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+ THE BIG REVEAL

A Look at Moran Yacht & Ship's
Illustrious 95m KISMET

BY DELLVIN ROSHON WILLIAMS



"I THINK THE OWNER'S PASSION FOR YACHTING, AND more specifically his boat, is immediately evident as you step onboard KISMET," says Christopher Callahan, Broker and Marketing Director at Moran Yacht & Ship Inc., world-class leader in the sale, construction and charter of luxury superyachts. Having set the standard for with the first KISMET (now renamed Global), billionaire Jacksonville Jaguars and Fulham Football Club owner Shahid Khan's second KISMET is no less unforgettable.

Delivered by Lürssen in 2014 and designed by Espen Oeino, KISMET remains one of the world's most iconic superyachts and is still very much ahead of its time. Available for charter and sale for the first time with Moran Yacht & Ship, the 95.2m (13.8m beam) KISMET is a custom motor yacht outfitted to accommodate 12 guests in seven cabins (including two VIP suites), has three outdoor lounges spaces, a pool and hot tub complex that is every bit as opulent as its extravagant, high-profile passengers—Jay-Z and Beyoncé among them.

KISMET is the culmination of a six-year journey, one in which the expansion of Khan's wealth and influence also coincided with a need to accommodate a growing, adrenaline-fueled constituency. Unlike the first KISMET, however, 68m wasn't enough. According to the story, Khan's design brief contained three words: "make it impressive." And impressive it is.

KISMET comes with its very own cinema, a full-service spa, indoor/outdoor dining spaces for 12 (bar included) and a formal interior dining room with a staircase that leads to the ballroom (as one would expect). There are also two helipads,

PHOTOS COURTESY OF GUILLAME PLISSON



one on the foredeck, doubling as a basketball court; the other, an outdoor lounge. The upper foredeck also boasts a large mosaic-tiled pool with an inset Jacuzzi.

Vision is the key, as Callahan explains: “Owner requirements certainly dictate concepts and design. The majority of owners that we work with have either chartered or owned other vessels and base their requirements on previous experience. This is the main factor that drives their concept and design ... The amount of detail and thought that went into building [KISMET] is honestly incredible.”

Spread out over five decks, the Raymond Langton-designed “Champagne & Caviar” interior concept features a double-height main salon spanning the main and upper deck aft via a sweeping staircase perfect for nightcaps, morning joe or corporate entertaining. Cruising at 14 knots and a maximum speed of 17 knots, KISMET can effortlessly reach 6,000 nautical miles from 220,000 fuel tanks.

KISMET’s availability comes at a time when yacht builders and brokers are riding the wave of increased sales. But in an industry that’s seen its share of challenges, Callahan is quick to point out that Moran Yacht & Ship’s approach to luxury shipping—making expertly crafted luxury experiences integral to its state-of-the-art attention to detail—is why the brand has loomed large in the minds of yachting enthusiasts for nearly three decades. “While there have been some market gyrations recently, we continue to be optimistic on all fronts [sales, charter, new construction],” he says. “As a testament to this, we have recently signed a 116m new build project called Project TESTAROSSA.”

Furthermore, the trend toward eco-friendly technology onboard superyachts has not been lost. As the UConn School of Business grad proudly notes regarding the Ken Freivokh-designed 106m Oceanco BLACK PEARL, “The concept was to create one of the world’s most technologically advanced superyachts offering true zero-emissions cruising—virtually unheard of, especially for a yacht of her size. I think we will continue to see more advancement on this front, since the environment and seeking its natural beauty is a cornerstone of yachting.”

Moran Yacht & Ship currently has eight projects in progress ranging from 64m to 142m. In 2018 alone, the firm signed 109m, 116m and 118m projects. Due for delivery next year is the 95m Lürssen Project FIJI. FIJI will be available for charter this summer in the Mediterranean and, according to Callahan, “will definitely be one of the highest-profile charter yachts afloat.” With brand DNA like this, projects of such remarkable passion are no wonder why KISMET remains a true masterpiece.

+SKY'S THE LIMIT

Haute Living talks to Honda Aircraft Company President
and CEO Michimasa Fujino

BY DELLVIN ROSHON WILLIAMS





THERE ARE LESS-CREATIVE WAYS TO PRESS RESET THAN BY staging pure aviation theater—for \$5 million. But the new and improved HondaJet has done just that. Honda Aircraft Company’s launch of the HondaJet Elite has been extraordinary; the response, overwhelming. But there’s more to the Ferragamo stiletto-inspired HA-420 upgrade.

With a travel range of 1,437 nautical miles and a maximum speed of 485 mph, the HondaJet Elite reaches an altitude of 8,000 feet, maxing out at 43,000 feet. The seven-seater also incorporates efficient aerodynamic design with over-the-wing engine mounts, an all-glass touchscreen cockpit for two, a fully enclosed belted lavatory—unavailable on most light jets—and the Bongiovi Aviation system that converts interior panels into speakers.

Having achieved FAA certification and delivered 17 jets in the first half of 2018 alone, the HondaJet Elite is making headway among the world’s ever-expanding millionaire class. Michimasa Fujino, President and CEO of Honda Aircraft Company, talks exclusively to *Haute Living* about pioneering technological advancement, best-in-class performance and being the most-delivered aircraft in its class.

Haute Living (HL): HondaJet Elite is the most-delivered luxury light jet in its class. Why?

Michimasa Fujino (MF): When I set out to design a business jet, I wanted to create new value in the aviation industry by providing users with the most-advanced technologies such as state-of-the-art aerodynamics and composite structure. The HondaJet is a clean sheet design and the result of years of aeronautical research.

Our meticulous attention to detail, design and engineering offer customers the best performance, efficiency and comfort in its class. Also, dedication to bettering the industry and to improving the lives of our customers accounts for the HondaJet’s success.

HL: Are we seeing a transition from luxury large cabin jets to lighter luxury aircraft?

MF: There has been an increase in interest in more efficient business jet travel options. For example, the majority of business jet usage is less than 1,000 nautical miles. If you are traveling with a few passengers, it’s more practical and efficient to use a light jet rather than a large cabin jet. The HondaJet is as high performance and comfortable as a large cabin jet, but is also much more efficient and appealing to not only individual owners but also fleet and charter operators.

HL: How has HondaJet Elite’s success translated in the global market?

MF: Due to the innovation and technology implemented on the HondaJet, interest in the aircraft in the Middle East, which is not

generally a light jet market, is rapidly increasing. It is a more efficient option and is perfect for city pairs within GCC [Gulf Cooperation Council], has a sporty look and is attractive to the region.

In Asia, the Honda brand is very strong, which has created a lot of brand recognition across the region. Commitment to innovation and technology are all contributing factors to Asia’s interest for both individual and fleet sales.

The Middle East and Asia are both new areas of growth for the HondaJet. While sales in the U.S. remain strong, interest in these regions provides us with the opportunity to increase awareness of the benefits of light jets and to expand sales and service of the HondaJet.

HL: What would be the key differences between HondaJet Elite buyers and large or mid-sized jet buyers?

MF: Buyers in the light-jet market are often owner-operators who are interested in personal and business use; those buying light jets are usually looking for a more efficient way of regional travel, including access to smaller airports. And purchasers of light jets may be looking to lessen their impact on the environment while also enjoying the benefits of private air travel.

HL: Are there any technological innovations that you would like to bring to the market?

MF: We are always looking for ways to improve personal mobility through technological innovation. Our goal is to continue to create new value in the industry, and we are constantly working on new technologies such as advanced aerodynamics, new structural material, automation and advanced controls. We’re thankful that business aviation users continue to choose HondaJet. ■