

Marama

124ft Delta Marine

The celebrated rivalry between sail and power may have reached a temporary peace with the launch of *Marama*, the full-displacement, 124ft expedition composite tri-deck built by Delta Marine for a highly experienced cruising couple. With exterior and interior styling by Setzer Design Group, she has the élan of a classic sailing yacht and boasts robustness beneath her skin rarely found even in the most purposeful of explorer-style motor yachts. Christened with the Fijian word for a lady of grace and bearing, *Marama* more than lives up to her name.

The owners were determined to build a ruggedly self-reliant, long-range vessel. For that reason they turned to Delta Marine, which, they were convinced, would not compromise their mission statement to produce a serious, deep-draft, offshore cruising yacht with the ability to remain at sea for over three months, possibly in extreme weather.

A sailor for over 50 years, the owner has logged more than 220,000 nautical miles, providing plenty of insight to create his ideal vessel. Definitely not meant for the Bahamas (her fully loaded 10ft 10in draft wouldn't be suited for it), *Marama* is very



Experienced sailors, *Marama's* owners specified a seagoing exploration vessel to continue their wanderlust of the South Pacific region.



These Pages Rugged and self-reliant, *Marama* easily blends the worlds of sail and power.



Right
A substantial
overhang shields
the wheelhouse
from sub-equatorial
downpours and
keeps it cool in
extreme heat.



The skylounge is
known as the “Fiji”
room for its display
of international
artifacts.



much intended for seagoing exploration in comfort and absolute safety. “We like to cross oceans. We don’t want to have the crew deliver our boat and then fly to it. We’re just as enamored with the journey as the destination,” the owner says.

Upon boarding, one is struck by the sense of space and comfortable melding of classic nautical form and function. Throughout, sailing-inspired touches abound, such as polished stainless rod rigging used as guard rails on the stairs. Cambered mahogany- and white-planked overheads add to the sense of height, while curved details in the cabinetry echo the traditional feel.

Principal furnishings are built-in, and everything else is firmly secured, for good reason. “As a sailor you are rarely upright, you’re heeling; but when you take a powerboat across an ocean, it has a totally different motion,” the owner says. “In rough weather you don’t have time to worry about freestanding furniture that can be dangerous and destructive.”

Destined for the often unpredictable South Pacific, *Marama* has been built to severe wind and sea criteria, allowing her to recover from a 90-degree knock-down. “Most motor yachts are at the extreme edge at 37 to 40 degrees,” says the mariner. He embraces the US Navy policy that ships leave port on the approach of severe weather; he has successfully weathered hurricanes on his other yachts. “We’ve been fortunate so far using that strategy. But it doesn’t work if you don’t have an exceptional vessel. Even the best seamanship in the world won’t get you through if you don’t have a vessel that can deal with it.”

The owners’ hands-on approach played a key role in the build process, which was a novel experience for both Ward Setzer and

These Pages
Planning on spending
months onboard,
Marama's owners
involved themselves
in every aspect of
the design process.



Delta, who teamed up for the first time—with truly impressive results. No matter where one turns, the sense is of being on a much larger yacht—the credit must go to designer, builder, and clients for their close collaboration. No detail was overlooked, with most areas mocked up in cardboard to full scale before the final layout was decided.

“After living aboard for three months, you really find out if your footprint works and we have not had one second thought on anything,” says the owner.

Marama's central foyer and spiral staircase (which makes all three interior decks highly accessible), are sensibly roomy. Treads have been left open, allowing more light and expanse, while a leather-clad banister offers a reassuring grip. Aft, the saloon continues the tastefully understated tone with a long cabinet (with a retractable flatscreen TV) that acts as a divider between the foyer and the main saloon and accentuates the open-plan informality.

Marama's main living area is forward, at the heart of the vessel, where her full-beam galley and dining lounge combine as a natural meeting place. Topped with a beamed ceiling above



Left
Typically, guests love to gravitate to where food is being prepared—*Marama's* full-beam galley and dining lounge combine to form a natural meeting space.

teak-and-holly flooring, here again the mood is refreshingly traditional. The owners chose not to opt for an “out-of-sight” galley and separate dining saloon, as they rarely entertain formally. According to them, “When you cross oceans and spend days together, it’s important that you enjoy each other’s company—and people love to gravitate to where the food is being prepared.”

The open-plan galley features all granite surfaces, with the usual array of culinary conveniences. A central counter with stools acts as an inviting spot to meet or grab a quick snack, while more organized dining for up to ten is to starboard, at a rectangular twin-pedestal table flanked by a pair of very comfortable button-back leather banquettes.





Crew quarters for five are forward, down a short flight of stairs and, in keeping with the owners' philosophy, are finished to the same level as the rest of the vessel.

"Our crew is an extension of ourselves, it's not a 'we and them' world and we truly value a healthy onboard interaction," say the owners, who are actively involved in almost every aspect of running the vessel. "Crew is a huge issue in the world of superyachts. Keeping and maintaining a great crew takes total team chemistry."

Another area that benefited from the clients' involvement in the design process is the pilothouse, which has far more of a "serious" working feel than that of a typical superyacht. Here again, the mariner's extensive sailing experience is underscored by the absence of any helm chairs. He feels strongly that the bridge is not a place for socializing (at least when underway) and that piloting the vessel requires undivided attention. Moreover, the space saved by eliminating the chairs allows the entire area to be uncluttered. A communications desk with a swing-out stool is portside, aft of the forward chart table. Above the observation banquette, a curved rear glass panel (another Setzer innovation) grants a clear view aft through the skylounge. For night running, the glass is closed off by panels that blend perfectly into the stairwell curve. A substantial overhang shields from sub-equatorial downpours and also helps keep the wheelhouse cool. Aft views are enhanced through curved glass side windows adjacent to the pilothouse doors.

If the pilothouse is businesslike, the contrasting skylounge



Top Right
A small foyer area leads to his-and-hers marble-clad bathrooms.



Years at sea dictacted the placement of the full-beam master suite on the lower deck—"as deep and as far aft as you can get".

is a prime space in which to relax, with sliding doors that open to create a truly indoor/outdoor setting in a decidedly tropical feel. The owners call this area their "Fiji" room, for its array of attractive artifacts and mementos from their island home. The air conditioned, fully-enclosed aft deck (with sliding enclosure) sports a wet bar and an expandable dining table with a large, wraparound banquette. Above, the sun deck lives up to its name with a wide open area and anchored sunbeds. Up a short ladder behind the mast, a crow's nest is crucial for navigating by the color of the water in uncharted South Pacific shallows.

The owners' years at sea have likewise taught them that the best place to sleep is "as deep as you can get, and as far aft as you can; not the best view perhaps—but the best ride." Placed well aft, indeed, *Marama's* full-beam master suite cossets with a warm, richly-toned classicism. A separate starboard office is closed off by sliding double doors, while a small foyer area leads to his-and-hers marble-clad bathrooms. A pair of identical guest



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Traditional, sailing inspired touches are found throughout, including mahogany and white-planked overheads.



suites is situated amidships, to port and starboard. Laundry facilities and a room of easy-to-access electronics are also located off the lower deck foyer.

Much of *Marama's* unique appeal lies in innovation born of practical seamanship. Swinging an upper deck tender off the yacht with a davit and lines is at best challenging and, at worst, dangerous, especially in choppy seas. This issue was addressed first by storing the 18ft Nautica and 20ft Albury on the covered

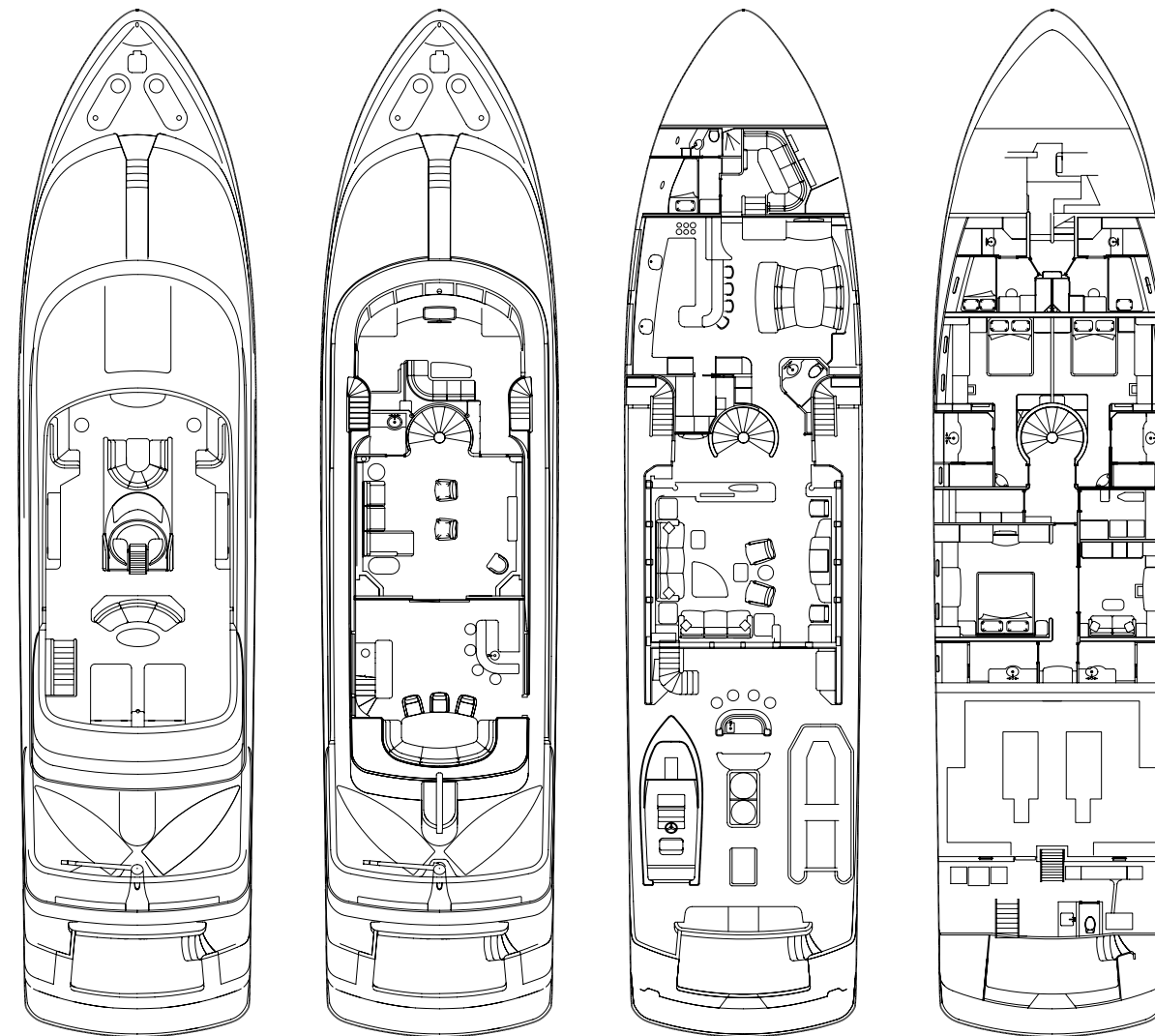
main deck. Launching is done via a Nautical Structures gantry system that extends out of the overhead with a double pick on the transom and a single pick on the bow, while an entire section of bulwark folds down flush to the hull to allow for a safe and stable procedure.

On extended voyages, fail-safe back ups are crucial. Ample storage for spare parts—which are tracked by computer—is in the large lazarette. The owner's mantra justifies this self-confessed "overkill": "I'm a big believer in having the right parts, the right tools, and the onboard skill—if any one of those three is missing, you're in trouble."

Marama successfully flexed her oceangoing muscle during an inaugural 4,500nm cruise to Southeast Alaska and then south to San Diego—enough rough conditions were encountered en route to validate all of the equipment, the engineering, and design. When she embarks on her long-range adventures in the South Pacific, with 22,335 gallons of fuel (more than any other Delta under 200 feet), her ideal cruising speed of 10 knots will reward with an extended range of 9,200nm, while a slightly more sedate 9.5 knots will propel her for a truly impressive range of 10,000nm. So many factors combine to produce such efficiency, but ultimately there's not a single wasted corner or superfluous feature on this exquisitely crafted 124ft yacht, whose volume exceeds that of many 150-footers.

Delta Marine's Chief Naval Architect Jay Miner suggests *Marama's* "go anywhere" concept and self-reliance make her "the most capable Delta built, for her size," a fact he credits at least in part to working with a client with whom he had a good rapport, who's "a perfectionist," and a true sailor.

"The key is defining the mission—how and where the yacht is going to be used and knowing what you want from the start," says *Marama's* seasoned owner. "After seven years of cruising in the South Pacific, we really knew what we needed to achieve the mission and to continue our wanderlust of this vast region still untapped by the superyacht world." |



Specifications

LOA: 124ft (37.8m)
LWL: 114ft 8in (34.95m)
Beam: 29ft 2in (8.89m)
Draft: 10ft 10in (3.3m)
Displacement: 471lt
Engines: 2 x Caterpillar 3412E A Rated, 650bhp @ 1,800rpm
Propellers: Michigan 5-blade, 6-pitch
Speed (max/cruise): 13.5/10 knots
Fuel capacity: 22,335 gallons
Range: 9,200nm @ 10 knots
Bow thruster: Quantum 120
Stabilizers: Quantum QC 1800 Zero-Speed
Generators: 2 x Northern Lights 65kW, 2 x Northern Lights 40kW
Watermakers: Sea Recovery
Freshwater capacity: 2,500 gallons
Grey/Black water capacity: 1,400 gallons
Sewage system: Headhunter
Fire-control system: Ansul CO²

Security systems: Imtech/SIMON
Monitoring system: Imtech
Air-conditioning: Cruisair
Communication/Navigation electronics: Yachtronics
Entertainment systems: AV Concepts
Owner and guests: 6
Crew: 4
Tenders: 1 x 18ft Nautica Widebody, 1 x 20ft Albury
Tender-launching system: Nautical Structures, 2 x gantry cranes
Passerelle: C-Quip
Paint: Awlgrip
Construction: Composite
Classification: A1, Yachting Service, AMS American Bureau of Shipping
Naval architecture: Delta Design Group
Exterior styling: Setzer Design Group
Project Manager: Richard Liepelt
Interior design: Rothschild Designs/Owners
Builder/Year: Delta Marine/2008