



STAMPEDE

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The most substantial alteration to the exterior was the addition of a 2.74 metre extension to the stern. Delta also raised the hardtop, at Jack Jones's suggestion. He thought this would open up the view and add a feeling of spaciousness to the flying bridge, and he was right. The flying bridge went from being a functional service deck with a stand-up helm to a fun place for the family to enjoy. The owners installed a spa pool, which required the interior stairway to the pilothouse to be removed.

'We extended the overhanging decks as well,' says Miner, adding that the owners made that part of the project easier by allowing him to insert

slender, reflective stainless steel pillars for support. 'They tend not to be found by the eye when you're reading the profile of the vessel,' he says.

On the boat deck, the overhang extension allowed room for a new sunpad aft. 'We call it - very affectionately - the "bimbo area",' says the owner's wife. 'It's the perfect place for reading, sunning and napping.' The couple particularly liked the large storage lockers on this deck, so they asked Delta to add more to accommodate their diving equipment, vests and other outdoor gear. The yard also built a stainless steel 'toy tree' to hold the kayaks, surfboards and a Zuma sailing dinghy. On



either side are cradles for *Stampede's* 6.7 metre Nautica tender and 5.5 metre custom carbon fibre fishing boat, which are launched by purpose-built davits and a 2 tonne capacity crane. Bicycles are stored forward within the cavernous Portuguese bridge.

With the fishing features removed to the new cockpit, the aft deck became a spacious outdoor dining area, shaded by the boat deck overhang. Delta's carpenters built a custom hatch-top teak table where the family now enjoy many of their meals on board. Also available are a cosy banquette, which provides an ideal spot for intimate dinners, and

an adjacent space for buffets. To further enhance this area, the owners redesigned the entrance to the main salon. 'The original entrance was simple and basic. We added a window and enlarged the size of the glass on the door.' The entrance was slightly impeded by the stairway to the engine room, so this access was moved to a portside position in place of a storage cupboard. The result was a generous and much-needed flow of light from the aft deck, as well as a

The upper saloon is an inviting space with superb views, while formal dining is one deck below

'It is a modern style incorporating traditional marine finishes'

more elegant entrance to the saloon. The former fisherman's bath now serves as a dayhead that can be accessed from both the outside and the saloon.

The machinery space itself and much of the equipment it contained was updated to enable 'greener' performance. A new night generator was added, more efficient air-conditioning was installed, and a state-of-the-art grey/black water system was integrated into the engine room.

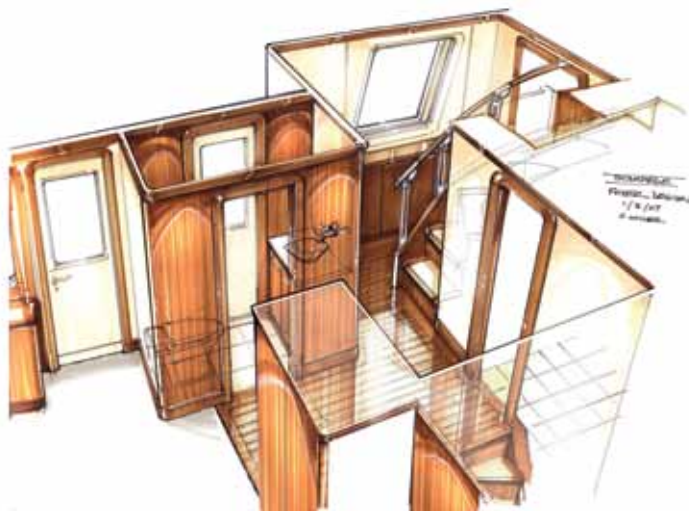
While the owners originally intended to replace only soft items and carpeting in the interior, they ended up creating an entirely new look for *Stampede*. 'It is a modern style incorporating traditional marine finishes,' says the owner's wife. 'I wanted it to be elegant and simple, and I included an occasional marine antique.' As this was her first project for a yacht, she made concept drawings and gave fabrics and finishes to the Delta Design Group for sourcing or manufacture. 'I enjoyed my association with the Delta Design Group,' she says. 'We worked very well together to bring our vision to reality.'

In the main saloon, the yard conducted a careful evaluation – both physically and by computer – to assess whether the deck above would hold the new davit and tender payload if two columns placed for structural redundancy were removed. 'The Delta people put 4,500 pounds of weight on the boat deck over the saloon with no deflection,' says the owner.

Miner adds: 'I was not as concerned about the strength as I was about the possibility that the decks would vibrate and set up resonances. The computer analysis showed there was no problem.'

The original woodwork in the main saloon, a fairly dark oiled walnut, was replaced with warmer-coloured teak joinery featuring double bullnose ceiling mouldings, book-matched cabinets and nautical, hatch-style door frames. The owner's wife selected luxurious carpeting from Elizabeth Eakins and designed sofas upholstered with textured crosshatch fabric from Brunschwig & Fils. Under her direction, Delta built raised, coffered ceilings in the living and dining areas.

Updating the master suite required the yard to carry out more 'surgery', this time breaching the hull. The small portholes were replaced with large windows, matching those aft. Built-in wardrobes were removed, centred pocket doors were installed in the wall separating the bedroom and the en suite, and a walk-in wardrobe was created in space taken from the adjacent crew laundry. Now the owners have the option of leaving the en suite doors open. 'Reconfiguring the en suite



with a central opening, coupled with the new larger windows, had the effect of enlarging the visual space of the suite,' they say.

Below, in place of the original four guest cabins there are now three – queen-sized doubles port and starboard and a twin. The fourth original cabin was converted to a gymnasium, which is used every day. A practical Ultrasuede finish was chosen for the walls of the cabins, both to brighten them and keep them easy to maintain. Off-white Corian countertops and backsplashes are fitted in the guest en suites. 'I wanted them to be able to live through accidents such as spilt nail polish remover!' says the owner's wife.

New carpeting and upholstery help to create a lighter, more modern look in the main saloon





The captain's cabin was moved from the wheelhouse to the crew quarters to make room for a new upper saloon, which is located behind the wheelhouse and is perhaps the most inviting room on *Stampede*, perfectly suited for reading and family games. It offers wonderful views from its new windows, which are designed to continue the graduated angle of those on the bridge.

The restyled accommodation deck has three guest cabins and a gymnasium, with easily maintained Ultraseede walls

Furnished with comfortable custom-made furniture and a selection of antiques, the upper saloon is a showcase for exotic items from voyages the owners have already made aboard *Stampede* since her relaunch in January 2008. Also on display is a New York Yacht Club trophy for Best Powerboat, a crystal decanter that was awarded during the club's 2008 annual cruise, and, most recently, a 2009 Neptune for Refit of the Year, a true peer validation of the refurbishment's success.

The project turned out to be much more extensive than the owners had anticipated, but they are very happy with the results and with their collaboration with Delta Marine. 'They were honest, honourable, creative and smart,' the owners say. 'A lot of time and thought went into this project. We are thrilled with *Stampede*.'



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SPECIFICATIONS

LOA
 37.5m
LWL
 34.5m
Beam
 8.53m (moulded), 8.84m (max)
Draught
 3.2m (full load)
Displacement
 359.7 tonnes (full load)
Engines
 2 x Caterpillar 3412, 624bhp at 1,800rpm
Speed (max/cruise)
 13/11.5 knots
Fuel capacity
 75,708 litres
Range
 6,000nm at 10.5 knots
Generators
 2 x Caterpillar 3306, 75kW,
 1 x Northern Lights 65kW,
 1 x emergency generator
Stabilisers
 Naiad with 3-term datum control
Bow thruster
 Arcturus Marine TRAC, 100hp

Freshwater capacity
 8,328 litres
Watermakers
 2 x Village Marine, 7,570 litres per day
Air-conditioning
 Dometic
Entertainment systems
 Zee Systems, SeaTel satellite television,
 multi-media server
Communication
 Harris Electric
Security systems
 Delta Marine
Paint
 Awlgrip
Construction
 Composite
Owner and guests
 8
Crew
 6
Tenders
 6.7m custom Nautica RIB, 5.5m custom
 carbon fibre fishing boat
Crane
 2 x custom

Special features
 Custom fishing cockpit, integrated
 bait tank and fish box, tender fuelling
 station, full steering controls at
 bridge, wings, flying bridge and
 aft station
Classification
 Built to ABS
Naval architecture
 Delta Design Group
Exterior styling
 Delta Design Group
Interior design
 Penny Stamps Interiors/
 Delta Design Group
Builder/year
 Delta Marine/1990
Refit/year
 Delta Marine/2008
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