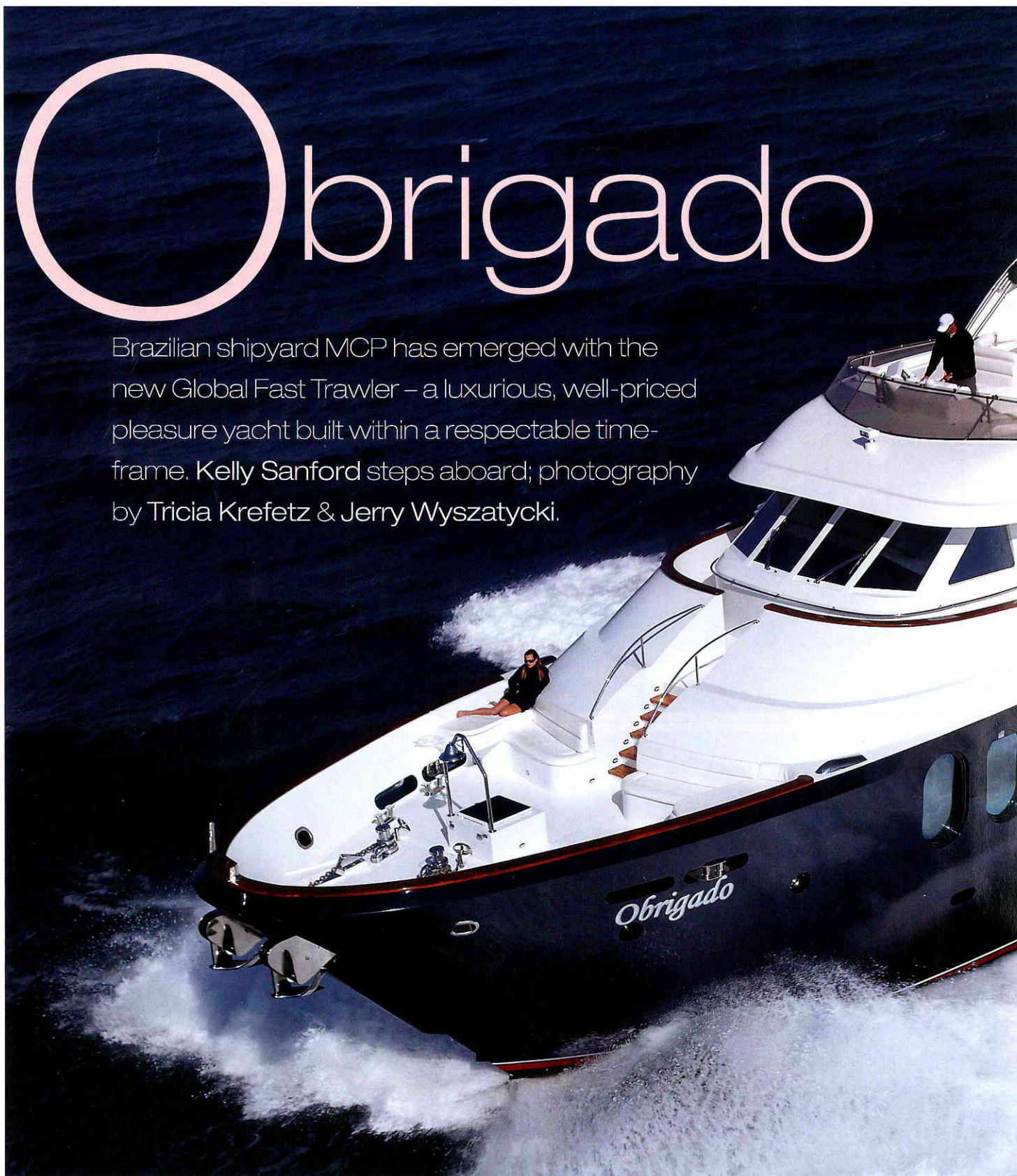


Obrigado

Brazilian shipyard MCP has emerged with the new Global Fast Trawler – a luxurious, well-priced pleasure yacht built within a respectable time-frame. Kelly Sanford steps aboard; photography by Tricia Krefetz & Jerry Wyszatycki.



As many of the well-known shipyards book orders deep into the next decade, yachtsmen and brokers alike continue to search for opportunities to build yachts at a favorable price and in a reasonable timeframe. In some cases, this search ends in disappointment. But, for an entrepreneurial yachtsman, there are still hidden gems among the

boat-building giants. After a fortuitous meeting with a savvy broker at Merrill Stevens Yachts, the owners of the new 98ft Global Fast Trawler (GFT) decided to take a gamble on a little known yacht builder called MCP Shipyard in Santos, Brazil. As a testament to their good fortune and positive experience, the American owners chose to name the resulting yacht *Obrigado*, meaning

“thank you” in Portuguese.

As a country that is better known for the Amazon River, small bikinis and its rainforest, it may surprise readers to know that there are also some impressive commercial vessels and yachts being constructed in Brazil. In particular, MCP Shipyard has been building boats for almost 30 years and has evolved into a high quality builder



of custom aluminum yachts. As the largest seaport by volume of cargo in Latin America, Santos has nurtured a highly skilled and affordable labor pool. Manoel Chaves, owner, president and chief naval architect for MCP, is an infectious source of passion and dedication, which has given his shipyard an edge over other shipbuilders in Brazil and around the world.

Chaves' priority of superior seaworthiness in his designs stems from a previous business that involved the design and construction of commercial vessels. An accomplished mariner, Chaves draws upon his personal nautical experience to drive his structural, engineering and aesthetic designs to the cutting edge of the industry. When traveling the globe on his own boat,

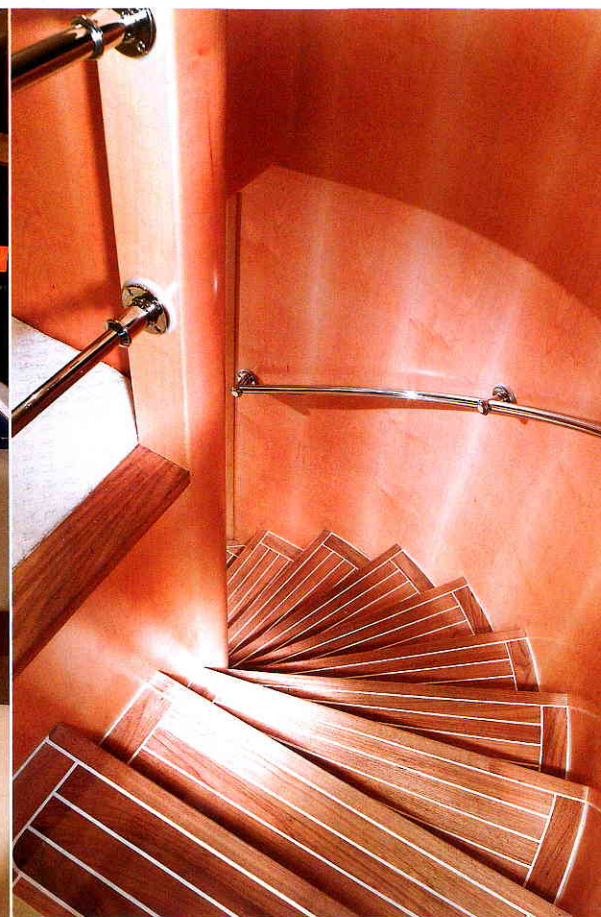
Chaves is constantly collecting information and analyzing his experiences to inspire improvements and to overcome old compromises. These principles are the foundation of the Global Fast Trawler, which by its very name expresses reluctance towards compromise. The GFT is designed for the yachtsman who wants the safety, economy, comfort and global reach

obrigado



The saloon, dining room and galley compose the interior main deck with a layout that is perfect for family or formal entertaining. Largely because of the uninterrupted transition from the aft deck, the entire main deck is voluminous and lends itself equally well to a large crowd as it does to a quiet gathering.





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historically associated with trawlers yet who is unwilling to forfeit speed. Impossible, you ask? Mr. Chaves asks simply, “Why not?”

Obrigado's predecessor and sistership, *Shambala*, set off on her shakedown cruise to prove the basic tenets of the GFT design by crossing the Atlantic on her own bottom. Upon her arrival in Europe, she was quickly purchased by a European owner. *Shambala's* owner has clearly appreciated the blue water capability of the GFT and has now retraced the trans-Atlantic path to enjoy some of the captivating destinations along the Brazilian coastline.

The owners of *Obrigado* had slightly less ambitious plans as they took delivery of GFT Hull #4 in Brazil. Enjoying an extended cruise through Brazil and the Caribbean, they leisurely made their way home to Florida. After more than 7,000 nautical miles of cruising, they

proudly stood aboard their yacht at the Palm Beach Boat Show to present what a GFT is all about. The response from visitors affirmed that they had correctly placed their trust in the capable hands of MCP and Manoel Chaves.

At the core of the Brazilian influence on *Obrigado's* GFT-98 design is a floorplan that is wide open, family oriented and, most importantly, fun. All of the living spaces, as well as the stairwells and companionways, are wide and spacious, giving the impression of a much larger yacht. The owners chose a mix of light colored fabrics, brightly colored accents and satin-finished maple wood to invite their guests to interact in a casual, festive and relaxed atmosphere. Crossing the expansive teak laid aft deck, large, curved glass doors slide all the way outboard so the aft deck and saloon blend seamlessly. As one industry insider described, “I

have never seen a yacht that has done such a flawless job of bringing the inside outside!” The saloon, dining room and galley compose the interior main deck with a layout that is perfect for family or formal entertaining. Largely because of the uninterrupted transition from the aft deck, the entire main deck is voluminous and lends itself equally well to a large crowd as it does to a quiet gathering.

With a central galley in lieu of a country kitchen, the GFT has a full beam, on-deck master with en suite bath. As a family yacht, there are four queen staterooms below deck off a large foyer. While the small crew quarters are an admitted casualty of having an extra guest stateroom, Captain Chris is quick to point out the adaptability of the floorplan. Clever placement of a pocket door allows the conversion of a guest stateroom into crew quarters to accommodate additional crew for chartering. All staterooms have a settee and large en suite bath. With almost seven feet of free headroom and oversized portlights, below decks have a bright and spacious feel, similar to that of the main deck.

Throughout *Obrigado*, the high quality finish, detailed inlay and custom carpentry are all hallmarks of the noteworthy evolution of MCP Shipyard's interior craftsmanship. The elegant

obrigado



The upper deck incorporates another large indoor/outdoor dining area between the interior skylounge and the outdoor spa pool and sun deck. All state-rooms have a settee and a large en suite bath. With almost seven feet of free headroom and oversized portlights, below decks have a bright and spacious feel, similar to that of the main deck.





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finishwork undoubtedly meets the high expectations of the luxury yacht market. This same detailed craftsmanship and open layout philosophy is carried through to the upper decks, which are accessed from the aft deck or saloon by wide, teak stairwells.

The upper deck incorporates another large indoor/outdoor dining area aft of the skylounge. As such, this area provides well-designed flexibility as either an outdoor entertainment area or an enclosed, air-conditioned dining room. The interior skylounge consists of a beautiful wet bar, ample seating for conversation or watching television and a convenient dayhead. Further aft, the sun deck and spa pool are framed on one side by a full-size propane grill and on the other by a three-person jet-ski. This deck nearly doubles the living area found on similarly sized 95ft motor yachts. Forward of the skylounge, walkaround decks lead to the

Portuguese walkway and a roomy wheelhouse with excellent visibility.

When in need of a better vantage point, the captain has an aft deck control station and a tertiary helmstation on the flybridge. Naturally, he will have plenty of company on the flybridge because the owners have incorporated seating and sunpads to take advantage of the panoramic view. A custom, aluminum-framed, fully retractable bimini adds yet another element of all fresco versatility to the flybridge.

If you approach *Obrigado* on a floating dock, you will almost certainly be impressed by the high, expedition-style bow reminiscent of a much larger yacht. With over 13 feet of vertical distance from the waterline, the high bow sheer makes the vessel safer and more comfortable when heading into rough seas far offshore. To accommodate the GFT's "go anywhere" mantra, the bow is outfitted with two large 110kg Bruce

anchors with 300 feet of 5/8-inch chain and matching 3-phase Maxwell 4500 windlasses. And, in case you are thinking that the bow was given entirely functional design, the periphery of this working foredeck also offers comfortable, secluded seating.

At her stern end, *Obrigado* has a sizeable cockpit for fishing and other water activities. The plumb transom brilliantly hinges open on hydraulic rams to create a large swim platform and extend the boat to a full 98 feet. Incorporated into the port side of the cockpit is a unique and functional hydraulic passarelle for aft, med-style boarding. The cockpit, too, has teak decks and a high gloss varnished cap-rail.

In addition to all of the superior design and layout details, the engineering of the boat is its real strength. Coordinated use of space provides *Obrigado* with sufficient engine room and lazarette space to accommodate all of the necessary equipment for operating independently over long periods of time in any part of the world. The standard design and specifications includes Northern Lights 32kW generators, an ASEA shore converter, Alfa Laval fuel centrifuge, four watertight bulkheads, double bottom hulls, freshwater flush of main engines and generators, a 1,500 gallons-per-day watermaker, Freeman

obrigado



watertight doors and hatches, CO² fire suppression, computerized central monitoring system, 12sqft Naiad stabilizers, Headhunter sewage treatment, and bow and stern thrusters.

For the adventurous crew and owner, the propellers are protected in tunnels behind a structurally reinforced keel. All of these elements come together inside a Lloyd's approved and classed hull (Special Service Craft) that is efficient enough for the Caterpillar C32 main engines to easily achieve a 20-knot cruise or efficiently take you 3,000 nautical miles at 10 knots.

Obrigado's owners, as a condition of their due diligence on this project, required a pre-purchase hull and engineering survey on the already completed *Sbambala* by Pliske Marine Surveyors. The final report made special mention of MCP's superb welding and metalwork as well as the quality of the ride under adverse sea trial conditions.

To further the global capabilities of the GFT, the overall dimensions are such that she can be classified under the Marshall Island Commercial Code (MCA equivalent) for vessels under 80 feet. For buyers interested in offering their vessel for charter, meeting these codes is an important attribute that allows the GFT to be charter compliant almost anywhere in the world.

With the replacement value of the GFT currently under \$6M, the vessel is an excellent value in real time, as well as an asset that is likely to retain its value for years to come. Yachts currently under construction in the same price range fail to rival the seaworthiness, global reach and technical upgrades that are standard in the GFT.

As a semi-custom build, future GFT owners may duplicate *Obrigado's* interior, or they may elect to change any part of it to suit their personal needs. MCP produces only two or three yachts each year, of which the largest to date is a 115-footer. MCP is prepared to expand their production and size range as demand increases, but there will be no compromise on

OBRIGADO

LOA: 98ft (29.9m)
LWL: 81ft 4in (25m)
Beam: 21ft 8in (6.6m)
Draft: 5ft 8in (1.7m)
Displacement: 114 tons
Engines: 2 x 1,652hp
 Caterpillar C32
Propellers: 2 x VEEM/5-blade
Speed (max/cruise): 25/20 knots
Fuel capacity: 5,700 gallons
Range @ 10 knots: 3,000nm
Bow thruster: Wesmar Vortex
 2 x 16in 45hp
Stern thruster: Wesmar
 Vortex 2 x 12in 20hp
Stabilizers:
 Naiad Multisea 2000
Generators:
 2 x Northern Lights 32kW
Watermakers:
 HRO 1,500 gallons per day
Freshwater capacity: 1,200gals

Sewage system: Headhunter
Security systems: N/A
Monitoring system:
 Catvision & MCP YACHTS
 Ellipse
Air-conditioning:
 200,000btu Marine Air
 Systems (Chilled Water)
**Communication/navigation
 electronics:** Raymarine
Entertainment systems: N/A
Owner and guests: 10
Crew: 4
Tender: 15ft AB RIB with
 60hp Evinrude
Tender launching system:
 Opacmare
Passerelle: Opacmare
Paint: Awlgrip
Construction: Aluminum
Classification: Lloyd's Special
 Service Craft Hull

Yacht management:
 Merrill Stevens (Charter)
Naval architecture:
 Manoel Chaves
Exterior styling:
 Manoel Chaves
Interior design:
 Manoel Chaves/Owners
Broker:
 Wes Sanford/John Booyens
 Merrill Stevens Yachts
Price guide: \$5.7M
Builder/Year:
 MCP Yachts/2006
 c/o Merrill Stevens Yachts
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the ideals of Manoel Chaves. As a businessman, he certainly appreciates the success of MCP yachts both in Brazil and around the world, but his success stems from his love of the sea and his

commitment to the quality and capabilities of his yachts. A humble and approachable family-man, for Chaves the most important reward of all is a simple "obrigado." □