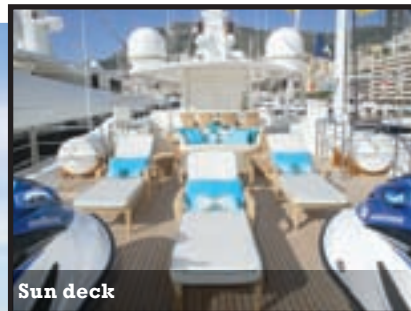


# Wishing on an *Emerald Star*

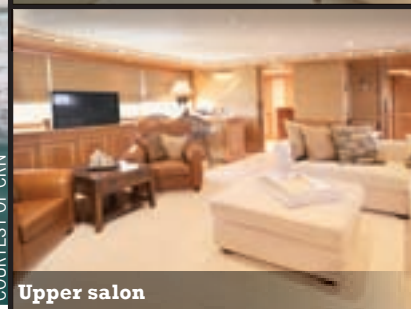
BY BRANSOM BEAN



Sun deck



Main salon



Upper salon

COURTESY OF CRN

INTERIORS BY BUGSY GEDLEK



Capt. Ian Carter

BUGSY GEDLEK

## SPECS

**BUILDER:** CRN  
**CONSTRUCTION:** GRP  
**NAVAL ARCHITECTURE:** CRN ENGINEERING  
**DESIGN:** ZUCCON INTERNATIONAL PROJECT  
**LENGTH:** 43M/139'9"  
**BEAM:** 8.65M/28'4"  
**DRAFT:** 2.35M/7'8"  
**DISPLACEMENT:** 330 TONS  
**POWER:** 2X 1,400-HP CATERPILLAR C32  
**MAX SPEED:** 15.5 KNOTS  
**RANGE:** 4,000 NM @ 11 KNOTS

**W**HEN BOTH A NEW-BUILD'S owner and project manager love boats, it shows in the little touches of the finished product. They make the yacht at one with the sea, rather than simply a luxury condominium that happens to float.

"I truly love boats; I've been sailing since I was a child," says Ian Carter, captain of the new CRN 43 *Emerald Star*. He's been in yachting since 1983, "... and I've lived this boat for three years."

*Emerald Star's* owner has also had boats all of his life; he even built his own catamaran at one point. Capt. Carter has been working with him for six years.

"He actually loves the build process. With *Emerald Star*, he and I were a team; my job was to try to get practicality of use into the boat – it's no good having a twelve-seat table that you can't walk around. Bottom line, you don't want people asking, 'Why on earth did they do that?'"

However, Capt. Carter believes that for a yacht captain to be effective as a new-build project manager, the captain must understand shipyards. "If the yard doesn't have the interface with an experienced captain who knows the owner, they might build what *they thought* the owner wanted," he says.

*Emerald Star* is a full displacement, 42.6-meter, 330-ton, composite yacht built by CRN and the first model CRN43. She is designed for low noise, economy of operation, ease of handling and maximum interior volume over three decks plus sun deck. Her hull is divided into six watertight compartments, with bulkheads that run up to the main deck.

With twin Caterpillar C32 diesel engines, each developing 1045 kW, rounded chines and a bulbous bow, *Emerald Star* achieves a stately 13-knot

cruise, a top speed of just over 15 knots and a range of 4,000 nautical miles.

"We are not a 'go-fast' boat," Carter says.

Interestingly, in addition to a pair of active stabilizing fins she is also fitted with MSM-4000 ARG Gyro Stabilizers manufactured by Mitsubishi – 700kg wheels that, when spinning, act as giant tops to reduce rolling.

*Emerald Star* can accommodate 10 guests – eight in four staterooms with double beds and private bathrooms and two in the owner's accommodation with a double bed and two ensuite bathrooms. Nine crew are housed in four double cabins with single beds and private heads, plus the captain's stateroom aft of the pilothouse.

"We wanted a traditional look, so her interior is done in cherry with satin varnish finish," says Capt. Carter. The upper salon stretches across her full 8.65-meter beam to convey spacious interior volume. The owner's suite has his-and-hers showers and a private balcony as the owner's wife wanted fresh air. In addition to a locker for stowing the owner's belongings during a charter, the master bed lifts up to stow his mattress as well.

Capt. Carter comments that the galley is custom-designed, "... to make any chef happy."

Topside, *Emerald Star* features a very private 100-square-meter teak sun deck, with dumbwaiter, day head and shower. Capt. Carter comments, "With the dumbwaiter it's really private, the crew has no reason to access it. Each deck has a small compartment with fire hose, compressed air and potable water to minimize the running of hoses on the weather decks.

At the captain's special request, Kahlenberg air horns grace her superstructure giving her a classic sound for entering port. ☆