



NYM

Cruising Yachts Specialists

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2006 Azzura 100

\$2,900,000.00 Neg.



Specifications

Boat Details

Price \$2,900,000.00 Neg.
 Model Azzura 100
 Year 2006
 Hull Style Single
 Power Type Power
 Condition Used
 Suburb ROSE BAY

Boat Brand Azzura
 Length 30.48
 Category Super Yacht
 Hull Type Composite
 Stock Number #CA10013
 State New South Wales
 Engine Make Twin C18 1000hp Caterpillars

Disclaimer

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Description

Cambria II is one of a kind.

She was conceived by America's Cup designer Ian Murray and built by Azzura Yachts in Queensland in 2006. Inspired from the 1930's post-depression yachts of Boston and Long Island, her classic lines and Edwardian fit-out was directed by world renowned interior designer Thomas Hamel.

Designed to explore the extremely hot regions of Northern Australia, such as the Kimberlies, where she spent several months each year, and Hamilton Island, where she was based when not in Sydney for the summer, she was built with exposed deck area kept to a minimum. The large aft deck area and side decks are sheltered by the cantilevered overhang of the deck above; helming and navigation take place from within the raised wheelhouse-style bridge; and the exposed deck area behind the bridge is dedicated solely to the tenders. The only concession to sun worshipers is an area of sunbeds on the flat deck in front of the bridge.

The glossy dark green hull flares from a fine entry at the stem up to a rounded bow. A single gold boot line runs parallel to the varnished rubbing strake and round port-lights, and bronze panama ports give the topsides a distinctive classic look. A spray shine, kept just above the waterline prevent water slapping against the chine at anchor, rises at the bow to just below the anchor pocket to keep the anchor and chain clear of the hull. Underwater, Ian Murray has drawn contemporary lines for the semi-displacement hull. The two five-bladed propellers allow for an easy 19 knots and large finned stabilizers ensure a smooth ride.

The superstructure is finished in oyster white paint, while the raised wheelhouse, doors and broad handrail are gloss varnished teak. the mast and boom on the top deck are used for deploying the yacht's boats and for carrying a steadying sail that can be used while under way or at anchor. These spars are in fact made of carbon fiber and painted convincingly to look like wood. The traditional-style deck box containing the skylights above the saloon is made of GRP. A computer-programmed painting technique that allows the operator to design the grain and even the details of the joints on the corners was used to give the box a realistic varnished teak look. The piece will be in constant harsh sunlight but will require little or no maintenance.

Around the deck, the metalwork is fashioned from aluminum bronze, each stanchion, mooring cleat, fair-lead, drain cover and step plate custom cast for the yacht. The windlass and aft deck winches were custom-built by Muir, with aluminum bronze chain gypsies and drums.

Section's of Cambria I, mizzen mast, kept as a memory when the yacht was converted from ketch to sloop have been put to imaginative use on the aft deck- turned into wooden pillars, they support the large wood-topped dining table. (Cambria I was the owner's previous yacht, a world famous 41.15m sailing yacht built by Fife in 1928).

Since this is an Australian yacht, a bench on the starboard side quarter lifts hydraulically to reveal the all-important 'barbie'.

Wide double doors from the aft deck lead into the saloon, and here all clues that the yacht is new are gone. the gloss varnished mahogany paneling has been finished by hand, as opposed to spray application, to give warm, lived-in feel. Imperfections in the brushwork can be seen in the sunlight streaming through the large arch windows on either side of the saloon. Australian stylist Thomas Hamel, in conjunction with the owner's wife, as done a magnificent job

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of making sure that the interior of Cambria II is close in spirit to the interior of the sailing yacht Cambria. The same Edwardian styling has been used. Lamps, chairs and fittings were sourced from antique shops in France - where the original Cambria was fitted out - and even the pattern and color of the carpet are the same as the original.

The aft part of the saloon is designated a lounge area, with entertainment systems carefully hidden away. On cooler days, the air conditioning can be switched off and the double doors on either sides of the dining area at the front of the saloon opened together to create a pleasant flow of air through the room.

Forward of the saloon, up four stairs, is the wheelhouse, and immediately noticeable as you climb the stairs are the burnished brass steering pedestal, engine controls and binnacle, all sourced from old ships that had been run up a beach in India for scrapping. The engine controls is a traditional Morse telegraph with authentic ring sounds but inside the casing is a modern Kobelt electronic control system. The bronze steering pedestal is embossed with the yacht's name, the front section being specially cast to fit the rest of the unit. The wheelhouse also has a bar complete with glass decanters and cigar humidor, and three large leather armchairs against the aft bulkhead from which there are fantastic views. This area is bound to be popular with guests. Back down on the main deck forward you find the library where you discover a well-worn buttoned leather settee, a scrimshaw paperweight, a sheet block from the sailing yacht and old wooden parallel rules are some of the details that give the impression that this is a gentleman's club territory.

Forward of the library is the owner's cabin, which spans the full width of the yacht and has windows on both sides. A dressing room and shower room with white marble surfaces occupy the forward bulkhead. The three guest cabins, which are below the bridge and owner's cabin, are approached down a stairway at the front of the saloon. These consist of a double to port and a twin to starboard and, at the forward end of a short passageway a children's cabin with three bunks and a Pullman. The decor matches the rest of the yacht, with cabinets in mahogany, headlining in matte white with occasional white fabric panels used to give light and detail. Plantation-style mahogany shutters were custom-made for the yacht by local shipwrights. They can be closed to block the light from the round port-lights.

Quarters for the four crew, a double cabin and a twin, are situated aft of the guest accommodation. They are accessed down a different flight of stairs, also at the front of the saloon.

In the galley, the extensive refrigeration and freezer space and large chilled pantry are essential on a yacht that needs to carry substantial amounts of supplies for cruising in remote areas.

Access to the engine room, which is behind the crew area, is from the aft deck or through the captain's cabin. It is generously proportioned for a yacht of this size, with full headroom and ample space in which to move around and service equipment.

One of the factors that had to be taken into when the engine room systems were installed was the quality of the water in the areas that would be cruised, particularly with regards to the amount of suspended silt. For this reason extra filtration was specified for all the raw water systems, and extra sand filters were included for the two water-makers.

Electrical power is provided by two Onan generators, which sit aft of the twin Caterpillars C18, 1000HP main engines. The tropical climate dictated that a higher specification than usual was needed for air-conditioning and ventilation.

Cambria II has been built to comply with Australian USL code, allowing her to charter under an Australian flag. She is also MCA compliant. Her classic lines and old-world interior belies the fact that her composite structure only recently

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came out of the large oven at Azzura Marine custom yacht building factory on the Gold Coast of Australia. From computerized electronic switches and room ambiance controls, to Her powerful machinery, ultra-modern electric and electronic systems, modern semi-displacement yacht, Cambria II is truly a yacht marrying modern with classic opulence at an extraordinary level.

Please contact our friendly and professional crew at Nautilus Yacht Management on (+61) 02 9974 4096 for more information or to arrange for an inspection.

Cambria II can also be chartered with/without view to purchase. She is presently moored in Rose Bay, Sydney, Australia.

(Thank you to Guy Waddilove for his eloquent words)

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Engine Details

Engine Make

Twin C18 1000hp Caterpillars

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