

# Sea & Be Seen

Head off into the horizon on one of these beauties



## M/Y GRACE OVERVIEW

CABINS: 9 • DECKS: 4 • CREW: 9 + 2 NATURALIST GUIDES

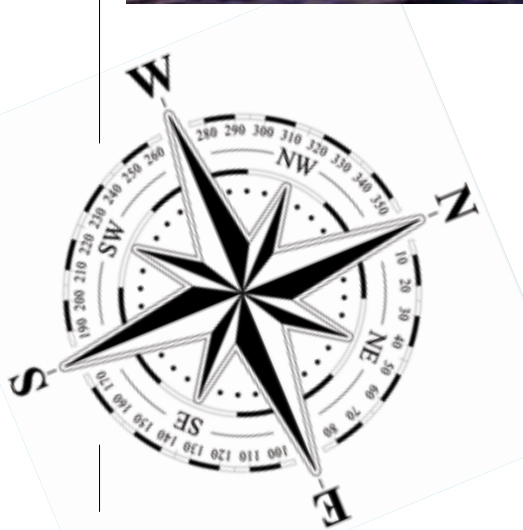


Grace Kelly  
c. 1954



## SURVIVAL OF THE CHICEST

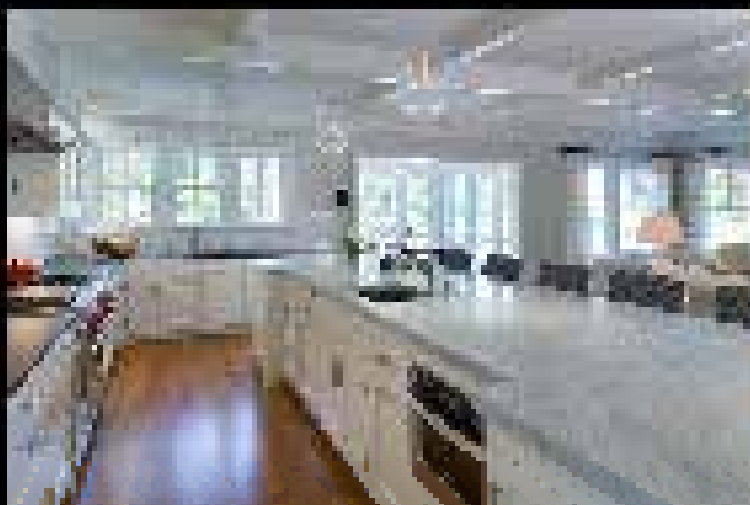
To explore the Galapagos Islands in style, consider a private charter of *M/Y Grace*, a historic ship that has a rich history. **It was used by Grace Kelly for her honeymoon,** and is now owned by Quasar Expeditions. Guests not only enjoy the ultimate in luxury onboard, but have the ability to explore the pristine wildlife of the islands with expert guides. **The ship sleeps eighteen guests. Rates start at \$98,000 per week for private charter.** [quasarexpeditions.com](http://quasarexpeditions.com)



All yachts are boats, but not all boats are yachts. To be considered a yacht, a boat must be at least thirty-three feet long and used for recreation. But just as a Mercedes C-Class and Mercedes S-Class are both luxury cars, there are yachts and then there are super-yachts. A super-yacht needs to be longer than eighty feet and, well, it's a safe bet you'll know one when you see it.

If you're in the market for a yacht charter, we're going to assume that fun is at the top of your list. And that means toys. Forget wave runners. Today it's about giant waterslides, Segways, movie theaters, helicopters, submarines, nightclubs, fully staffed spas and Seabobs (water scooters that you "drive" underwater, giving you the mobility of a dolphin).

Here, we've rounded up some over-the-top yachts that will float even the pickiest jet-setter's proverbial boat.



PRICE: \$1,100,000 - \$825,000 PER SQ. FT.



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Legend



**AIN'T NO STOPPING US NOW**

For those who want a "go anywhere" yacht, consider *Legend*. With thirteen cabins, nineteen crew and optional helicopter, submarine and snow scooters, there is literally nothing you can't do. *Legend* can hold twenty-six guests, and since her hull is an icebreaker, she's able to explore the more remote areas of the world, such as South America, Antarctica, Greenland, the Norwegian Fjords and the Arctic Circle. Weekly rates start at

\$484,000. Cost to add sub is \$90,000 per week and \$275,000 for a helicopter that seats up to five guests. [denisonyachtsales.com](http://denisonyachtsales.com)



**TOYS, TOYS AND MORE TOYS**

For the party of the century, charter *Global*. This 220-foot beauty accommodates twelve people and the toy list reads like an oligarch's Christmas wish list. Available options include a helicopter, submarines, amphibious car, motorcycles, motorized bikes, jet surf, flyboard,

Seabobs, kiteboards, windsurfers, dive gear and a decompression chamber. This is all in addition to the game room, deck pool and cinema. *Global* is based in the Bahamas and charters for a weekly base rate of \$150,000. [denisonyachtsales.com](http://denisonyachtsales.com)



**HOME IS WHERE THE YACHT IS**

Want to live on a yacht and circle the globe continuously? Consider buying a home aboard *The World*, the only residential



The *Legend's* interior

community at sea. Apartments start at \$1.7 million and go up to \$16 million. **Caveat:** You must prove a net worth of \$10 million to be considered for ownership. **Guests spend as long as they want onboard, with the average owner staying three to six months.** Since it launched in 2002, the floating city has visited more than 900 ports in more than 140 countries. [aboardtheworld.com](http://aboardtheworld.com)



An apartment aboard *The World*



Night view of the pool aboard *The World*

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### DOUBLE-OH!

Looking for a little intrigue? Charter the yacht featured in the 007 movie *Casino Royale*. At 108 feet, the yacht bearing the movie's name qualifies as a super-yacht, but is fast enough for a quick getaway topping out at speeds of forty-five knots per hour. **It sleeps eight**

guests in five cabins, is based in Croatia and can be yours for a base rate of \$68,390 a week. [getmyboat.com](http://getmyboat.com)



# Frisky Cat



Jaguar's new F-Pace is a luxurious playmate

Leave it to Jaguar to come up with something seductive. The company's first effort at crafting a crossover SUV, the new F-Pace, turns out to be a raging success. It has the sexy lines and sounds you expect from the jungle-cat brand and backs it up with superb driving dynamics. Anyone who cares about driving will immediately fall in lust.

In engineering an all-wheel-drive, go-anywhere chassis, Jaguar could call on the expertise of its corporate cousin, Land Rover. It all seems to be a complete vehicle — everything just fits right. There's a regal comfort in its highway-cruise attitude, but when you get aggressive on the backcountry byways, it tracks with an authoritative confidence. It doesn't insist you be sporty, but when the situation calls for a touch of snarly quickness, it seems to say, *We got this*.

This is certainly the first Jaguar with a 5,000-pound towing capability. And trips to ski country will be no problem. For long drives, passengers should know the

### JAGUAR

**Base Price:**  
\$58,600

**Price as Tested:**  
\$62,800

**Drivetrain:**  
380-hp  
supercharged  
V-6 w/AWD

**EPA Mileage  
Ratings:**  
18 city/  
23 highway

cabin is a lovely place with a lean, leathery feel. Seats are comfortable, even the second row, although not quite up there with Jaguar's sumptuous smoothie, the XJ sedan, which pampers your fanny like nothing else. Behind the F-Pace's two rows of seats is a good-sized cargo hold. That would easily pass the unofficial "two large dogs" test.

Two models are available. You can get into the very nice 340-horsepower V-6 model for a touch over \$50,000. Getting all the options, including the 380-hp engine, adds maybe another ten grand.

While the F-Pace feels plenty agile, there is a more compact E-Pace model coming in a year with an all-electric, Tesla-fighting I-Pace on its heels. This flurry of technological wizardry indicates how Jaguar has gone from strength to strength since leaving Ford for Tata eight years ago. With the F-Pace and the new sedan offerings, sales are up 26 percent. So, somebody approves. And having driven the hell out of an F-Pace, this reviewer really approves. —Chris Hodenfield

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