





FIT FOR A KING

MAJESTY 77

Despite the August heat, Yachts Emirates was very excited to venture to Umm Al Quwain in the northern UAE to try hull number two of Gulf Craft's Majesty 77'. The first hull was delivered to its Greek owner in May 2008 and is now touring the Greek isles, while this second hull is just being completed for her Saudi

OWNER. Story Danielle Vignerie Ahern Photos Gulf Craft





Interiors of the Majesty 77 were designed and executed by their in-house design studio and joinery interior division.

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HE FIRST YACHT in the Majesty range, the Majesty 75, was launched in 2002; after five years, Gulf Craft thought she needed a face lift, thus launched the Majesty 77, which was launched at the 2008 Dubai Boat Show (and which sold at the show). Space and light are two primary factors that all shipyards prioritize; 'luminous' and 'roomy' are the two greatest adjectives used to describe a yacht's interiors, and they can both be used to describe the Majesty 77. Gulf Craft is to be commended for their bright salon that is bathed in light flowing in from broad side windows as well as the glass doors leading to the aft deck. But it is important to note that thick window shades are also on hand to help combat the heat in the wicked summer months; although it is doubtful that the Greek owner of hull number one is pulling the shades down as he enjoys views of the Mediterranean Sea! The salon also has great volumes, which are enhanced by light colors on the floor and ceiling. Portside is a cream banquette for four people as well as two chairs, while another banquette for three people is opposite. A television mounted on a piece of furniture in the living area takes up more room than it should; a retractable television or a wall-mounted screen would be better. However, Gulf Craft is to be commended for the discreet aft door on starboard side of the salon which leads to the aft lower deck. Descending the stairs, we enter a full galley, which then leads to crew quarters, with room for three crew, and a fairly large bathroom. A very clean and well organized engine room is then found amidships. This lower aft deck can also be accessed through a wide door on the transom, thus, it is not necessary for the crew to enter the salon in order to get to their quarters, the engine room or the galley, which maximizes the owner's privacy. But perhaps the biggest advantage of the galley being hidden on the lower deck is the space it leaves available in the salon where the galley is typically located. Here, Gulf Craft has placed a wet bar, complete with a sink, microwave, and coffee maker, as



well as plenty of storage and a marble-top bar that faces the dining area. The same black marble from the bar is found in the center of the dining table that is made of natural walnut, the same wood that is predominant throughout the boat. Dark walnut, which nearly looks black, is used as an accent to contrast the medium shades found elsewhere. Black leather, which is used on the six dining chairs, is also used as a contrasting accent throughout the boat; the stitching and leather works are very finely executed. For the captain's enjoyment, a semi-circular banquette and table face the wheelhouse and avail of the natural light pouring in through the windshield. The interior design was created by the Majesty Yachts in-house design studio and executed by Majesty Yachts' own joinery and interior division.

Descending the stairs, we find four double cabins that sleep a total of eight people and all enjoy a décor similar to what is found on the main deck. A VIP cabin is forward in the bow and has much natural light due to the skylight/escape hatch and the portholes. It is a notably spacious VIP cabin, even boasting a desk. Black marble, as seen upstairs in the bar and dining area, is also used in all four bathrooms on the floors and countertops as well as in the master shower. Moving aft we find two guest cabins on either side of the hall, both with twin beds. The cabin to port is quite spacious and both have excellent headroom. We regret that although both guest bathrooms are large, neither has a door to the hallway, thus there is no day head. Stepping aft, we find the master cabin amidships. The most striking feature of the master cabin is the curved wall behind the bed; even the doors to the bathroom and walk-in closet, which are located on either side of the bed, are curved to continue the rounded feeling. The doors are beautiful, and like every other door, drawer and storage compartment found on the boat, they close perfectly. Our only complaint for the overall interiors is that there are several inconsistencies in finishings or in misalignments, but as the interiors were not yet completed at the time we were onboard, it is assumed that Gulf Craft took care of any slight mistakes. A flat screen television faces the bed, a feature which is found in every cabin. The bathroom is quite roomy with double sinks, a toilet, a bidet and a large shower with a Kohler rain head. Portside, we admire a large desk, and find the walk-in closet with a full-length mirror and several draw-

Although all on the lower deck, the owner and guest cabins are completely separate from the galley, crew quarters and engine room.





YACHTS



ers. Although the engine room is insulated, its vibrations are felt in the master cabin because these two rooms are adjacent. The only alternative would be to use V-drives and have the engine room located far aft with the crew quarters and galley as a buffer between the master cabin and engine room.

Moving to the outside decks, we first start at the swim platform where there is no tender, thus great connectivity with the sea. As mentioned before, a door in the transom leads to the engine room, crew quarters and galley. Two sets of stairs lead to the aft deck where there is a dining table and banquette under the full shade of the flybridge. Starboard side stairs lead to a very large flybridge, which has a dining table, a sitting area and a sunbed that is adjacent to the wheel station. Unfortunately, because the tender and crane are located on the flybridge rather than on the swim platform, most of the aft part of the flybridge is unusable space. There is always a give and take when it comes to space and where to locate something necessary like the tender, but an additional sunbed for two on the bow helps make up for the lack of sunbeds on the flybridge.

We tested the 77', which is powered by twin CAT C32 1550 BHP, on flat seas just outside of the Umm Al Quwain Creek, and she was, not surprisingly, quite smooth on the water. Surprisingly, there was no indicator of the load of the water and fuel tanks, but the crew informed us that the fuel tank was 30% full and the water tank 100% full. At this load, she reached 28 knots at 2200 rpm and at this speed consumed fuel at a rate of 92 gallons per hour per engine. We reached a cruising speed of 26 knots at 2000 rpm and at this speed consumed fuel at a rate of 60 gallons per hour per engine.

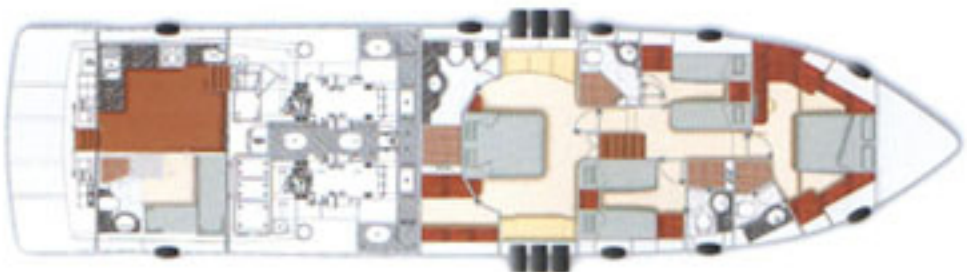
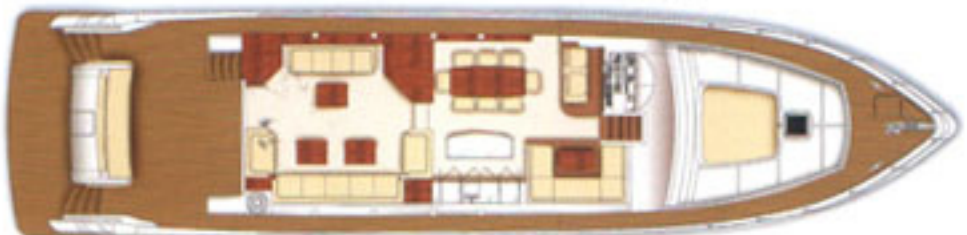
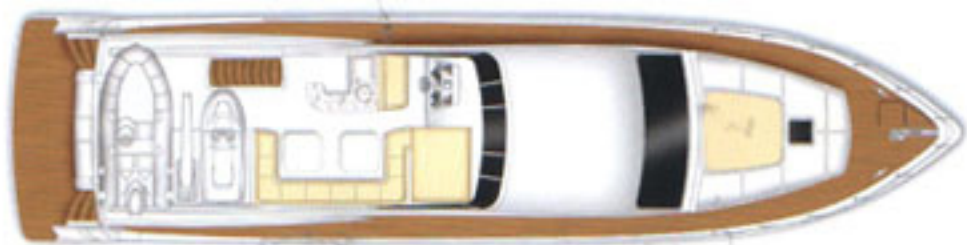
Pleasant to look at and smooth on the water, the Majesty 77' is a very comfortable boat that we are pleased bears the 'Made in the UAE' stamp. The third hull is nearing completion and the 4rd and fifth are under construction.



Because the full galley is below the main deck, the area across from the dining table is used as a wet bar.



The 77 was launched at the 2008 DIBS alongside the Majesty 121'; the full range spans from 44' to 130'.



L.O.A.: 23.46 meters

Beam: 5.99 meters

Draft: 1.25 meters

Fuel Capacity: 7,600 liters

Water Capacity: 1,140 liters

Displacement: 50 ton

Power Options: 2xCAT C32
1550 BHP (30-32)

Shipyard: Gulf Craft,
United Arab Emirates

Contact: www.majesty-yachts.com
or www.gulfcraftyachts.ae