





*Argos 92 Gulfstream* **TRICON  
MARINE'S  
ULTRA YACHT**

“The Argos 92 Gulfstream eliminates compromises and the cookie-cutter look that characterizes so many luxury yachts today. This vessel combines beauty, style, and a truly spacious design with speed, fuel efficiency and range” – Christos Livadas

By Bruce Maxwell Photos Terry Duckham



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Salon layouts can be customized to individual taste

**Christos Livadas is the Chairman and CEO** of Tricon Marine – a wholly owned and operated North American shipyard in China specializing in custom and limited-series super-yachts – and he does not mince his words. Livadas is a successful international investment banker of Greek descent and multiple-yacht owner. His business focus is on the manufacturing and energy sectors, and particularly on start-ups, so he has applied that knowledge to his own venture in one of the world’s most challenging and fastest-developing economies. He knows what he wants. The Tricon yard already has four 115’ bays and two more at 148’, and plans are afoot for yet larger 180’ facilities. These will initially deliver limited editions of the Argos Gulfstream range up to 120’, designed in-house and subcontracted to leading naval architects. As with the first Argos Gulfstream, all are subjected to significant tank testing. The bottom line is that this vessel, with full electronics and entertainment systems, custom décor, and most options such as hydraulic thrusters, stabilizers, davit, anchor pockets, four-person hot tub, and faired and polished bilge areas included, is priced at only \$5.6 million, but will be offered at the Fort Lauderdale International Boat Show at an introductory level of a little under \$5 million, ready to head for the Bahamas, the wider Caribbean, the Med or the Pacific. That seems remarkable value, provided that it is well constructed, and two recent visits to the yard in Zhuhai, about an hour by ferry from Hong Kong, suggest that it is. In fact, the intriguing concepts that led to this boat’s construction go much further in their innovative ideas. Tricon Marine – it stands for the three continents of America, Europe and Asia – is really a Tale of Two Men who are somewhat disparate in appearance and background, but who share a strong interest in advanced design and quality boat building.

# Argos 92 Gulfstream

LOA: 92'  
 BEAM: 23'  
 DRAFT: 5'6"  
 DISPLACEMENT (EMPTY):  
 155,000 Lbs.  
 FUEL: 2,700-4,000 GAL.  
 (WITH SECOND TANK)  
 WATER: 600 GAL.  
 BLACK WATER: 300 GAL.

ENGINES: THIS HULL:  
 2 x 2,400 HP MTU V2000  
 CRUISING SPEED: 32 KNOTS  
 TOP SPEED: 38 KNOTS  
 OTHER ENGINES OPTIONS:  
 CAT C-32, CAT C-18  
 AND VOLVO 600-1,850 HP  
 RANGES@9 KNOTS:  
 ABOUT 2,800 NM

CONSTRUCTION:  
 FIBERGLASS COMPOSITE  
 SANDWICH AND DYVINICELL  
 FOAM CORE HULL MATERIALS  
 CONCEPT AND DESIGN:  
 ARGOS MARINE  
 NAVAL ARCHITECT:  
 HOWARD APOLLONIO  
 BUILDER: TRICON YACHTS

On one hand, Livadas is the urbane banker who is equally at home in financial circles of Toronto, New York, Palm Beach or Nassau. On the other, his Senior VP Dave Adams grew up in the charter boat and sport fishing industries on the U.S. East Coast, schooled by Rybovich, Merrit, Hinkley and Huckins. In 1995 he founded the Premier Yacht & Ship brokerage in Palm Beach, and by the early 2000s was in Taiwan himself building boats to sell. Next he focused his efforts on yacht building in mainland China, seeing the potential to build “super high-end”, highly-finished vessels at a price yachtsman in the U.S., Europe and Asia-Pacific could afford. Livadas, twice a client of Premier Yachts of Palm Beach, listened to what the ever-ebullient Adams had to say, and gradually the concept of Tricon Yachts emerged. High-quality Marlowes and Flemings and Hargraves and Nordhavns are of course also built in Taiwan and China, and Grand Banks vessels come from Malaysia, but Livadas and Adams wanted to take this build process an important stage further, introducing advanced new designs, and having complete control throughout the build. With the concept of the Argos Gulfstream, “Christos had about a dozen pre-requisites,” Adams told *Yachts International* at Tricon

An attractive, practical dining room and very nicely laid out galley



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This deck arrangement highlights the featured mid-levels SkySuite shown below





Marine, in the newly-created yacht building zone that has been set up in Zhuhai, where other outfits such as the Taiwan-Italian IAG Yachts, Prout catamarans and Selene trawlers are also ensconced, providing perhaps the largest-ever geographic employment focus for China-based boat building tradesmen.

“Some of these requirements included a low center of gravity, stability in beam seas, smooth riding in head and following seas, no chine “slap” at anchor and while moving in a small chop, capability of 25+ knot speeds, trans-oceanic cruising ranges, the ability to seat eight for dinner in three different locations, a large lazarette and boat deck above capable of storing an oversized tender or landing a helicopter, and most significant of all, an on-deck master stateroom. This master stateroom was eventually placed a mezzanine deck higher than the principal deck, in what turned into a four half-deck arrangement, and Tricon has trademarked the resultant name “SkySuite.”

The vessel, at 88’ plus a 4’ swim platform, is in profile like nothing seen before, a sort of semi-trideck dominated by the SkySuite, Flybridge and Pilothouse amidships; four vast windows aft provide views for guests in the salon or at the air-conditioned dining table.

The bow is noticeably more flared than prior long-range cruisers, and Adams says that by reducing chines at the bow and adjusting the deadrise, this boat will perform a lot better in a following or quartering seaway than comparable cruisers, resisting the tendency to “dig in”. It should also offer improved performance in head seas.

Yet overall this “semi-displacement” craft equally has a “semi-planning” hybrid hull, which is expected to allow top speeds of 25 knots when equipped with various performance engines. Even with 1,650 hp C32 Cats, as this vessel has, fuel consumption is tagged at one nm per gallon at nine knots. With 4,000+ gallons tank capacity, this gives substantial range for a vessel this size. A spectrum of other engine options are available.

Adams is especially proud of his engine room, and the faired and polished bilges below “which virtually nobody else has. I call it my 50-year engine room.” Huge faired and glossy gelcoated lazarettes are suitable for general storage, tenders, watersports toys, tools, shore vehicles and other items, to be served by a davit on the enormous aft deck. This white non-skid finished deck could carry tenders, or double as a helipad in larger models, or be laid out simply as a relaxing all-purpose sundeck.

Ninety per cent of vessels of this size are not classified, says Adams, so Tricon opted to do the same, but it has nevertheless installed many of the safety features classification societies require, including a series of watertight doors.

Corecel-FRP is used for the hull, vacuum-bagged with first three layers of outer skin below waterline in vinylester resin. The superstructure is Nidacore-FRP vacuum bagged, and all integral bulkheads and interior cabin soles are 2” thick, a system Adams says provides addi-

**Trademarked SkySuite in night time mode, and above, a VIP suite with distinctive ports**



Observation table in the pilothouse, and one of the optional aft deck arrangements, leading up to the sundeck and large jacuzzi

tional stiffness and is superior to other methods more prone to flexing in a seaway. The main deck features an outer aft lounge; inside, the salon faces a 52" pop-up TV, and there is dining room for eight. Decorator carpets, fabrics and custom throw cushions are used to contrast with wooden floors throughout. Mahogany and bamboo all blend with variously colored marbles and granites and different types of natural and faux leather. The wide salon windows, as elsewhere, lend themselves to display drapes. A stairway descends through a starboard-side archway to the galley, with its fridges, freezers, full-size oven and four-burner stove, which will suffice for the maximum eight guests and four crew. Granite counter tops and floors are in Crema Marfil, another nice touch that gets away from the steely "industrial galley" look. Then one descends mezzanine-style to the three guest staterooms, which include a "very VIP" layout, plus two smaller but equally elegant ones, and naturally all have their own bathrooms and entertainment systems. Crew quarters are forward.

The most spectacular feature of this boat, however, is the master SkySuite, located on the raised-again upper deck, offering 270-degree sweeping views of everything except the forward 90 degrees sensibly claimed by the pilothouse people running the boat.

Here, reached from the salon-dining room via an electronically-opened door and up a few wooden steps, is a sumptuous king bed, and we especially liked the gentle two-tone beige theme chosen for this yacht. There is also a desk, 46" flat panel TV, cedar lined wardrobes, decorative shoji screens and private entrances to the master heads and shower.

It's worth mentioning that light Shabnam granite is used in the head floors, while Café Imperial is selected for the modern bowl-style sinks and some counter tops, and Emperador granite is employed in the bars and other places. The overall effect is quite sophisticated.

In the pilothouse forward, Adams pauses once more to point out the attractive seamless woodwork and matching grains that Tricon craftsmen have achieved in even relatively thick wooden frames. The bridge set-up itself is, as one would expect, with some custom options left open to the purchaser. It is possible for the bridge to be accessed in six different ways, including from the foredeck with its sun lounge, so that occupants of the SkySuite do not have to be disturbed. Finally the flybridge deck is really part of the aft sundeck, but again up a level, so that altogether there are these four separate half-levels above the engine room and lazarette, providing interesting variety. A large jacuzzi, bar, lounge and barbeque, as well as more controls, and ready aft access to the sundeck, delineate this set-up.

Argos? Remember Christos Livadas's forebears hail from Greece, and there was a famous story called *Jason and the Argonauts*, about an intrepid ocean voyager of yesteryear. Depending on how the Argos 92 Gulfstream is received in Fort Lauderdale, it would not be surprising to see an Argonauts fleet set sail again. ●



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