

# Mazu

THE CHEOY LEE  
APPROACH:  
CREATING A  
SEA GODDESS



*Mazu is named for a woman living* during China's Song Dynasty who could foretell the future and predict weather. She often stood on the shore dressed in red and holding a lantern to guide fishing boats to port, creating an indelible bond between herself and mariners. Before and after her death, many miracles were attributed to her and she was soon deified. Today, more than 1,000 temples dedicated to Mazu exist throughout Southeast Asia.

Like her 2007 dark green-hulled sister *Dorothea III* (ex-*Marco Polo*), *Mazu* has an easily driven, deep hull shape with the large, single, variable-pitch propeller set between twin rudders. An interesting innovation on these vessels is their retractable Schottel SPJ 57 Pump-Jet thruster in the forward part of the hull. The Pump-Jet can rotate 360 degrees and acts as both bow thruster and emergency secondary propulsion system capable of produc-

ing up to six knots of boat speed, even in a 20-knot headwind. It is housed in its own mechanical space along with its dedicated power supply, a 315-hp Caterpillar C7 engine and the Northern Lights 90kW emergency generator. In the event of main engine malfunction or an emergency in the main engine room, the forward engine room remains safely independent with the Schottel drive unit capable of get-home power as well as providing

Cheoy Lee's experience incorporating commercial applications in its yachts has created a series that offers a range of 6,600 nautical miles as well as ample accommodations for 10 guests.

exceptional maneuverability when docking is aided by a Naiad 75kW stern thruster.

“For a long-range cruising yacht, I think you can’t beat a single engine with a large, variable pitch propeller to give the best dynamics throughout the speed range and the load range as the yacht consumes fuel on a crossing. From the naval architect’s perspective I see it as two engine rooms but one main engine,” says Ron Holland, *Mazu’s* naval architect. The yacht is powered by a Caterpillar 3512B developing 1,911 bhp at the relatively slow speed of 1,600 rpm. “The fourteen-plus knots we achieve on the single engine is the hull speed anyway.” Holland cites statistics on the vast number of commercial cargo and tanker ships that ply the oceans on a single engine, obviously an area where ship builder Cheoy Lee has experience. In fact, Cheoy Lee has been installing systems like the Schottel on its ships since the 1960s, according to Marty Isenberg of Cheoy Lee North America.

“We’ve worked our butts off to improve fuel efficiency in a large yacht that has all the luxury features. The only real disadvantage a single screw vessel has is close quarters maneuverability, and we have taken care of that with the jet pump and stern thruster,” Holland says. He also developed an underwater profile for this specific purpose with a fine entry and a bulb that tapers nicely into the stem and rounded buttocks that lift toward the stern, which both improves maneuverability and also results in better handling in a following sea.

By way of background, the concept was created to suit the interests of one of Holland’s sailing yacht clients, a German real estate



*this page*  
The absence of an upper-deck lounge called for a particularly multifunctional main salon layout; the room features both banquette-style dining aft and formal dining forward, as well as a bar and a seating area (below). The main deck also includes a sitting room forward to port that acts as an office/library and media room (above).



A yacht for an owner who wants to travel to the far reaches in style, *Mazu’s* upper-deck owner’s apartment offers three private rooms and an aft, open-air lounge that can be shaded by awnings. Macassar paneling gives a contemporary, exotic look.

and hotel developer named Roland Sturm, for whom Holland designed the 118-foot *Globana*, launched by Abeking & Rasmussen in 1995. Sturm made several long passages on the yacht and after cruising the coast of Alaska—a trip he said he enjoyed most of all—he asked Holland to design a motor yacht capable of exploring the world, and he sought a shipyard with commercial expertise. That yacht, *Marco Polo*, cruised 30,000 nautical miles in her first two years.

For the second hull in this explorer series, Holland and Cheoy Lee increased the length by just over a meter and tankage by 3,900 liters to more than 17,000 gallons, no problem considering the 29-foot, seven-inch beam and eight-foot, two-inch draft. This tankage gives *Mazu* an honest 6,600-nautical mile range at 10 knots, burning 41 gallons per hour, a figure Holland and Cheoy Lee assert is 35 percent less than a comparable 518-ton displacement yacht with twin engines. To compensate for the design weight of the fuel at full load and to utilize low-tech stability, *Mazu* has the option of water ballast, another technique borrowed from the commercial world. She also has Naiad stabilizers with the at-anchor function.

The extra LOA lengthened the salon and the owner’s deck each



by a meter. This is most noticeable by the inclusion of a radio room off the bridge and a cozy library forward of the galley, plus a larger swim platform. Although the yacht offers tremendous interior living area, it still measures under 500 GT. As with her sister, *Mazu* puts the captain's cabin on the main deck forward (to starboard of the library) so that the owner enjoys a three-room suite aft of the bridge plus an open-air lounge. This aft deck lounge, and the one on the main deck below, can be shaded by a semi-rigid awning that rolls out from the 'tween deck spaces to be securely supported by stainless steel poles. Here, as with everywhere on the yacht, the stainless steel work is both robust and flawless.

Although there are four possible guest cabins on the lower deck, one of these has been arranged as a gym with full en suite head. With a built-in daybed, it easily converts to a nanny cabin. From the guest lobby, a watertight door disguises a smart passage to the laundry and spacious crew area forward for easy service. Another hidden watertight door in the gym's aft wall provides a second emergency escape route from the guest accommodations via the engine room. It also gives the crew complete fore and aft access on this deck and a third point of access to the engine room and lazarette—no doubt a popular option in inclement weather, especially for the engineer, whose cabin is off the lazarette.

*Mazu* is not short on entertaining or relaxation options. Seattle-based designer Sylvia Bolton and project manager Martin Lo, the youngest of the Lo brothers who run the shipyard, arranged the main deck with both formal dining and a casual breakfast or snack area overlooking the aft deck opposite a full-service bar. The aft bulkhead windows can lower to link the two areas. The multi-functional, open-plan salon is so large, however, that it could be configured any number of ways. The décor is contemporary with horizontally banded gloss-finished Macassar ebony making up much of the paneling and built-in furnishings. Rich walnut floors, with carpeting just in the staterooms, add a masculine look. Window treatments are simple so as not to restrict views, while the sophisticated, multi-level lighting design will create suitable nighttime ambiance or brighten gray days in extreme climates. All of the floors are floating as part of the approach to sound and vibration control designed by Van Cappellen.

Al fresco dining is possible on the aft main deck, on the owner's deck or on the huge flybridge where a pair of large built-in sofas face high-low tables under cover of the hardtop attached to the radar arch. The superstructure is molded fiberglass. The decks are all open for owner use because *Mazu's* tenders are stowed under hatches on the foredeck along with their hidden crane.

According to Isenberg, Cheoy Lee is expanding its Explorer Series with versions of 100 and 125 feet, which would also be built in steel. "It's such an incredible boat, and I like our position with this product in the marketplace."



*this page*  
The well-equipped galley features a dramatic stone floor and ample storage and refrigeration for long-range cruising (top). The hatches in the foredeck are occupied by tenders (center). Three guest cabins are below decks (bottom) alongside a gym that can convert into an extra cabin.