

MONARCH

AGAINST SOME TALL ODDS, A STALLED PROJECT GETS A NEW LIFE AND A VERY PROMISING FUTURE.

TEXT BY **MARK MASCIAROTTE** PHOTOGRAPHY BY **STEVE CRIDLAND**



As every businessman can attest, there's nothing easy about the world of business. And as every yacht builder knows only too well, the business of yacht building can be far more difficult than most.

Several years ago, a well-known builder in northern Washington State found itself in the midst of financial difficulties and was forced to close its doors. Left languishing in the shed was a partially finished FRP motor yacht—a mature project in which millions of dollars had already been invested. Like many that have come before it in different places and at different times, this story could have had a very, very bad ending. Fortunately, it did not.



Luckily for this particular project, it was being funded by Caterpillar Financial Services, and when the decision was made to complete it despite the yard's closure, the program shifted into high gear. At that time, the 151-foot yacht had a finished, albeit unpainted, hull and superstructure. The lower deck's interior and the machinery spaces were partially complete, and the installation of various systems was underway, but there was still a great deal to do.

On April 13, 2010, the boat was loaded onto a barge and moved to Seattle, where, shortly thereafter, along with an extensive array of parts, timber and machinery, she was installed at Delta Marine and dubbed Project Monarch.

One of the key decisions that must be made during any project of this kind is specifying the level of quality and technical sophistication that is expected in the finished product. Delta Marine has always prided itself on delivering yachts of the highest quality, and its agreement to complete *Monarch* was predicated upon its longstanding relationship with Caterpillar's manufacturing division and upon Cat's willingness to allow the project to incorporate the sort of systems and materials upon which the builder has based its reputation.

Two non-Delta professionals were retained to round out the project team. Seattle-based designer Jonathan Quinn Barnett, who had been involved with the project since its early days and was responsible for the original styling and arrangement, was commissioned to complete the interior design, including the architectural woodwork and furniture for the main and bridge decks and all soft goods. To act as the owner's representative, Cat Financial hired Charlie Johnson, a veteran of two successful new-build projects—*Ste. Jill* and *Aerie*—and a complex refit at Delta. Johnson's familiarity with Delta gave him an edge when working with its staff and with Barnett, who had been the designer on both of Johnson's new builds.

As is often the case, once the boat was surveyed to more accurately gauge her overall stage of completion, it was determined that a greater scope of work was required than first estimated.

"There was very little in the way of electrical that was completed," recalls Jay Miner, Delta's chief naval architect. "Some of the plumbing was done, but in some cases, we looked at a few areas where we felt it was in the interest of the owner to redo. An example of that was the through-hull penetrations; essentially all of them were reworked to what we felt was a more appropriate standard. Even though what had been installed had been approved by ABS, we just felt that it wasn't appropriate to large-yacht standards.

"We also did some additional structural reinforce-

"It's always been my belief that the best view on a yacht is probably out the windows. You're on board to look out, not live inside of a super-pretentious interior space that overpowers the environment."

– Designer Jonathan Quinn Barnett

ments that we felt were going to provide some additional level of assurance to the clients that they were getting something sound. In a couple of cases, even though the decks were strong enough, we felt that there were areas that would benefit from some additional deck stiffening, which, again, exceeded any

requirement by class but was more along the lines of our own philosophy to take that extra step in an area that you think might be an issue. We wanted somebody to step aboard and have a feeling of good, solid, substantial structure," says Miner.

Both Barnett and Johnson point to *Monarch's*



these pages *Monarch's* impressive beam allows the main and dining salons to have a generous, residential scale that follows through to staircases and passageways. The use of Awlgrip's Cerulean Blue for the hull emphasizes the sculpted details while minimizing the feeling of mass.

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 With enough seating to accommodate the full complement of guests, the bridge-deck lounge (main) has three distinct areas for activities. The owners' suite is full beam and includes an office and lounge (below and bottom).



"I was pleasantly surprised at how good the boat was acoustically and that it ran smoothly," says Miner. "So, from the standpoint of the level of treatments that were in the yacht, I thought it performed pretty well."

Looking back on the job, Miner summarizes, "Our assignment was to get the boat done, look for any safety issues that we felt we needed to address and focus on those first. Then, look at selected upgrades where we thought it would be good value to the client and would benefit the overall finished boat."

"We weren't looking to redesign the vessel from the builder's standpoint. Jonathan had certain things that we agreed made sense to do, but the idea was that it was in the best interest of the project to move it along, get it complete in an orderly fashion and not spend a whole lot of time thinking about the what-ifs, because you can do that to the detriment of the ultimate goal, which was to get the boat to the clients in a proper fashion, so that they could decide what to do [from there]," says Miner.

That decision has been made, and *Monarch* is now officially on the market, complete with a new warranty backed by Delta Marine.

"I was surprised," confesses Miner, "at how much we accomplished in a year when I looked at what we had brought in with less-than-perfect documentation and a lot of parts that weren't completely identified. It was pretty gratifying."

Johnson agrees, noting, "It's not easy to finish a boat of this size quickly and economically to this level of finish, but Jonathan, Delta and the entire team did a great job."

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volume relative to other boats of her length as a feature that is sure to attract experienced owners.

"From the very initial stages of the 151-foot series," explains Barnett, "it was our intention to build a boat under 500 gross tons—and I mean *just* under 500 gross tons—that maximizes its [volume]."

"This is a very beamy boat, so how do you capture those lines in the exterior in a sleek fashion and still end up with really generous and comfortable side decks while having a big main salon and a full-beam master on the main deck? The impression when you walk on the boat for the first time, especially from [astern], is that there is an enormous amount of space. I think that is its greatest selling point," says Barnett.

As for the interior design, Barnett has given the main and bridge decks a distinctively different treatment compared to what had been done on the lower deck before the project was moved to Delta. The motif in the guest accommodations is more traditional with darker, formal joinery offset by light textiles that help give the cabins a welcoming feel. In contrast, the spaces on the main and bridge decks are contemporary, which is more in keeping with the yacht's modern, almost automotive styling.

"[Openness] is certainly what comes to mind when you walk on the boat," Barnett confirms. "And with the lighter woods and the lighter timbers that we

"The carpets are custom designed to bring into play a combination of complementary colors and are a nod and a wink to the mid-century theme that permeates the boat's contemporary style." – Jonathan Quinn Barnett



used, that [notion] really comes home the minute you walk through the aft doors—the way the ceiling steps, going from a darker space, and then lighter and lighter again, a combination of satin finishes, matte finishes and gloss finishes to create contrast. And then the lighter finishes in the main salon just make it feel like a much bigger, more open space."

Indeed, nowhere is there a place that seems cramped or confining. Large areas of glazing gather natural light and provide unhindered views, an important design consideration for Barnett.

Exterior lounges are equally spacious, and because the tenders are stowed on the foredeck, guests can relax or dine without interruption. With the exception of the aft deck, lounges also provide a variety of choices between sun and shade to better accommodate personal preferences.

As might be expected, the quality of the workmanship is classic Delta throughout, with flawless joinery, finishes and systems that augment Barnett's design vision: "Very modern, light and inviting, but comfortable, the kind of space you could walk in from the aft deck in shorts or a bathing suit or blue jeans and a T-shirt and still feel...more comfortable than you would on any other boat."

Exactly one year to the day after being moved from her original building shed, *Monarch* was launched at the Delta yard. Soon after, trials began in earnest.





COVER: An awning can be extended from the hardtop, which houses the satcom domes, to provide extra shelter.

ELEVATOR: An elevator accesses all decks including the sun deck, where one side doubles as backdrop for the bar.



BRIDGE DECK: A notch in the bulwark broadens the view aft and adds to the usable open deck space.

TENDERS: Stowing the tenders on the foredeck allows for more space on all three exterior aft decks.



GUESTS: Four spacious staterooms are situated off a central staircase and elevator. Crew can access the area through a private corridor.

DINING: A mirrored section at the top of the forward bulkhead creates the illusion that the room continues.



Specifications:

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LOA: 150' 8" (45.9m)
LWL: 135' 2" (41.2m)
BEAM: 30' 9" (9.4m)
DRAFT (half load): 7' (2.1m)
DISPLACEMENT (half load): 320 long tons
ENGINES: 2 x 2,250-hp Cat 3512B
RANGE: 3,000 nm @ 12 knots

SPEED (MAX/CRUISE): 21/18 knots
FUEL CAPACITY: 12,500 gallons
THRUSTERS: Trac II Dual Prop 24"
STABILIZERS: 4-Fin system w/ Stabilization at Rest
GENERATORS: 2 x 99kW Northern Lights, 1 x 65kW Northern Lights
FRESHWATER CAPACITY: 1,800 gallons

OWNER AND GUESTS: 10
CREW: 12
TENDERS: 1 x 19', 1 x 15' Nautica
CONSTRUCTION: Composite
CLASSIFICATION: ABS, MCA compliant
EXTERIOR STYLING/INTERIOR SPACE PLANNING/INTERIOR DESIGN: Jonathan Quinn Barnett