

MR. TERRIBLE

Entertaining spaces abound on this 154ft Delta tri-deck – custom-built for a client with an auto-racing pedigree – and just wait until you see the engine room! Story by **Tim Pawsey**; photography by **Martin Fine**, **Neil Rabinowitz** and **Adriel Rollins**.





On the main deck, the saloon and sunken bar are two social areas that are highly stylized and accented by Polynesian and Art Deco elements.



A HANDMADE, COLORFUL FLORAL-PATTERNED CARPET HEIGHTENS THE SUGGESTION OF FANTASY.



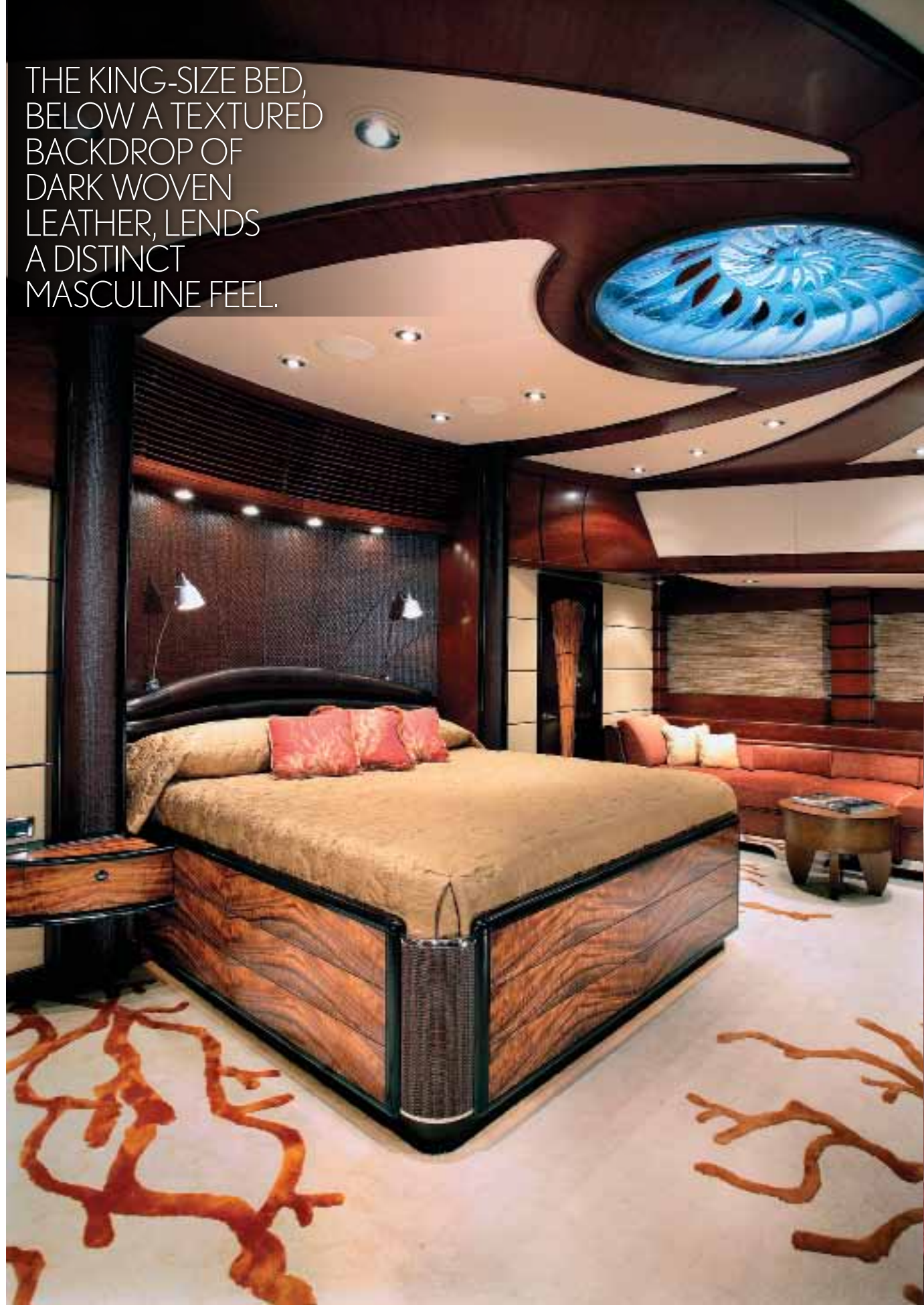
Stepping aboard Delta's *Mr. Terrible*, it becomes quickly apparent that the sleek semi-displacement tri-deck is built with two priorities in mind: speed and entertaining. Delta and JC Espinosa modeled this 154-footer after Espinosa's much-lauded *Gran Finale*, launched in 2002, although the interior is quite a departure. The interior, designed by the Delta Design Group – whose lead designer Adriel Rollins worked closely with the owners to create – is a unique combination of Polynesian influence and Art Deco elements. Nevertheless, *Gran Finale* initially inspired this client, with an auto-racing pedigree, that shows its form from stem to stern, along with a dash of panache at every turn.

Mixed in with the depth of design and obvious dedication to detail is a sense of serious fun on the main deck starting with an exquisite, sunken bar that spans the width of the room, easily accessible from the spacious after deck. Clad in wengé, khoa and Verde Bamboo granite with four tobacco-colored leather and stainless-steel barstools, this luxurious entertainment area sets the tone throughout.

A handmade, colorful floral-patterned carpet heightens the



THE KING-SIZE BED, BELOW A TEXTURED BACKDROP OF DARK WOVEN LEATHER, LENDS A DISTINCT MASCULINE FEEL.



A stained glass skylight, seen through the half-wall of the dramatic ensuite, grants a tremendous sense of space in the master stateroom.

suggestion of fantasy in the conversation area. In the center, two sofas flank the Sutherland teak armchairs that surround a bubinga and wengé pedestal oval coffee table with a beveled glass top. The Polynesian theme is emphasized by bamboo woven window coverings (automatically controlled), while small Art Deco-inspired light fixtures mounted along dark bubinga cornices deliver a cozy, clubby glow.

As part of a state-of-the-art Kaleidescape entertainment system, a large flatscreen rises from the central column. The vessel-wide system – which took nine months to develop and install – features 21 flatscreens with infinite storage and a personal choice of over 700 movies. Although it was complex to build, it has a very user-friendly interface. Coral glass slats above the cabinet divide the saloon from the slightly more formal, very gracious dining room that enjoys a more spacious feel, thanks to the open spiral stairwell with stainless-steel side rails and a sweeping bubinga banister.

A trio of abstract blown glass fruit light bulbs surrounded by brushed-aluminum fronds provides a focal point over the hi-gloss khoa oval dining table, surrounded by a dozen solid, dark bamboo chairs finished in a floral rust pattern. The table is mirrored by a high ceiling with a dark rattan finish and recessed halogen lights. Matching bubinga sideboards with ornate panels (and concealed air vents) yield abundant storage, along with glass cabinets on the forward wall.

An ingeniously designed three-level elevator in the main foyer includes separate access for tasks such as loading luggage. The



MR. TERRIBLE'S PLAYFUL PERSONALITY COMES THROUGH IN THE DÉCOR OF THE ALMOST WHIMSICAL SKYLounge.



Each of the four staterooms is luxuriously appointed in neutral schemes and varying fabrics, creating a sense of gentle formality.

elevator doors feature a Deco-styled inlay mirrored throughout the vessel, with a woven horsehair design within. A trio of glass jellyfish with a metallic glaze mounted over a compact sideboard adds color and whimsy to the foyer. From here, the eye is drawn to the full length of the public area that sweeps from the aft saloon doors to the dining room, emphasizing the open arrangement.

Adding to the vessel's more relaxed feel, the spacious galley layout features a flexible design with a generous central island and facing open booth that may either be used as a breakfast nook or meeting area, or closed off from the kitchen entirely when required. No corners were cut in this galley, which features bubinga and granite detail contrasted by brushed stainless-steel doors for six separate refrigerators and freezers. The full Miele range includes a flat-top stove, an eye-level grill and a commercial-grade hood. When things are hopping, the chef can keep track via a central communications post with video feeds from all key areas.

Stairs from the well-equipped galley provide easy access up to the pilothouse or down to the captain's stateroom, two double crew staterooms forward, and a day area with guest-suite access through the escape hatch. (A third, engine room cabin is aft on the lazarette.)

JC Espinosa's higher forward profile exterior styling with glass skylights grants a tremendous sense of space in the forward full-beam master suite. The starboard foyer (which doubles as the owner's office) is dominated by an elegant, curved, brushed-





WITH SIX INTERCHANGEABLE MONITORS AND A WORK STATION, AS WELL AS EXTERIOR WING STATIONS, THIS BRIDGE IS ALL BUSINESS.

The wheelhouse and skylounge become one social area when a retractable mosaic panel is lowered, allowing the guests seated in the red leather booth to interact with those at the curved skylounge bar.



aluminum wall and a curved built-in table, bordered by lights that echo the Art Deco theme.

The richly textured quarters include plenty of space for a quiet escape. Every nook and cranny on this vessel is put to good use, including concealed drawer storage beneath the daybed. A walk-in closet is sufficient for a substantial wardrobe, with a gentleman's dresser and ceiling hangers for gowns, along with recessed shoe storage.

The king-size bed – with a dark leather-padded headboard and a quilted bronze-colored bedspread that sits below a textured backdrop of dark woven leather – gives a distinctly masculine feel. A stained-glass ceiling skylight with a nautilus design provides natural light while an auto shade allows for privacy.

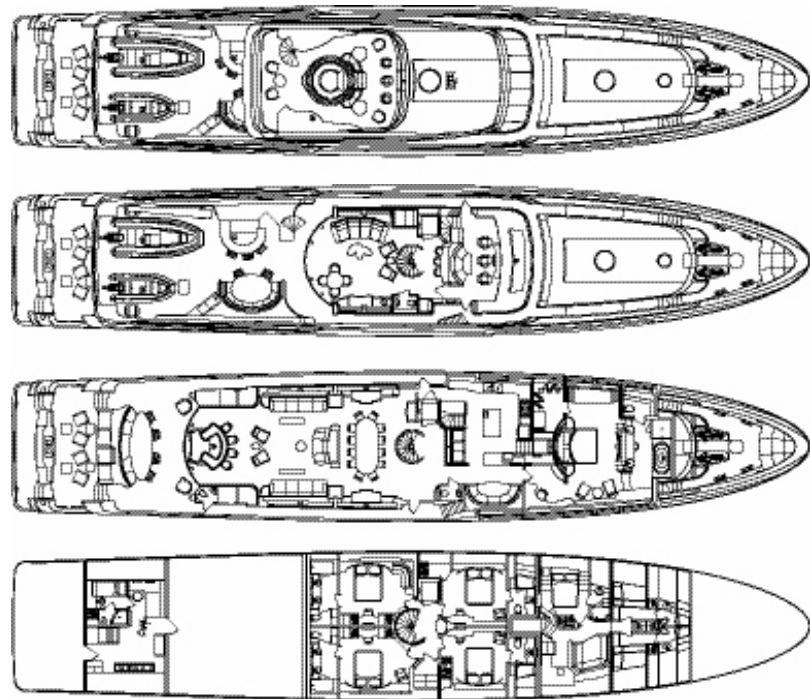
Separated from the suite by a half-wall with a retractable flatscreen, the master head is a toiletry tour de force, wrapped in American walnut wood flooring. The centerpiece is a striking, deep, solid copper tub with a bronze and black tile backsplash by Oceanside Glasstile, along with twin hand-turned wood basins set in an opulent wood counter contrasted by stainless-steel fixtures. Also in this space is a mosaic-tiled glass shower and a separate commode. A stunning satin bubinga dresser bridges the two steps down from the stateroom.

Though not as generous as the master suite, the four lower deck guest staterooms (reached by the central spiral staircase) are relatively spacious, each luxuriously appointed in red, blue, gray and neutral schemes and varying fabrics. As elsewhere, the finish is wonderfully textured with cut-pattern inlay carpeting and colors with matching tiles and bed linens. All feature Pullman berths (for visiting children) and a small convenience fridge for midnight snacks, and are similarly laid out. However, two VIP suites include a small corner settee, as well as heads with twin hand-turned wood washbasins, an enclosed full bath and shower, and a separate commode room. Graced by a leaping glass dolphin, the guest foyer also reveals more practical considerations such as a laundry, as well as luggage storage in the lower stairwell.

If the main and lower decks exude a sense of cosseting luxury and gentle formality, it's on the bridge deck and in the almost whimsical skylounge that *Mr. Terrible's* playful personality really starts to take hold. The bridge itself is all business, with a full range of navigation aids, a bank of six interchangeable, built-in monitors and a work station, as well as two exterior wing stations for docking (and one more, strategically located aft of the skylounge). Three Stidd chairs face the custom leather-wrapped stainless-steel ship's wheel that mirrors a performance steering wheel.

Behind, a retractable panel divides the wheelhouse from the skylounge, which turns the two rooms into one social area. With the privacy panel lowered, guests seated in the red leather raised booth can easily interact with people at the curved skylounge bar, which sports three custom stools complementary to those on the main deck at the head of the spiral stairwell. A four-seat, red leather sofa with a reclining feature (and a sub-woofer behind) is arranged to take maximum advantage of the starboard retractable big screen, with an impressive speaker arrangement that easily rivals any home system. To improve daylight viewing, an automatic shade darkens the stained-glass skylight (that mirrors the master stateroom's). With a wet bar and dayhead, it all adds up to a perfect space in which to party or relax over a game of checkers at the mosaic-tiled games table with a built-in board and four dark woven leather chairs.

Curved glass sliding doors open onto an aft deck with a wet bar, fridge, high-gloss twin pedestal tables and a wraparound settee. Further aft, a 3,500lb davit loads supplies and launches two Novurania tenders. The aft main deck features a covered table with a curved sectional settee, wicker chairs and infrared heaters for chilly nights, along with retractable flatscreens so you don't have to go inside to catch the game.



Partying will be paramount on this craft, we suspect, especially given some of the more hi-octane touches that include two onboard margarita machines – one located conveniently at arm's length from the sun deck hot tub. And, just in case you want to watch *Star Wars* or any one of those 700 movies while having a soak (protected by a glass windshield) you can call up your choice from a floating remote and watch it on a retractable 50-inch plasma screen that rises out of the port bulwark. There's no shortage of space on this sun deck, which includes a full flybridge with controls under a hinged cover, and another set of three Stidd chairs.

With the owner's racing background, you'd expect a high degree of engineering. However, nothing prepares you for the first sight of the engine room with its impressive, gleaming red twin Detroit MTU High Performance 4000 engines. Post manufacture, the engines were stripped down for extra coats to match the owner's racing colors, and polished stainless-steel fuel manifolds (complete with an embossed *Mr. Terrible* logo) were installed to take the effect to the next level. Here again, there's no shortage of workspace or light for that matter, courtesy of portholes that flood in natural light.

At full throttle, these gleaming power plants will allow *Mr. Terrible* to max out at 23 knots, while cruising solidly (thanks to her Quantum QC 1800 zero-speed stabilizers) at an impressive 20 knots. The working spaces are generous, with full headroom in the engine compartment, a full workshop, engineer's quarters aft and plenty of storage including an extra freezer for taking advantage of *Mr. Terrible's* 2,700-mile range (at 14 knots) or accommodating any wayward fish. This vessel has the look and feel of a much larger craft – and with its almost 29ft beam and higher ceilings than the norm – on the inside, she could easily pass for a 164.

Ingenuity and little touches abound – none the least of which is the ubiquitous Mr. Terrible himself, who pops up in gleaming stainless steel effigy everywhere from the aft deck entrance gate to her stanchions and liferaft stands. With such spotless standards of stainless production, along with interior furnishings entirely produced in-house, Delta has achieved an extraordinary consistency of richness and textures, successfully blending the unlikely soul mates of Polynesian and Art Deco, along with a generous serving of comfort and technical prowess – and a dash of humor. In fact, passing time with *Mr. Terrible* will likely be anything but... □



While the decor and entertaining spaces are impressive, *Mr. Terrible's* engine room is nothing short of spectacular, and its twin painted MTUs deliver top performance.

SPECS

- LOA:** 154ft (46.94m)
- LWL:** 138ft 3in (42.14m)
- Beam:** 28ft 8in (8.74m)
- Draft:** 7ft 1in (2.2m) @ half load
- Displacement:** 360 light tons, half load
- Engines:** 2 x MTU 16V4000 3,650bhp @ 2,100rpm
- Propellers:** 2 x Rolla and Michigan Wheel
- Speed (max/cruise):** 23/20 knots
- Fuel capacity:** 14,786 gallons
- Range:** 2,700nm @ 14 knots
- Generators:** 2 x 99kW Northern Lights
- Stabilizers:** Quantum QC 1800 zero-speed
- Bow thruster:** Quantum QT120
- Fresh water capacity:** 2,077 gallons
- Gray/Black water capacity:** 950/1,075 gals
- Sewage system:** Headhunter
- Fire-control system:** Anslu CO²
- Watermakers:** 2 x FCI Neptune 4,475gpd
- Air-conditioning:** Aqua-Air 30-ton
- Entertainment systems:** A/V Concepts
- Communication:** Yachtronics
- Windlass:** Maxwell SY-22
- GPS/DGPS:** Northstar
- Radar:** Furuno
- Chart plotter:** Transas
- Autopilot:** C-Plath
- VHF:** ICOM
- Wind/speed/depth instruments:** B & G
- Security system:** Proprietary
- Monitoring system:** Imtech/RICOM
- Communication/Navigation electronics:** Yachtronics
- Paint:** AwlGrip
- Construction:** Composite
- Owner and guests:** 12
- Crew:** 7
- Tender:** Novurania
- Tender-launching system:** Nautical Structures
- Passerelle:** Nautical Structures
- Classification:** American Bureau of Shipping
A1 Yachting Service, AMS
- Naval architecture:** Delta Design Group
- Exterior styling:** Espinosa, Inc. and Delta Design Group
- Interior space-planning:** Espinosa, Inc. and Delta Design Group
- Interior design:** Delta Design Group
- Project management:** N/A
- Broker:** N/A
- Price guide:** N/A
- Builder/Year:** Delta Marine/2007
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