



STEAMPUNK STYLE

CONCEPT:
LEVER MACHINE

DESIGNER:
JACQUES FOURNIER

ODDS OF PRODUCTION:
IF YOU CAN BUY IT,
FOURNIER WILL BUILD IT

The watch designer Jacques Fournier has envisioned a mechanical timepiece that incorporates fantastical retro aesthetics (think Jules Verne and H. G. Wells) into its avant-garde design. The brass-cased Lever Machine looks like a piece of 19th-century industrial machinery, with faux rivets holding the gauge-like hour, minute, and seconds subdials in place and a decorative pipe clamp securing the central full-calendar display. A unique lever-based winding system replaces the traditional crown and transfers energy via a gear system. The gears are visible through a cylindrical crystal located on the bottom right quarter of the watch. This steampunk vision, which has been under wraps since 2012, could become an actual timepiece: Fournier, the founder and owner of Horology Design (horologydesign.com) and the sport-watch brand Wryst (wryst-timepieces.com), will build it for a buyer who can afford the undisclosed price.

—JOHN LYON

A WHALE OF A YACHT

CONCEPT: SEATACI DESIGNERS: CHARLES BOMBARDIER AND MARTÍN RICO

ODDS OF PRODUCTION: BETTER THAN CAPTAIN AHAB'S CHANCES VERSUS MOBY-DICK

With its wide, rounded bow and twin engine pods attached to wings that extend from either side of the hull, the 150-foot Seataci evokes the starship *Enterprise*, but its propulsion system is more marine biology than science fiction. It features a mechanism that mimics the sweeping motion of a whale's tail as part of what designer Charles Bombardier (imaginative.org) calls a biomimetic system. The large, oscillating foil could prove more efficient than a traditional propeller—and quieter. In addition to housing the engines that power the foil, the pods, which are submerged, provide stability.

Seataci could include 12 guest quarters and more than two dozen crew members. The main deck holds two large swimming pools surrounded by tropical gardens, and two landing stations for personal drones. The hull's ballast system allows it to be submerged so that the saloons and dining areas can become underwater viewing stations.

The cost of building the vessel is around \$100 million; Bombardier says it could cost more—or less—depending on the design of the interior. —MICHAEL VERDON

