needed. Two 13.5KW generators are fitted and shall deliver enough power to take care of all the electronics aboard, including the washing machine and of course, all the necessary navigational gizmos.



A 240 liters per hour water maker shall take care of your every water need, which makes spending more time in the shower a real treat. Indeed, many yachts are only fitted with tanks that you have no other way to fill than at a marina. It might sound totally normal nowadays, but it is again not a feature you expect to find on a 1920s yacht.

From surprises to excitement, I am back on the deck to stare at a series of push buttons situated next to a few winches, this is apparently what will control, hydraulically, the winches and ultimately the sails.



Additional modern fibers such as Dinema, Spectra and Vectran replace the usual shackles and other fragile metallic pieces from the roughness of the elements. Of course none of this would be possible without any understanding of seamanship, but at least it does not take an America's Cup team to run the boat. And the fact that all of this is available with an unforgettable service. Just tweak my buttons and make me feel this is just the right way to spend my next holiday.

To conclude on a high note, I would like to thank the owners and their unique approach to yachting as well as the length they went to when it comes to details. Indeed, the yacht's identity has been engraved at different places, leaving a unique way of screaming out loud and clear who she is and what she is after, Aventure! ★