

# Warren S87

With the speed and matching style of a European sports car, Warren Yachts' second semi-custom sports cruiser packs superyacht quality into a semi-production build.

Guy Waddilove reports. Photography by Brian King.

When you consider that boat-builder David Warren's passion is throwing his Ferrari F40 around a race track, it is not surprising that his latest launch, the Warren S87, has racecar-like performance and styling to match.

Warren Yachts have been building custom yachts on Australia's east coast for 20 years, but the company's recent integration with



US-owned, Brisbane-based Shipworks Group has opened up new marketing opportunities, particularly within the United States.

Designer Anthony Starr has drawn an elegant, aerodynamic yacht: the flowing lines of the silver and dark blue hull are reminiscent of the sleek powerful lines of a European sports car rather than the more bullish lines of an American

**Smooth modern design elements dominate the complementary interior and exterior (above & main photo) while a "convertible" roof over the main saloon (below right) allows for moonlight dining, and a teak table on the aft deck seats ten (below center). The bridge (below left) features a dashboard-like control station.**

muscle car as seen on similar builds from other designers. David Warren listed some of his styling muses: Pina Farina; the Ferrari Enzo; the Pagani Zonda; Chris Bangle's work with BMW; and even the new Mini.

Transferring from the tender, one will arrive at the teak-decked aft swim platform. A wide stainless steel ladder provides easy access for swim-







mers. Mooring cleats for the tender and toys fold neatly into the deck when not in use. Steps on either side of the transom lead up to the aft deck. Tucked into the thick bulwarks at the top of the steps on either side are Muir mooring winches. On the port side of the transom a Besenconi pasarelle can be extended hydraulically for boarding.

The spacious aft deck is partially shaded by the targa arch; a removable bimini can be deployed to shade the remaining part. A ring of bench seats around a teak-topped circular table allows dining for ten. At the push of a button the table can be lowered and a circular mattress added to provide, in conjunction with the bench seats, a large circular sunbathing area. At

night the area is illuminated by surface-mounted lamps shining down from the targa arch and tiny courtesy lights set low around the perimeter of the area. Outfitted with two fridges, a sink and ceramic hob, the area is equally prepared for entertaining or relaxing.

Narrow side decks to either side of the superstructure run forward to the foredeck, bordered by a knee-high stainless steel rail on the outboard sides. The profile of the rail fits nicely with the lines of the superstructure, but because of its height, the hand rail offers little to hold on to particularly at the aft end where it tapers down to deck level. A concealed hand rail in the superstructure would possibly offer better security for guests walking forward. The teak side decks have

been laid so that end-to-end plank joints are barely visible, as opposed to the caulked joint that would normally break up planks on a teak deck. This technique gives a very clean, uninterrupted look to the deck, which has been laid swept in the manner of a sail boat deck where the planks curve along with the shape of the bulwarks. Engine room air intakes have been sunk into the teak side decks and are covered by stainless steel grates. Situating them here avoids having unsightly intakes in the clean surfaces of the hull or superstructure.

Hatches on the foredeck access the anchor locker and full headroom storage locker. Between the foredeck and the windscreen is a flat deck area dedicated to sunbathing, which

is covered with large, comfortable mattresses.

Passing through the sliding glass doors on the aft deck leads you into the main saloon. Anthony Starr, who also did the interior design, has created a contemporary feel using metallic silver painted surfaces, gloss varnished madrona burl wood and different colored marbles. Circular forms and sinuous curves dominate the interior. The saloon is naturally well lit with sunlight coming through the forward windscreen and tinted glass windows to either side. In addition to this a large portion of the roof electrically slides open to allow dining in the sun or under the stars. A round dining table that seats eight dominates the forward section of the saloon while a lounging area with two smaller round coffee tables is situated aft. The mechanisms for the opening roof section and the pantograph doors on either side of the bridge are designed and built in-house by Warren Yachts.

Crestron control panels control the entertainment systems which include a large pop-up television with surround sound in the saloon, and multi-disc shuffle cd and dvd players.

At the front of the saloon is the bridge. Three leather helm chairs provide a comfortable place from which to drive and navigate the yacht with very good visibility forward and to either side. Under the seats are an icemaker and bar fridge. The layout and design of the controls, instruments and displays, with a small wheel in the center and circular engine monitoring dials mounted directly above, definitely give the “dashboard” a performance car feel.

A flight of stairs at the front of the saloon leads down to the guest accommodation area. Forward is the full-beam master cabin. The quality of the finish and standard of joinery in the guest accommodations, as throughout the yacht, is excellent. There are no squeaks, creaks or rattles as you move through: all drawers are on soft-close mechanisms and each locker door closes on a shock absorber. A lot of attention has been given to the quality of vibration and sound attenuation with floors throughout mounted on rubber on top of aluminum box girders. The master cabin bed is centered beneath a large round skylight; the bed base is a beautifully crafted red-brown Manhattan leather weave. Madrona burl wood detailing is finished in the same fashion throughout the yacht and tables are topped with colored marbles. On the forward side of the cabin are a large walk-in dressing room to starboard and an en suite to port. One of the forward panels of the dressing room is removable giving access to an emergency escape hatch through the watertight bulkhead to the foredeck wet locker.



Aft of the master cabin are a twin and a double guest cabin both with en suites. These two guest cabins have opening portlights.

A stairway at the aft of the saloon leads down to the crew area. The galley is of generous proportions and fitted out by Miele. Two crew cabins, each with two bunks and a shared bathroom, are finished to the same style and standard as the

**Seamless, sailboat-like side decks run from stern to bow (opposite bottom left). The large, stainless steel galley (below) is equipped by Miele, while the master stateroom (opposite top) enjoys a round skylight and a pop-up TV with surround sound in the saloon (above).**

guest accommodations, making it possible for guests to bunk here if need be. The crew cabins are small and whether four crew would be required on an 87ft yacht, or whether more generous space could be given to less crew would be something that could be considered for future developments of the model.

The engine room, accessed via the galley, is well laid out with easy access to all machinery. The







**This second S87 has twin MTU 1,500hp engines to drive conventional fixed propellers (far right). The yacht can also be specified with engine sizes ranging from twin 1,200hp to twin 1,800hp. Hand-held remotes control the entertainment system (above).**



company has a 20 year history of building boats for the testing conditions along the coasts of Australia. Drawing from this experience David Warren realizes the importance of ongoing maintenance and the importance of being able to access all equipment for service work. On the yacht everything that needs to be serviced both in and outside the engine room can be readily accessed. Sensibly placed access panels have been fitted and adequate work space has been allotted for swinging tools around equipment.

The engine room receives airflow from the large stainless steel grates set into the side decks. Situating the inlets horizontally here not only helps with aesthetics, but according to the designers, allows for a better flow of dry air. The intakes include dorade boxes and mist eliminators to ensure that dry air passes into the machinery space. Air from this space is then ducted out by a fan in the aft bulkhead to the lazarette. The through-flow of warm dry air makes the lazarette, which would normally be quite a damp environment, a perfect place for drying watersports toys and dive gear.

The S87 has twin MTU 1,500hp engines driving conventional fixed propellers. It is possible to specify the yacht with engine sizes ranging from twin 1,200hp to twin 1,800hp with Arneson Surface drives, KaMeWa water jets or conventional props.

Fuel and water tanks are built into the hull structure to provide extra rigidity, and this also reduces overall weight and, by building the tanks into the frames and contours of the hull, use of space is optimized.

The lazarette contains a Besenzoni crane rated at 400kg that can lift the 11ft Avon jetdrive tender from its storage place in the lazarette into the water.

WARREN S87

LOA: 86ft 6in (26.36m)

LWL: 72ft 1in (22.15m)

Beam: 19ft 5in (5.94m)

Draft (max): 5ft (1.52m)

Displacement: 53 tons

Engines:  
2 x MTU 10V 2000 1,500hp

Propeller(s):  
Teinbridge 5 blade

Speed (max/cruise):  
34/28 knots

Fuel capacity: 1,849gals

Range: 500nm @ 24 knots

Bow thruster:  
Side Power Hydraulic 30hp

Stabilizers: N/A

Generators (main/emergency):  
Onan

Watermakers: Sea Recovery

Freshwater capacity:  
396,258 gallons

Security systems: Solid State

Monitoring system:  
Omron PLC

Air-conditioning: CruiseAir

Communication/navigation  
electronics: Raymarine

Entertainment systems:  
Crestron

Owner and guests:  
1 x master, 1 x double,  
1 x twin (6)

Crew: 4 in 2 cabins

Tender: 1 x 11ft Avon jetdrive

Tender launching system:  
Zodiac Pro Jet 350

Passerelle: Besenzoni

Paint: Awlgrip/DuPont

Construction: Composite hull  
& superstructure

Classification: RINA

Naval architecture:  
Peter Lowe Design

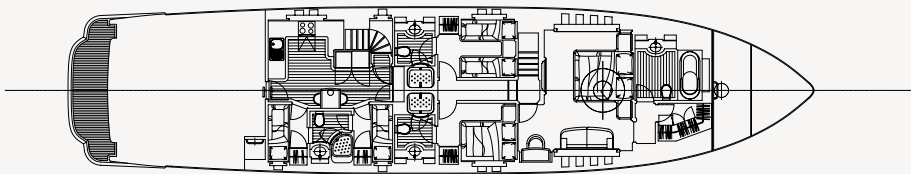
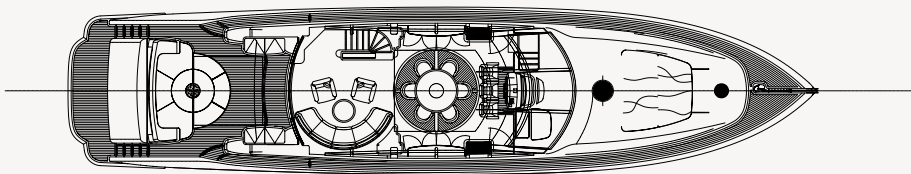
Exterior styling:  
Anthony Starr Design

Interior designer:  
Anthony Starr Design

Price guide: POA

Builder/Year:  
Warren Yachts/2006

Contact: Warren Yachts  
45 Barku Court  
PO Box 7042  
Hemmant, Queensland  
Brisbane, Australia 4174  
Tel: +61 7 3893 6911  
sales@warrenyachts.com  
www.warrenyachts.com



The challenge of selling an Australian sports cruiser in an already well-populated market was something at the forefront of Warren Yachts’ design, build and marketing plan of their second S87.

By building the S87 as a semi-custom sports boat the yard feel that they have a tighter regon on the quality of each yacht produced,

and that they can give more attention to specific detail than competitors who are producing in higher volumes. To quote Shipworks CEO David Price, “We are a niche company building for the consumer that is looking for the highest end product in the marketplace. It’s a superyacht finish on a semi-production boat.” □