



# SuRi

MAJOR SURGERY THAT INVOLVED CUTTING HER IN TWO TURNS THIS FORMER SHADOW VESSEL INTO A LUXURY ADVENTURE YACHT.

TEXT AND PHOTOGRAPHY BY JIM RAYCROFT





*Andy Warhol said everyone is famous for 15 minutes,* but perhaps history can repeat itself. *SuRi* already had her 15 minutes of fame years ago when she starred in the popular television show *Deadliest Catch*. Back then she was *Fierce Contender*, a crabber built by Halter Marine working in dangerous conditions near Alaska's Aleutian Islands in the Bering Sea.

She was originally purchased with the intention of converting her to a shadow vessel for the 164-foot Hakvoort *JeMaSa*, but the initial 2007 conversion and two subsequent refits each brought *SuRi* closer to the ultimate luxury adventure yacht that her owner, Ric Kayne, had come to visualize. Kayne eventually decided that the shadow vessel was actually more to his liking than the luxury yacht and subsequently sold the Hakvoort.

Feeling that *SuRi* had been maximized to the extent possible within the reality of her length, and needing yet more space for his expanding family, the owner called a meeting in New York with naval architects Boris Kirilloff of Kirilloff & Associates of Green Cove Springs, Florida, and Jeffrey Botwin of Herringbone Design in Miami, to discuss a new build that would be *SuRi II*. Both Kirilloff and Botwin had been instrumental in the conversion and previous refits.

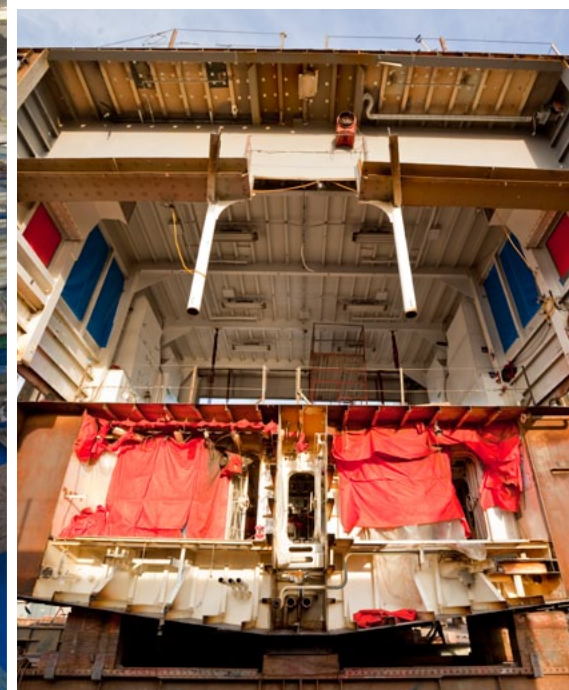
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While *SuRi's* owner enjoyed his yacht, Bay Ship began construction of the midsection that would stretch her, reducing the time *SuRi* would be out of commission. Cutting her in half took two days.

The driving force behind the new project was the need for more space. "We have grown to three generations and expect the family compounding to continue," says Kayne.

During their meeting, Kirilloff revealed the possibility of extending the current *SuRi* to include the features that would have been designed into *SuRi II*. "The cost and time of the *SuRi* extension were less than a new build and proved to be a suitable creative solution to meet the owner's needs and expectations," says Kirilloff. The owner seized on the option, and Kirilloff began designing in earnest.

With a full bid package for extending and upgrading the yacht, the project was offered to a select number of yards. The best fit turned out to be Bay Ship & Yacht Company in Alameda, California, partly because of its proximity to the owner's home. "I happily chose Bay Ship because of comparative price, location and a desire to work with an American company," Kayne says.

While *SuRi* was still cruising the waters of Fiji, construction on the new midsection began at Bay Ship on October 21, 2011. "The ten-month window projected for the job was going to present a very challenging project for all concerned," says the yard's project manager, Richard Maguire. Rather than take *SuRi* out of commission for the entire process, Bay Ship began manufacturing the sections that would stretch the yacht's middle—the hull section, a mezzanine section of the superstructure and a new sun deck/helipad. These were prefabricated in three-and-a-half months, with the metalwork completed on December 23, 2011.







▲ BEFORE



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On January 17, 2012, *SuRi* arrived at Bay Ship for major surgery to be performed in collaboration with Joel Welter, the yard's chief naval architect, Kirilloff and Botwin. The hull extension involved cutting her in two, adding a 36-foot mid-body hull and super-structure section and then joining her back together.

"The biggest challenge was to build a new section and have it fit within incredibly small tolerances [without being able to constantly measure against the dimensions the plug was going to fit into]. When the ship was cut and the new section matched up, it turned out that there was no more than three-eighths of an inch difference between old and new," Maguire says. "This was achieved due to some remarkable work by the engineering and steel teams."

"What was really fascinating to me about the project was the idea that an existing structure would be added not by going up or out, as one generally does in residential situations, but rather by sectioning it in half and adding thirty-six feet to its core," says Botwin. "With such a large, centralized addition, great care had to be taken to create new spaces that maintained a sense of intimacy, flow and understated luxury, while integrating seamlessly with the existing look and feel."

By January 26, 2012, the main engines, exhaust systems, generators and machinery had been removed to make way for a pair of larger, more efficient Caterpillars, but the heavy work was yet to come. The precision "cut line" was established by February 1. Cutting began at 1 p.m. on Friday, February 15. With a slight popping sound and tremor, the final bits of steel parted two days later at 12:30 p.m., leaving *SuRi* in two pieces. Within an hour, the aft section had been rolled back to make room for the new mid body. Then, the aft section was rolled into approximate position

for final alignment, giving a first glimpse of what the new 208-foot profile would look like.

Lifted off of the yard trailer and onto a waiting rolling frame, the massive mid-body section was coaxed into position with a series of hydraulic jacks controlled by Trost Jacking & Heavy Lifting of Concord, California. The process of critically aligning the three sections took several days of tweaking and measuring and more tweaking before the welding could begin.

From the top down, the new midsection provides fascinating new spaces and creature comforts. The newly expanded sun deck aft of the spa pool now accommodates an array of comfortable lounging spaces, a bar and a large dining table for up to 20, all beneath a series of sail-shaped fabric canopies.

Directly below on the bridge deck, the new "glass pavilion" is immediately aft of the salon and houses a dining banquette with seating for 20, as well as additional lounge space. The pavilion's movable glass panels can be opened or closed to suit the weather conditions while providing an uninterrupted floor-to-ceiling view of the sea. Botwin aptly describes it as, "a spacious 'jewel box' that affords expansive views on three sides and is filled with light and air." Immediately aft of the pavilion, a helipad has been created with a landing zone to be envied by the largest of yachts.

Directly below the pavilion, the hangar on the boat deck, also enlarged by 36 feet, is now a gargantuan toy box capable of accommodating the Eurocopter AS350B helicopter, two SeaRay amphibious sport aircraft, a fleet of small power and sailing boats, rowing shells, an all-wheel-drive beach buggy and all manner of beach toys and diving gear.

For the next phase of the adventure—a season in the Antarctic (see *ShowBoats International April 2013*)—*SuRi* would carry two submarines, a Perry PC-12 and a Triton 1000/2. The Perry is capable of diving to 1,000 feet and carries a pilot and two passengers. The Triton is also rated for 1,000 feet and carries two people. Both are leased from Triton Submarines as part of a new luxury submarine charter program.

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The expanded sun deck, with its large dining table for 20, is shaded by sail-shaped canopies (left page, bottom). A large helipad for the yacht's AS350B sits aft of the new "glass pavilion" on the bridge deck (top left and right). Other toys, like the 30-foot Stan-Craft and a hovercraft are stowed in the expanded hangar (below).





The new accommodations on the mezzanine level include four luxurious VIP guest cabins, each with its own en suite and oversized windows. Two are also equipped with “baby couches,” which add comfort and safety when the young grandchildren are aboard. “Each VIP cabin is the essence of the understated luxury the client so enjoys and serves as a wonderful sanctuary to unwind in after an active day outdoors,” Botwin says.

The port side of the hold deck houses a new super-size, supremely comfortable cinema with a full-service bar and all the bells and whistles of a Hollywood screening room. On the starboard side is a yoga/bunk room that does double duty as a yoga/Pilates studio and an open-plan bunk cabin with four pull-down beds and an en suite.

The cinema, in addition to its extraordinary entertainment capabilities, has two huge windows in the floor through which guests can gaze into the ocean and marvel at its exotic marine life. According to Kirilloff, this was one of the most technically challenging of the owner’s requests. “The dual challenges of the technical requirements of the industrial components combined with the “look” of the WTTS [Windows to the Sea] to fit within the interior design concept being created by Jeffrey Botwin was a challenge we hadn’t seen before in any superyacht.”

These viewing windows will undoubtedly be a magnet for children and adults alike. They run fore and aft just to port of the keel and are flanked by seating. When the yacht is running the floor windows are covered by steel doors that fit flush with the hull’s exterior. Large motors slide the covers aside for viewing. “Our largest single challenge was the fabrication and installation of

the windows. Complete with heavy steel motorized covers and a chum machine, these two viewing ports provide something special for the owner and his guests, and something that will be remembered here at the yard as an achievement of good shipyard practices,” Maguire says.

“Of course, one of the biggest challenges is working with a boat existing for more than twenty years. It’s like buying an old house and remodeling it. You never know what’s behind the next wall,” Kirilloff says. “The actual construction of the mid-body structure and alignment went extremely well. The geometry of the section was documented in a set of dives while *SuRi* was in Tahiti. Between our firm and Bay Ship’s chief naval architect, Joel Welter, the technical side of the structural extension was fairly easy compared to the remainder of the outfitting.”

Keeping *SuRi* available for the owner while the midsection was completed seems like a time saver, but according to Kayne, “We thought we had a tight plan. Drawings led to Bay building the plug before we arrived and the refit was set to take five months in the yard. [In fact] it took nine months and cost a good deal more than expected. Boris Kirilloff and Jeffrey Botwin brought great effort and imagination to the project. [Chief Engineer] Andrew Deas and the crew worked their respective butts off. The baby turned out great, but, as Neil Anderson, our captain, said, we could have done without the pains of the birthing process. *SuRi* is a one and only. Our family and friends are ready to enjoy her again,” said Kayne at the refit’s conclusion in October 2012.

Kirilloff added, “Working for a knowledgeable owner like this keeps the design and yard teams on their toes. He has an ability to walk the yacht and formulate other design possibilities that creatively and technologically challenge the team. That happened during this refit. I think it turned out extremely well. The patience and support and trust of the owner caused this project to be a success ... The extended *SuRi* is an amazing yacht that I believe meets what we started talking about a year and a half ago in an apartment in New York.” **SB ENHANCED DIGITAL CONTENT ON THE IPAD APP**

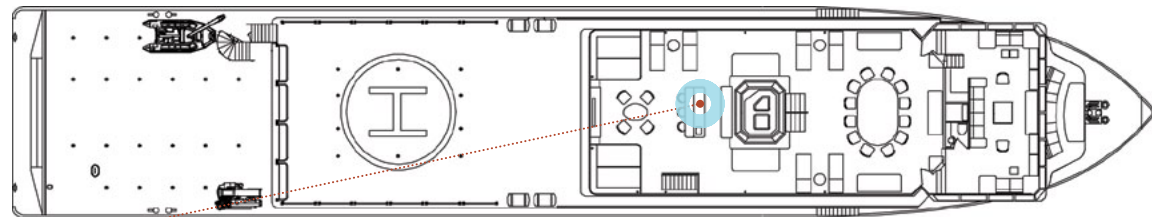
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The new accommodations on the mezzanine level include four large VIP cabins boasting expansive views (top right). An additional bunk cabin/yoga studio was added in the hold deck opposite the cinema (right page, bottom).



The greatest technical challenge was the double “Windows to the Sea,” which are protected by steel motorized covers when the yacht is underway and include a chum machine to attract sea life.

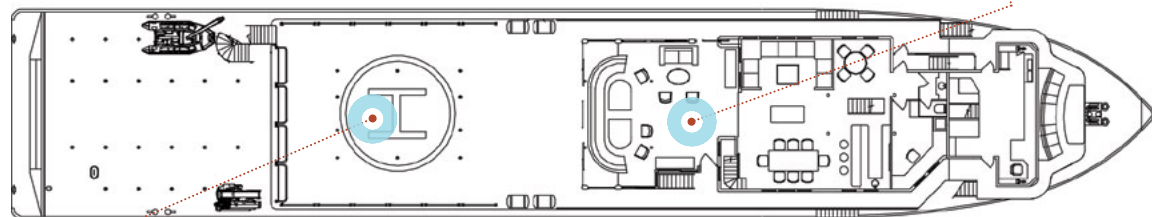






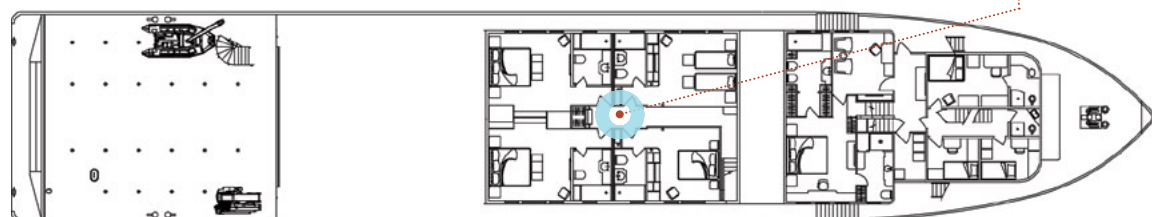
**SUN DECK:** The extended sun deck now offers a larger dining space anchored by the spa pool and a bar and shaded by awnings.

**PAVILION:** Glass panels that can be opened enclose this space aft of the main salon, making it usable in all weather conditions.



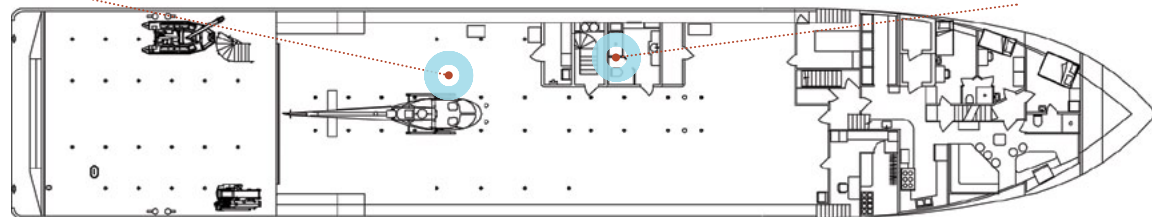
**HELIPAD:** The 36-foot extension allows a lot more room than before to maneuver the Eurocopter.

**VIP ACCOMMODATIONS:** Four new staterooms were added, two of which provide couchettes for younger family members.



**STOWAGE:** SuRi now has the ability to carry more equipment, toys and tenders within the hull instead of out in the elements.

**CONVENIENCE:** The added length allowed a dayhead to be incorporated within the large toy hangar.



**A VIEW BELOW:** Steel covers on the hull's underside retract to reveal underwater views. A chum machine attracts sea life.

**WELLNESS:** In addition to a new yoga studio opposite the cinema, exercise space and a massage room for guest use is forward.



**Specifications:**

**Refit Yard:**  
 Bay Ship & Yacht Co.  
 2900 Main Street #2100  
 Alameda, California 94501  
 Tel: (510) 337-9122  
 www.bay-ship.com

**LOA (CURRENT/ORIGINAL):**  
 208' (63.4m)/172' (52.4m)  
**LWL (CURRENT/ORIGINAL):**  
 198' 6" (60.5m)/162' 6" (49.5m)  
**BEAM:** 38' (11.6m)  
**DRAFT:** 9' 5" (2.9m)  
**DISPLACEMENT (CURRENT/  
 ORIGINAL):** 1,469/1,129 tonnes  
**GROSS TONNAGE:** 1,352 GT  
**ENGINES:** 2 x 1,100-hp Caterpillar 3508C  
**SPEED (MAX/CRUISE):** 13/11 knots

**FUEL CAPACITY:** 59,000 U.S. gallons  
**RANGE:** 9,900 nm @ 11 knots  
**GENERATORS:** 125kW Caterpillar  
**FRESHWATER CAPACITY:** 7,200 U.S. gallons  
**OWNER AND GUESTS/CREW:** 12/12  
**TENDERS:** 1 x 37' Intrepid, 1 x 30' Stan-Craft wooden Speedster, 1 x 23' Munson landing craft, 1 x 12' hovercraft, 1 x 11' RIB  
**AIRCRAFT:** Eurocopter AStar 350B five-passenger jet helicopter, 2 x SeaRay two-seat amphibious sport plane

**CONSTRUCTION:** Steel  
**CLASSIFICATION:** Bureau Veritas  
**ORIGINAL BUILDER/YEAR:** Halter Marine/1978  
**REFIT NAVAL ARCHITECTURE/  
 ENGINEERING:** Kirilloff & Associates  
**REFIT EXTERIOR STYLING:** Kirilloff & Associates  
**REFIT INTERIOR DESIGN:** Herringbone Design  
**OWNER'S REFIT PROJECT  
 MANAGER:** Boris Kirilloff

AS SEEN IN



MAY 2013

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