AUSTRALIAN SUPERYACHTS | CASE STUDY

Built for Charter

Ghost II and Oneworld: the first Gulf Craft superyachts built new for high-capacity Australian charter

Yachts	M/Y Ghost II, Majesty 122 (about 37 m), delivered 2016; M/Y Oneworld, Majesty 100 (about 30 m), delivered 2018
Builder	Gulf Craft, United Arab Emirates
Standards	RINA commercial class, MCA Large Yacht Code, Australian commercial survey for offshore operation and high-capacity harbour charter
Survey achieved	Oneworld: 105 passengers. Ghost II: high-capacity harbour charter on Sydney Harbour
Our role	Australian dealer and technical compliance lead, from specification to Australian survey
Period	2014 to 2018, during the transfer of commercial vessel survey from NSW Maritime and the other states to AMSA

Why it mattered

Until the mid 2010s, a superyacht that wanted to charter in Australia was usually a private yacht built elsewhere and then converted, boat by boat, into Australian commercial survey. That meant compromises, cost and delay, and passenger numbers limited by rules written for very different vessels.

Australian Superyachts took a different approach: build the yacht for Australian charter from the first drawing. Ghost II and Oneworld were the first commercial superyachts Gulf Craft had ever built. Each was designed, built and certified in the United Arab Emirates to meet both the international large yacht standards and Australian commercial survey for large numbers of guests on Sydney Harbour.

The problems we solved

1. Building to a set of rules that was itself changing

The problem: Both yachts were built during the transitional period when responsibility for commercial vessel survey was passing from NSW Maritime and the other state authorities to AMSA as the single national regulator. The rules, the paperwork and even the question of which authority would sign off were moving while the yachts were on the slipway.

What we did: We wrote the Australian requirements into the specification from the start, and worked with the state authority, AMSA, the classification society and the flag state to agree a single route to certification that all of them would accept.

The result: One set of drawings and one build programme satisfied class, flag and the Australian regulator, for both yachts.

2. A yard building its first commercial superyachts

The problem: A builder used to private yachts works from private yacht drawings. Moving to commercial survey for large passenger numbers raised myriad issues across stability, structure, crew accommodation, fire protection, lifesaving equipment, electrical standards and tonnage.

What we did: Our naval architect and project team worked at the yard through the build, checking every system against the Australian requirements, finding the issues early and agreeing the fixes with the yard and the surveyors.

The result: The issues were solved in the UAE, where it was cheapest and fastest to solve them, and both yachts left the yard ready for Australian survey.

3. From the ship to paying guests

The problem: A new yacht shipped to Australia can spend weeks or months alongside while surveys and certificates are completed.

What we did: We ran the Australian paperwork in parallel with the build and the voyage, so that the certificates were ready when each yacht arrived.

The result: Ghost II was unloaded at Newcastle on 10 October 2016 and was taking charter guests on Sydney Harbour within days. Oneworld followed in 2018 and achieved Australian survey for 105 passengers.

The legacy

When we started, building a Gulf Craft to the commercial yacht code was the exception, argued for boat by boat. In our experience, Gulf Craft now builds every yacht above 100 feet to the commercial yacht code as a matter of course, and building for Australian charter from the first drawing has become the expected route for large charter yachts coming to this market. Australian Superyachts led the way, and others followed.

> *"Ghost II and Oneworld are probably the two most successful charter superyachts ever in the Australian market."*
>
> Captain Richard Morris, Managing Director, Australian Superyachts

Timeline

When	Where and what
2014	First order for a Gulf Craft built to Australian commercial survey; it becomes the Majesty 100 Oneworld
May 2015	Ghost II, Majesty 122, contracted for commercial class and Australian survey
2015 to 2016	Ghost II built while commercial survey moves from the states to AMSA

When	Where and what
Oct 2016	Ghost II arrives in Newcastle and starts chartering on Sydney Harbour within days
Dec 2017	Oneworld launched in the UAE
2018	Oneworld arrives and achieves Australian survey for 105 passengers
Today	Every Gulf Craft above 100 feet is built to the commercial yacht code

In their words

> *"The support with Ghost II was exceptional."*
>
> Cayman Islands Shipping Registry, November 2016

What this shows

Building a yacht for Australian charter is not a paperwork exercise at the end of the build. It is a design decision at the start, followed by months of work at the yard. We did it first, through a period when the rules themselves were changing, with two yachts that went straight from the ship to paying guests. We bring the same approach to every owner who wants a yacht that earns its keep in Australian waters.