

BOUNDLESS



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Cutting cleanly through the water, *Boundless* features naval architect Jon Overing's fast displacement hull, which allows the yacht to exceed her theoretical hull speed by more than two knots.

THIS RAISED PILOTHOUSE EXPEDITION MOTOR YACHT IS A LONG-TIME DREAM COME TRUE FOR SAILORS JACK AND LISA LEFORT, WHOSE DESIGN AND BUILD TEAM ACHIEVED A TRUE LONG-RANGE, EXCEPTIONALLY FUEL EFFICIENT YACHT FOR ENVIRONMENTALLY FRIENDLY CRUISING.

TEXT BY LISA HOOGERWERF KNAPP / REBECCA CAHILLY PHOTOGRAPHY BY BUGSY GEDLEK

College sweethearts Jack and Lisa LeFort made a lifetime of memories as recreational and competitive racing sailors aboard their collection of Frers, Ericssons and Mumms. For more than 30 years, however, these champion sailors dreamed of building a streamlined, fuel-efficient expedition motor yacht. Last summer, that dream came to fruition as the couple christened the 100-foot motor yacht *Boundless* with a trophy-sized magnum of Mumm Champagne.

Boundless is the first of the Overing-designed Mariner 100 series built by the Inace shipyard in Brazil. "We wanted the same characteristics on our explorer that we've always had on our sailboats, like less wake," says Jack LeFort. "We wanted fuel efficiency and state-of-the-art equipment."

After scrapping design plans that lacked the desired "big-boat feel," the LeForts commissioned naval architect Jon Overing and his copyrighted fast displacement hull—a bulbous bow, round bilge, full-displacement design known for its seakindliness and efficiency.

"There's nothing protruding from the bottom," says Jack of the hull. "Everything is set in a pocket...and the whole design is very efficient." The hull form requires less horsepower, which alone cuts emissions and fuel consumption in half compared to full-displacement motor yachts of the same size.

Many environmentally conscious features were designed and engineered into the Mariner 100. Computer-controlled, low emission Caterpillar engines are aided by a fuel purifier system that keeps them operating at optimum efficiency with minimum emissions. Two wet mufflers scrub the generator exhaust twice before discharge, and the main engine exhaust is discharged through a water-drop muffler, which also scrubs the exhaust. An oily water separator removes contaminants from the bilge prior to discharge, and a Headhunter marine sanitation device system with zero pollutant discharge treats the wastewater.

The fueling locker—accessed by a high sill, weathertight door located in the aft part of the main deckhouse on the port weather





“Our best time for our family is on the water, offshore,” says Lisa LeFort. “If no land is in sight, that’s even better.”



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Cherry joinery prevails throughout the traditional, comfortable interior designed by Michael Kirschstein. Highly efficient, long-life Cantalupi LED lighting provides ambiance and an incandescent look without the infrared heat and mercury.

deck—drains to the waste oil tank, assuring no chance of spillage during refueling. To prevent fuel odors, the fuel tanks vent via an overflow tank that is vented to the top of the mast.

However, ensuring that the yacht could carry all of the amenities required of a long-range explorer was another matter. “It’s easy to create a fuel-efficient hull with a narrow beam,” says Overing. “But it’s far more challenging to create that kind of fuel efficiency on a wider boat with an overall beam over twenty-four feet. This boat’s no toothpick, yet it sips fuel.” At economy cruise, *Boundless* burns about one gallon to the mile and records 16 gallons per hour at 10.5 to 11 knots when running one generator.

As an explorer, *Boundless* is packed for action and adventure, equipped with all the fully redundant, commercial-grade systems required to comfortably cruise the world’s remote destinations in virtually any sea condition. The deep hullform also allows storage space for a four-month supply of cold and dry provisions underneath the forward accommodations deck. Details throughout the custom design—like placing all beds and berths fore and aft and locating the refrigerator and range athwartship—allow usage at sea in less-than-favorable conditions. The crew has full interior access to all machinery and equipment areas so they can be checked regardless of weather.

From concept to completion, *Boundless* was a four-year project, managed and supervised by build captains Jack and Amy Close. The build was not without its challenges, even though Inace is an experienced expedition yacht-builder. Overing’s contract specifications were very precise for the custom build’s pumps, valves, anchors and shipboard systems. Interior designer Michael Kirschstein—who has worked on many Inace projects—challenged the yard’s mill, joinery and marble artisans with first-time efforts,

including a floating ceiling.

“This interior joinery was the most complex interior style the yard could have built,” says John DeCaro, president of All Ocean Yachts and Inace’s North American representative. “No off-the-shelf molding was used.” Inace purchased a new molding machine and blades to achieve the design effect that Kirschstein envisioned. Every item of joinery is custom shaped for this interior, from the details of the cornice to the baseboard and architrave. Each element had its own cutter custom made to create the shape to lock in with the other joinery items. “Curves add style and visual interest; this boat is not a series of straight lines and squares,” Kirschstein says. “These details help divide the space visually and physically while creating a sense of vertical space.

“Inace had been working toward this type of delivery,” continues Kirschstein. “*Boundless* was the first yacht where this type of system was planned, adding to the learning curve of both the systems and the joinery departments.” As such, the build has helped forge a new path for an emerging Brazilian megayacht market that is gaining momentum with its attractive pricing.

The final outfitting for cranes and passerelles, tenders, carpets, furniture, electronics and all soft goods took place in Palm Beach, Florida, at Rybovich, which was convenient for interior decorator Jamie Standridge of JKS Designs, who worked closely with Lisa LeFort on sourcing all the soft goods on board.

“My greatest challenge was furniture custom sized and designed to fit a man who’s six feet, three inches,” says Standridge of her commitment to keep Jack LeFort as comfortable in his new explorer as he was in his home. The interior, which sports a full-beam master and three generously appointed guest staterooms, is inviting and stream-

lined with an expansive salon that’s trimmed in authentic sailing décor: wooden half models, trophies and race photos capturing victorious moments at sea.

Luscious, custom cherry prevails and pleasantly contrasts a neutral color palette with ultra-comfortable textures and livable textiles, like a plump, baby-soft chenille sofa by Manuel Canovas of Paris. The uncluttered, oyster-like monochromatic theme is accented with marine blues, glass and custom leather furniture. A light palette of sand, wheat, ivory and oyster in the soft goods and curiously beautiful Brazilian granite throughout are pleasing to the senses and create seamless flowing spaces.

Boundless completed her maiden voyage in November 2010 from Fortaleza, Brazil, to Fort Lauderdale, Florida, and burned an average of 16 gallons of fuel per hour with one generator running. The vessel averaged 10.67 knots at a mere 1,250 rpm for its 3,200-nautical mile voyage. Running eight to nine knots brings the range to 6,000 miles plus a comfortable reserve at about one-mile-per-gallon economy. Topping out at just over 15 knots, *Boundless* well exceeds her theoretical hull speed of 12.9 knots.

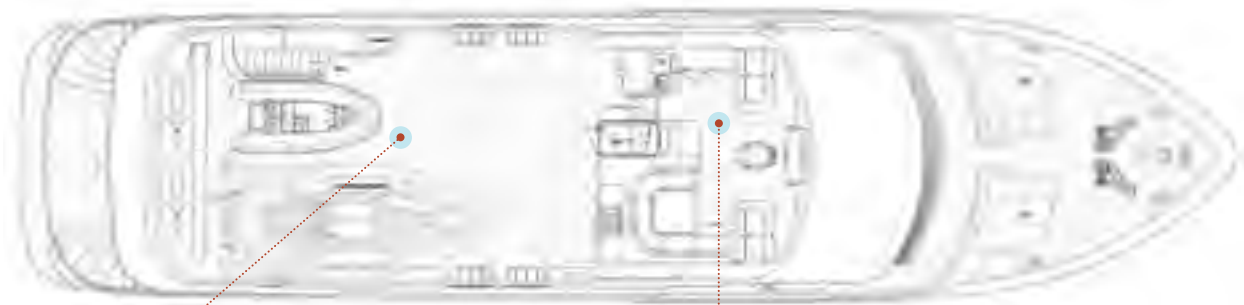
Captain Jack Close is confident in *Boundless*’ capabilities. “Her hull is so efficient that we outrun weather with our speed and range,” he says. “Others may carry more fuel, but I have an enormous range compared to other yachts this size because of this particular hull and drive train. The rudders are skinned and quite sizable, which makes them efficient, turning the boat well with great maneuverability.

“She has a capable look at anchor, but belongs on the ocean,” says Close. “We’re ready to go to Antarctica tomorrow, if the wind blows us.”

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above
Each Riviera cream and rainforest-green slab of Brazilian granite aboard contains intriguing fossilized remains of trilobites, a fossil group of extinct marine arthropods.



STORAGE: The large boat deck has room to carry two tenders, scooters, windsurfers, paddleboards and kayaks.

FLYBRIDGE: The covered flybridge includes a bar, a dining table and elevated seating forward offering fantastic views underway.



OVERHEAD TREATMENT: The neutral, light liner is accented by curved cherry cornices and sleek cherry joinery inset in the ceiling panel.

PILOTHOUSE: *Boundless'* bridge offers seven windows for excellent visibility and a lovely teak-and-holly sole for aesthetics.



LAZARETTE: *Boundless'* lazarette holds a full set of scuba and snorkeling gear. Opposite is the engineer's cabin.

ACCOMMODATIONS: Four lower-deck staterooms include two doubles and a twin forward and a full-beam master amidships.

Specifications:

Inace Shipyard
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 Fortaleza, Brazil
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LOA: 100' 3" (30.6m)
LWL: 92' (28m)
BEAM (MOLDED): 23' 6" (7.2m)
DRAFT: 8' (2.4m)
DISPLACEMENT: 190 LT
ENGINES: 2 x 715-hp Cat C18
SPEED (MAX/CRUISE): 15/13 kts
RANGE: 4,700 nm @ 10.5 knots
FUEL CAPACITY: 8,000 gallons

THRUSTERS: Quantum
STABILIZERS: Quantum Zero-Speed
GENERATORS: 2 x 40kW Northern
 Lights
FRESHWATER CAPACITY: 1,500 gals
GRAY/BLACK WATER CAPACITY:
 400/600 gallons
OWNER AND GUESTS: 8
CREW: 4

TENDERS: Novurania
CONSTRUCTION: Steel/aluminum
CLASSIFICATION: ABS AMS A1*, MCA
 compliant
**NAVAL ARCHITECTURE/EXTERIOR
 STYLING:** Overing Yacht Designs
INTERIOR DESIGN: Michael Kirschstein
INTERIOR DÉCOR: Jamie Standridge,
 JKS Designs