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The Shadow Vessel Concept Has Evolved
Introducing the 220ft Allure

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ALLURE



Shadow Marine has revolutionized the shadow boat concept by answering the call for a robust private vessel that can traverse the deepest seas in ultimate style. Words by **Kelly Sanford**; photos by **Shaw McCutcheon**.

Deviating from its support-vessel formula, the 220ft *Allure* by Shadow Marine is the namesake for a new class that endeavors to reinvent the idea of a pleasure yacht. With the *Allure*, Shadow Marine has introduced a concept that it calls an SUV (Sport Utility Vessel) for the luxury yacht market. *Allure* is Shadow Marine's archetype rendition of a primary vessel. Built in the traditions of Frank Lloyd Wright, *Allure* is designed to be at home in her environment, not at odds with it. A masterful union of form and function – not a delicate, high-maintenance trophy boat – rather an adventurer's luxury ship designed for “any ocean, anywhere, anytime”.

At first glance, it is obvious that the *Allure* is in a class of her own. Though it is tempting to classify her as an expedition yacht, *Allure* defies placement in any pleasure-yacht genre – perhaps because she is not a yacht; first and foremost, she's a ship. An extreme example of recycling, Shadow Marine is the only production-refit shipyard dedicated exclusively to the luxury market. A vast majority of Shadow vessels start life as offshore supply vessels and *Allure* is no exception. With an extensive pedigree that includes Bureau Veritas classification and both MCA certification and SOLAS compliancy certifications, *Allure's* substantial stature and capabilities are creating a stir among serious bluewater yachtsmen.

No matter how well they are built, most modern pleasure yachts have become very delicate in nature. High-gloss paint, painstaking varnish, solid-wood caprails, natural teak decks, polished stainless and fastidious interiors with elaborate fabrics and fragile fixtures constantly struggle to meet the demands of their existence on the ocean. The care and maintenance of these aesthetic features not only accounts for as much as 20 percent of the annual running costs, but also frequently hinders the boat's ability to do what it was intended to do: provide an oasis on which to relax and entertain friends and family, and, more importantly, go to sea. Such tribulations have left many yachting purists searching for other options. With *Allure*, Shadow Marine has taken many of the intrinsic principals of a luxury yacht and, with a global open-ocean experience in mind, modified the concept to present adventurous yachtsmen with an exciting alternative.

Since taking over as Shadow Marine's CEO in March of 2007, the elegant and business-savvy Kimberly Gonzales has become the driving force behind the expansion of the



ALLURE SHADOW IS THE REINVENTION OF A TRUE PLEASURE SHIP.





Allure's expansive interior is also equipped for long-range cruising, ensuring that all guests are always entertained.

Shadow Boat brand. Gonzales is not only the builder's executive officer, she is *Allure's* interior designer and a motivational muse whose passion, excitement and dedication is contagious. Building on her own experiences as a yacht owner, Gonzales enjoys the benefit of a structured brain trust of extraordinary and experienced professionals who have earned their stripes aboard opulent builds like *Feadship* and *Benetti*. Clearly unified in purpose, Gonzales and her team have collectively achieved their lofty goal of a go-anywhere, do-anything primary pleasure vessel.

Critics of *Allure* might raise an eyebrow at her 12ft maximum draft and question her capabilities for shallow-water destinations; however, proponents are quick to point out that supplementary watercraft allow her passengers shallow-water access from a deep-water anchorage. Company owner Tom Gonzales adds, "The *Allure* is a very special yacht when it comes to draft. Because of her massive submersion tanks, she can raise and lower herself from a 6.5ft draft all the way down to a 12ft maximum draft. This is possible because of the Shadow Boat's heritage as an offshore supply vessel that enables her to run in shallow-draft conditions, yet submerge for heavy seas."

Stepping aboard, the massive open deck and spacious hangar are large enough to accommodate a secondary yacht up to 62 feet with plenty of room for a center-console vessel, landing craft, EC 135 helicopter, submarine, and full-sized street vehicles. "There's no issue with deck weight," says project manager Don Clark, "this boat was built to carry heavy freight, so it can handle all the owner's toys without a problem." To maneuver the entourage of toys, *Allure* is outfitted with both a traditional

hydraulic davit and telescoping work crane capable of lifting up to 70,000lbs.

Entering the large, climate-controlled hangar, a quick glance overhead demonstrates that the space is designed to double as a dance floor. Stagelights and a disco ball reveal that the vessel is preparing for a party. With the toys removed, the area is large enough for a band or DJ with plenty of room left for a large crowd on the dance floor. Without having to enter the vessel's interior, deck crew, pilots and guests have access to his-and-hers dayheads located within the hangar's work space.

Stepping through a watertight door, Kimberly Gonzales flashes a coy smile and, wagging a Monolo-clad foot, says, "Notice that we are not asking you to take your shoes off? I always hated that about other yachts. There you are, all dressed up, and the first thing you are asked to do is leave your shoes on the dock." Nothing about *Allure's* interior needs to be babied. SOLAS compliancy and a company penchant for practicality have dictated that the yacht's interior be durable as well as sophisticated.

From the main entrance at the hangar, guests enter a long corridor that immediately impresses upon them that they have boarded a ship. The main deck houses the dedicated spaces of the boat: the galley, crew mess, fitness room, game room and theater. The galley is a fully equipped, commercial-standard kitchen with stainless-steel countertops and a walk-in refrigerator and freezer. The adjacent crew mess will seat eight at its large table and doubles as a staging area during parties. Across the hall is the game room, which is essentially a mini casino with a poker table. The room also includes a lounge area with a large plasma monitor for watching



THE SKYLounge IS ABSOLUTELY PALATIAL AND EARNS ITS

the big game and has its own head. Forward of the game room is the fitness area, consisting of the gym and spa. The focal point of the spa is the steam room, which easily accommodates up to six people. The port side of this deck houses the theater that is outfitted with three oversized leather couches and a 64in plasma screen perfectly complemented by serious surround sound integrated into a Kaleidescape system with a Crestron control.

By ascending the staircase or using the elevator, passengers arrive on the guest deck. All six en suite staterooms are remarkably spacious. Crisp-white linens, dark-chocolate furnishings, Bordeaux accents and whimsical details give the staterooms a refined 1920s jazz-age feel, which is carried throughout the vessel's interior. The pièces de résistance in each stateroom are the full-length oval windows that bathe the suites in natural



TITLE AS AN EXQUISITE AND EXPANSIVE OBSERVATION AREA.

light and provide a glorious view of the world outside. As if the view from the interior was not arresting enough, each guest suite has its own private balcony, large enough for a cocktail table and chairs. The guest accommodations consist of four equally appointed queen suites, a large master suite with a queen bed and writing desk, and a children's suite with twin bunks leaving ample floor space for play.

The fourth of *Allure's* five decks is the observation/helo deck. The skylounge is absolutely palatial and earns its title as an observation area with over a dozen 3ft x 5ft oval windows and oversized sliding-glass doors. A circular white sofa surrounds a coffee table, providing a lounging area. The centerpiece of the room is a grand, internally lit, mahogany dining table accommodating twelve. The periphery of the central staircase consists



NEIL RASHBA

FULL-LENGTH WINDOWS BATHE EACH STATEROOM IN NATURAL LIGHT.



NEIL RASHBA



Despite her rugged exterior, *Allure's* interior design details reflect a sense of welcoming warmth.

of a cozy seating area on the port side and an elegant bar to starboard. The skylounge also has a dayhead and butler's pantry that houses a dumbwaiter to make sure meals arrive from the galley piping hot. Forward of the skylounge is the observation suite, which offers guests comfortable seating and a panoramic view from the bow via eleven additional oversized windows and easy access to the wraparound deck.

Allure's uppermost deck is the bridge deck. Forward of the central stairwell is the pilothouse, outfitted with advanced navigation/communication electronics including redundant navigation systems, Sentinel Bridge Monitoring and a thermal-imaging camera. The adjacent captain's cabin and ship's office complete the bridge deck's interior. Exiting the side doors, there is access to a Portuguese walkway and two wing stations. Following the walkway aft, guests arrive at the sun deck. A 28ft freshwater pool, complete with a semi-circular spa bench and a hand-painted aquatic mural, is the focal point of the sun deck. This deck includes yet another dayhead for convenience as well as a service pantry with a wet bar. The raised pool deck offers lounge chairs for sunbathing and a splendid panoramic view.

Below decks is where *Allure's* status as a ship is truly noteworthy. Touring the vessel's mechanical spaces with a seasoned yacht captain, he pauses mid stride, "My god, this is a ship!" he declares, pointing to the motor for the bow thruster. "I've run boats that used that same engine as the boat's mains!" *Allure's* main engines are completely rebuilt Caterpillar D399s of 1,225hp each. Shadow chose to rebuild the engines because of their proven reliability and ease of maintenance. The HVAC

room houses the supplementary machinery and includes a machining shop. With a waste-treatment system that exceeds most international environmental standards and a 5,000-gallons-per-day capacity for making fresh water, *Allure* is state-of-the-art in her self sufficiency.

Crew accommodations and work spaces complete the engine room deck and are sure to pique the interest of experienced, professional crew. Six additional crew cabins each have full-sized bunk beds and en suite baths with large storage areas. These rooms are so large that they more closely resemble a college dorm room than a traditional cabin. Forward is a generous laundry room, which includes two complete washer/dryers and ample work space. Midships on the crew deck is spacious storage within a workshop as well as a crew lounge with a pantry.

To sustain the objectives of *Allure's* practical aspirations, well-planned details and elements of trompe l'oeil are used to assimilate fine details without subsequent maintenance consequences. Synthetic mahogany veneers are used in flooring and wainscots, and synthetic teak is used on outdoor decks. In lieu of glossy Awlgrip, a more durable flat finish – Awlcraft – is used on the boat's exterior. Ramifications of these practical fundamentals liberate the vessel from menial maintenance costs and require 25 percent less crew than comparably sized vessels. With a replacement cost of about \$35M, the *Allure* is a fraction of the cost of an equally sized and pedigreed yacht.

In a process that takes about 18 months from concept to completion, Shadow painstakingly rebuilds retired work vessels,



transforming them into luxurious adventure vessels. Practicality and purpose are at the heart of all Shadow endeavors, and despite *Allure's* elegant profile and sophisticated interior, she can still hold her own as an "ultimate toy box". "I think that every Shadow Boat is better than the last," says Tom Gonzales, "but that's the nature of all companies, to make them better and better and better. And that's what we do."

Dockside of *Allure*, before a standing-room crowd and just days prior to the start of the Fort Lauderdale International Boat Show, Kimberly Gonzales swings a bottle of champagne into the hull of the boat and with a crash, triumphantly declares, "I hereby christen thee Allure Shadow." Fanning away tears of joy, Gonzales beams with pride, as anxious yachtsmen step aboard to see the latest Shadow accomplishment. It is a moment that marks the beginning of *Allure's* odyssey, both as an archetype vessel with ambitious plans of her own and as a whole new class of luxury vessel sure to become a formidable presence on the seas for years to come. □



ANDY DOWN

Allure's vast hangar is large enough to accommodate a 62ft secondary yacht, full-sized vehicles, and an array of water toys.

SPECS

LOA: 220ft (67.05m)
LWL: 203ft (61.87m)
Beam: 40ft (12.9m)
Draft: 12ft (3.66m)
Displacement: 900 tons
Engines: 2 x Caterpillar D399
Propellers: 4-blade SS 83X54
Speed: 10.5 knots
Fuel capacity: 91,360 gallons
Range: 10,000nm @ 10 knots
Bow thruster: Bird Johnson 20/3S/FP
Stability control: FLUME/Bilge Keels
Generators (main/emergency):
 3 x 99kW John Deere/1 x 99kW John Deere
Watermakers: Village, 5,000gpd
Freshwater capacity: 9,670 gallons
Grey/Black water capacity: 4,564/2,282gals
Marine sanitation device: Red Fox 500
Fire-control system: Novenco
Security systems: Oregon Camera & CC
Monitoring system: Siemens
Air-conditioning: Custom, 90 tons
Communication/Navigation electronics:
 Furuno, Simrad, Panasonic
Entertainment systems: Kaleidescape;
 Multi-Media Innovations
Owner and guests: 12
Crew: 13
Tenders: N/A
Tender-launching system:
 Nautical Structures 2,200lbs
Passerelle: Marquipt
Paint: Awlcraft
Construction: All steel
Classification: US Coast Guard, BV
Yacht management: In-house
Naval architecture:
 Shadow Marine/Lay Pittman & Associates
Exterior styling: Lay Pittman & Associates
Interior design: Kimberly Gonzales/
 Robicheaux Manufacturing, Inc.
Broker/Charter broker:
 Gary Slatkow, Shadow Marine
Replacement price: \$35m
Builder/Year: 1982/2007
 Shadow Marine/2007
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