

ISSUE ELEVEN  
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# The Superyacht

TRUTH • OPINION    KNOWLEDGE • IDEAS    & SUPERYACHT OWNER INSIGHT



# OWNER

## ALESSANDRO FALCIAI

Enjoying the last of the summer wine with the owner of *Adamas II*.

## EMERAUDE

Eric Merlin's unique journey to build a replica of a 1900s paddleboat using an old postcard.

## THE FULL MONTE

Part of a new wave of marina communities, Porto Montenegro is more than just a place to berth.

## QUANTIFYING QUALITY

Should we do more to quantify a yacht's true value before it goes on the market?



# A TASTE FOR ADVENTURE

WORDS BY JUSTIN RATCLIFFE

Harald Orneberg is the owner of *Carl Linné*, a rugged but elegant 32m sloop launched by Holland Jachtbouw in 2003 and originally named *Christoffel's Lighthouse*. After more than six years of ownership and many happy memories exploring the far corners of the world, he recently put the boat up for sale, ready for his next adventure. Justin Ratcliffe caught up with the Swedish owner in London.





My appointment with Harald Orneberg took place at The Arts Club in Dover Street, Mayfair, in the heart of the capital. During its 150-year history, the private club has included among its membership such leading lights as Charles Dickens, John Everett Millais, Rudyard Kipling, Claude Monet, Auguste Rodin, Edgar Degas and Ivan Turgenev. Today you don't have to be a writer or a painter to join, but the visual arts still predominate and many Royal Academicians are members. The Royal Academy is located just around the corner at Burlington House, which by uncanny coincidence is also home to the Linnean Society, named after the 18th century Swedish scientist Carl Linnaeus, the father of modern ecology. Orneberg chose to rename his yacht after his countryman's noble title of Carl von Linné.

"He was the Darwin of the plant world, but named several whales and was the first to classify them as mammals," explained Orneberg, who has dived with various species of whales on his travels. "One of Carl Linnaeus' students, Daniel Solander, accompanied Captain Cook on his first round-the-world voyage and brought back the first plant collections from Australia and the South Pacific."

As a boy, Orneberg spent summers sailing with his family aboard their 24ft International Folkboat off Sweden's west coast. He later competed at international level in the Etchells Class and these

powerful 30.5ft keelboats with their long lines and performance in light airs probably influenced his choice of boat when he became an owner. Following a successful career as a financier in London and New York, in 2006 he sold his hedge fund business and set up The Forest Company in São Paulo, Brazil, providing environmentally responsible investment opportunities in sustainable timber plantations in South America. Around the same time he began thinking of buying a yacht for exploring.

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**"THE MARQUESAS WERE A REAL EYE-OPENER, BECAUSE THE CULTURE IS TRULY LOCAL. I REMEMBER I HAD A GUIDEBOOK THAT SAID YOU SHOULD TAKE ALONG THOSE TOY SNOW DOMES FOR BARTERING, BUT NO ONE WAS INTERESTED. I CHECKED MY GUIDE BOOK AGAIN AND DISCOVERED IT HAD BEEN PUBLISHED IN 1966!"**  
— HARALD ORNEBERG, OWNER OF *CARL LINNÉ*

extended trips," he recounted. "So I looked for a light boat with features such as a lifting keel, in-boom furling mainsail, traditional deckhouse, fixed biminis and a generous master cabin. It had to be light and fast in light winds, because often captains will choose to motor when there's not much wind. In short, I was looking



for what I call an 'owner's boat' instead of one more configured for charter."

He found what he was looking for in *Christoffel's Lighthouse*, an aristocratic throwback to the seaworthy, plumb-bowed, turn-of-the-century pilot and revenue cutters with an aluminium hull and updated lines



**Top left:** Harald Orneberg at The Arts Club.  
**Top right:** Orneberg wanted *Carl Linné* to be an 'owner's boat' instead of one configured for charter.  
**Bottom right:** The 32.4m *Carl Linné* is a yacht that combines modern technology with classical style.

by Gerard Dykstra. As the financial crisis took hold, Orneberg took a step back from the economic recession and chose to dedicate more time to exploring the untrammelled oceans aboard the rechristened *Carl Linné*. His first voyage was to Nova Scotia with his father, followed by a trip to the Caribbean and then on to the Mediterranean, where he thoroughly enjoyed cruising the more remote Greek Islands. But his most intrepid adventures began after the yacht had re-crossed the Atlantic, taking in Venezuela's Los Roques archipelago and transiting the Panama Canal to the South Pacific, calling at the Galapagos and Marquesas islands in French Polynesia.

"The Marquesas were a real eye-opener, because the culture is truly local," he explained. "It's not easy to get there and the people have to rely on their own resources. I remember I had a guidebook that said you should take along those toy snow domes for bartering, but no one was interested. I checked my guide book again and discovered it had been published in 1966!"

*Carl Linné* dropped anchor off Fatu Hiva, the most southerly and isolated island in the Marquesas, where the Norwegian explorer Thor Heyerdahl of *Kon-Tiki* and *Ra* fame had attempted to live in a state of nature in the 1930s. The region was once renowned for its cannibals (as late as 2011 there was a suspected case when the charred remains of a German yachtsman were found on Nuku Hiva) and the neighbouring island of Hiva Oa, Orneberg dined at a restaurant whose owner claimed his grandmother had been a cannibal. "We didn't order any frozen meat," he quipped.

A keen kite surfer, scuba diver and naturalist, one of the main attractions of the Marquesas for Orneberg was the wealth of marine life in the surrounding waters, including pygmy killer whales. These members of the dolphin family rank among the world's rarest cetaceans. In fact, until the 1950s, they were known only from two skulls collected in the 19th century and housed in the British Museum in London.

On a second trip to French Polynesia, *Carl Linné* voyaged to the Fakarava atoll in the Tuamotu archipelago, which appropriately translates as the 'distant islands', where Orneberg and



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CRISTIANO PAOLI



GREGORY CHIVERS



**Top left:** A closer encounter with a whale shark off Cocos Island, Panama.

**Top right:** A hammerhead shark off Cocos Island.

**Bottom left:** A humpback whale breaching in Silver Banks, Dominican Republic.

**Above:** Harald Orneberg at the helm of *Carl Linné*.

**“ON A BOAT YOU JUST WAKE UP, JUMP IN THE SEA, THEN HAVE YOUR BREAKFAST WITHOUT WORRYING ABOUT WHERE YOU’RE GOING TO HAVE LUNCH OR DINNER – YOUR HOME IS WITH YOU AND IF YOU WANT TO GO ELSEWHERE YOU JUST PULL UP THE ANCHOR AND GO.”**  
– HARALD ORNEBERG, OWNER OF *CARL LINNÉ*



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his captain, Greg Chivers, honed their diving skills with the help of a French guide who taught them to rest in the lotus position during their decompression stops. Here he lost his fear of sharks by swimming and spearfishing among them, catching game fish that make excellent eating, by harpooning them by hand with the locals.

“This kind of off-the-beaten track sailing isn’t for everyone,” Orneberg admitted. “There are certain operational challenges to cruising in the Pacific. For example, we usually sailed with three or four regular crew, but longer crossings meant bringing in extra hands. You have to be quite hands-on because you’re so far away from everywhere – just try replacing a

broken washing machine on Christmas Island!”

In the Caribbean, Orneberg and his friends had free-dived with humpback whales on Silver Bank, now a sea sanctuary off the Dominican Republic, and *Carl Linné* is equipped with a hydrophone for listening in to the whale songs. He reconnected with these gentle giants in Tahiti and the Society Islands, where he also learned to use a rebreather, a breathing apparatus that absorbs the carbon dioxide of the diver’s exhaled breath to allow the recycling of the unused oxygen content.

Another voyage took them to the Gambier Islands, not far from where the French conducted nuclear testing in the 1960s. In the Marshall Islands it was the same story on Bikini atoll,



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**Top left:** Orneberg relishes off-the-beaten track sailing with *Carl Linné*, but such isolation isn’t for everyone.

**Bottom left:** “I had a perfect time aboard *Carl Linné* and anything from here on is unlikely to be as good as the last few years.”

**Top right:** Harald Orneberg at the St Barths Bucket 2012.



where they dived on the site of US nuclear tests in 1946, exploring the bomb craters and sunken ships that had been used as targets. The yacht then headed back to San Diego and civilisation via Hawaii, Cocos Island (described by Jacques Cousteau as “the most beautiful island in the world”) and the Sea of Cortez, famous for its migrating whale sharks and sea lion colonies.

During these multiple trips, each lasting three or four weeks, Orneberg and his captain introduced incremental improvements to how the yacht was run. More efficient power management meant the generator hours were halved and the genset was switched off at night to eliminate noise. For the same reason, all but the most important alarms were routed through silent pagers worn by the crew.

“Most of the changes were made to provide – I hesitate to use the phrase ‘Zen-like’ – a calming on-board experience,” mused Orneberg, ensconced in a deep, capitonné leather armchair as the London traffic bustled past outside the window. “These are small things, but they can make a big difference. In the end it was almost like being aboard a yacht a hundred years ago, only with fresh ice cream,” he added with a chuckle.

Having chartered extensively, Orneberg was driven to buy his own boat because of the freedom of choice and the opportunity to pick his own crew that ownership provides. When he interviewed his captain, for instance, he remembers quizzing him about diving and

other watersports, because it was important he could share these activities with someone when there were no other guests on board. “If you want to go to faraway places, it makes no sense to charter; on the other hand, you shouldn’t buy a boat to cruise between Portofino and St Tropez, in my opinion,” he told me emphatically. “Particularly if you use your yacht for exploring, you want to be able to choose where and when you want to go and with whom.”

Last summer Orneberg rented a holiday home near Argentario in Tuscany with *Carl Linné* moored nearby. It was the first time he had combined using his yacht with sleeping ashore and he was somewhat disappointed with the experience. “The house was in the hills with a sea view, but even going to the beach meant half an hour in the car,” he explained. “On a boat you just wake up, jump in the sea, then have your breakfast without worrying about where you’re going to have lunch or dinner – your home is with you and if you want to go elsewhere you just pull up the anchor and go.”

He hasn’t quite decided what he’s going to do next now that he has put his yacht up for sale with Dubois. His last adventure, a kite-skiing trip on Baffin Island in Canada in preparation for a more extended polar expedition, had nothing to do with the sea. On the other hand, he is now tempted to return to the regatta scene and race in the Star Class. A motoryacht is not out of the question either, but it would have to be a classic yacht in the style of *Carl Linné*.

“There is something pleasing to the eye about certain yachts, which become classics because we don’t grow tired of them – in fact, they get even better with age,” he reflected. “I had a perfect time aboard *Carl Linné* and anything from here on is unlikely to be as good as the last few years. You have to quit at the top and look for new adventures.” □



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