

Gliss

Builder Royal Huisman Designer Philippe Briand/Pieter Beeldsnijder Length 105ft/32m Rig Bermudan sloop



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There's something very refreshing about the Swiss-registered *Gliss* – maybe it's something to do with her Listerine green hull colour, which stands out a mile and will be appreciated by any race officer trying to identify her on a start or finish line.

Like *Kokomo* (page 34), this is very much a multi-role superyacht, but there is an emphasis on alfresco living. As someone said during our day's sailing trial: "This is a shorts and polo shirt yacht, not one designed for the high latitudes."

Indeed, there is no doubt that her unusual and very appealing deck layout, focused upon a working cockpit

and a vast seating and relaxation area, part of it protected by a large deck saloon structure, is an ideal solution for the Mediterranean or the Tropics.

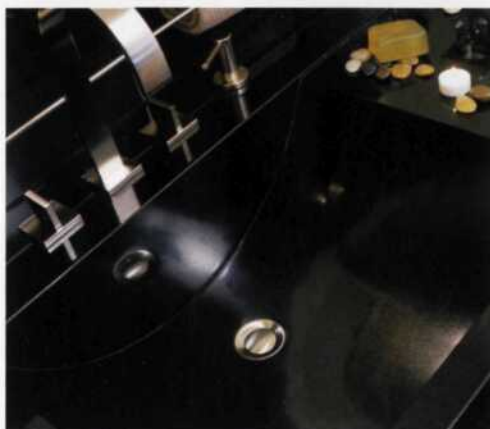
Push-button control allows the side panel glazing to be lowered or raised to suit the conditions and the vast array of comfortably upholstered settees – in a dazzling coral colour – offsets brilliantly the yacht's dominant hull colour.

Designed by Philippe Briand, who was commissioned to come up with a performance cruising yacht, *Gliss* sports interesting underwater appendages, with a large trim tab set on the trailing edge of the fin, which is fitted with a 30-ton bulb.





Even the PlayStation controls their own voyage. Classy storage and, at an unusually small saloon



and basin design to impress a light and owner's suite



This is a shorts and polo shirt yacht, not one designed for the high latitudes. Her unusual deck layout is ideal for the Med

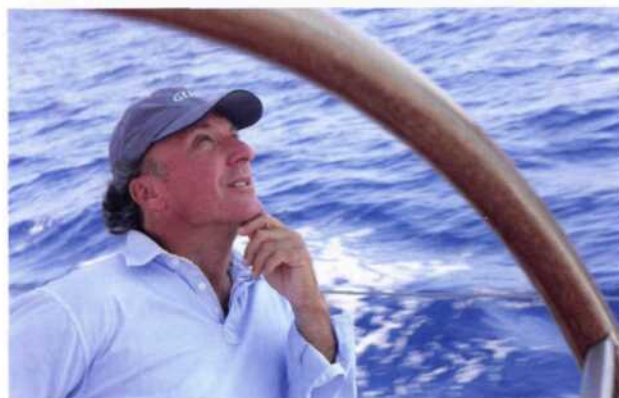
Trim tabs take some getting used to, but the idea is that, because of the magnified lift it produces, having applied, say, 5° of angle, the wetted surface area of the fin keel (normally the main generator of lift) can be substantially reduced at design stage to reduce drag.

Various components, including the stern 'garage' door and the rudder, are in carbon and there have been great efforts to reduce weight wherever possible including, for instance, in the massive stainless fold-over anchor cradle, which has lightening holes cut into it.

But this is, after all, a superyacht and with limed oak panelling, cork flooring (strangely reminiscent of the 1980s), black marble, beautiful glass crockery cabinets and even hand-crafted lockers to stow the PlayStation remote controllers, the tonnage soon mounts – she displaces 122 tons.

As on every superyacht, monitoring and control is all computer-controlled and I was reminded of this as I glanced at a computer screen at the nav station on the day we went sailing. The following headings were available: Documentation, PC network; PCC network; pneumatics; ventilation; camera; fire fighting/deckwash; weather trending; fresh water, waste water and fuel tank levels. And that's just a fraction of what's inside that black box.

Immaculately built in Alustar and finished to a standard few yards can match, *Gliss* acquitted herself well at the Superyacht Cup Palma 2006, coming halfway down the fleet of 17. Had she been consistent and not scored a 12th in the final race, she could have been on the podium. There's speed potential here and for a relatively small yacht she's a slippery customer.



Designer Briand observes *Gliss* on trial last summer. Left: neat detailing in the smart drop-down cleats



What it's all about
– easy sailing in
pristine conditions,
Bay of Palma.
Below: foldover
anchor stowage –
note the
lightening holes
in the cradle

