

GENERATION APART

Happy days are here again for Delta Marine's new 164-footer.

STORY BY MARK T. MASCIAROTTE
PHOTOGRAPHY BY MARTIN FINE

SPECIFICATIONS »

LOA: 164'0" (50.00 m)
LWL: 146'9" (44.78 m)
Beam (molded): 33'1" (10.00 m)
Beam (extreme): 34'1" (10.40 m)
Draft: 9'5" (2.86 m)
Displ.: 618 tn (half load)
Power: 2x 1,650-hp Cat 3512B
Top speed: 16.8 kn
Cruise speed: 16.2 kn
Range: 5,000 nm @ 13 kn

In the maritime world, adopting the name of an old vessel for a newly constructed one is a tradition as old as shipbuilding itself. For the owner of the recently delivered motor yacht *Happy Days*, a ship model in the library and a group of framed photographs displayed on the wheelhouse bulkhead tell the tale of the lovely yacht for which his new one is named.

Built in 1927 to a design by the prestigious New York firm Cox & Stevens, Design No. 361 was one of several important yachts built for Americans by Krupp Iron Works' renowned Germaniawerft shipyard, in Kiel, Germany. Her owner enjoyed the impressive boat with an overall length of 195 feet, a beam of 27 feet and a draft of more than 10 feet until »



Chic and colorful, the main and dining salons adhere to the mid-century modern style that defines the yacht's interior. Bulkhead treatments were intentionally kept neutral to showcase the owner's selection of important contemporary art. The arched overheads add texture and intimacy.

which included a requirement that he have an enclosed aft-deck lounge abaft his suite, which is located on the bridge deck. Both the lounge and the adjacent stateroom are full beam, which means not only a substantial amount of climate-controlled space, but thanks to large sections of glazing, spectacular views as well. Nevertheless, as with many design exercises, solutions often create new problems.

"The challenge was to take a boat with this much mass and make it seem lighter," said Miner. "I think it's successful."

Adriel Rollins agrees. Responsible for the styling and interior design of such Delta yachts as *Triton*, which employed the same hull tooling, Rollins performed the identical design functions for the *Happy Days* project. He noted that special care was taken in the exterior to sculpt the exposed structure wherever possible to lighten the boat's look. In addition, the use of a subtle pastel blue for the hull diminishes the perceived weight of the superstructure while extending the horizontal line of the sheer. Miner added that other features that lighten the superstructure, both visually and actually, are the carbon-fiber-reinforced cantilevered hardtop and the frameless vertical windshield on the sun deck.

Despite the model, the photographs and other mementos of the original *Happy Days*, the overall interior design is not at all yacht-y. Indeed, it is, for the most part, a study in what Rollins deems mid-century modern—a residential representation that is reminiscent of the 1950s and sixties, »

the U.S. Navy acquired her in January 1942. That April, she was commissioned *USS Almandite* and served during World War II as a patrol boat with a complement of 75.

Almandite was decommissioned in San Francisco on January 22, 1946, and was struck from the Naval Vessel Register a month later. Her fate, say historians, is unknown. Not so her 164-foot (50-meter) namesake, which was launched by Delta Marine in June. Delta's design chief, naval architect Jay Miner, explained that with the increased volume that resulted from a longer hull, wider beam and larger superstructure than any previous composite yacht delivered by the company, *Happy Days* now enjoys the record of being the largest FRP motor yacht ever built in the United States.

Miner noted that one factor that contributed to this increased volume came as a result of the owner's design brief,





albeit one of far higher quality than might be found in any house of that period.

The effort was a collaboration between the Delta Design Group and the owner's interior designer, American Society of Interior Designers member Walter Nelson, who was responsible for the soft goods and owner-supplied furnishings. Rollins explained the evolution of the final interior concept, noting, "There's the pop-culture, futurist, edgy stuff, and then there's the soft, welcoming, hospitable stuff. When I knew that the design was shifting toward the soft, comfortable [style], I was allowed a little more leeway with the vertical elements in the architecture to edge it up a little bit, to be more juxtaposed and have some hard corners that we typically don't do, and also to exploit that space, because the edginess was not going to be in the purchased furniture."

The cantilevered sections of the hardtop lighten the look of the profile, while the structural details remain faithful to the design's modern roots.

The result is a soothing blend of soft colors, accented by light woods, which are predominantly anigre and maple. Bulkhead treatments have been kept monochromatic and muted to provide a better background on which to display some of the owner's collection of contemporary art. To meet the owner's requirement that the rooms not appear cavernous, the overhead surfaces in the main and dining salons are arched, and as they join the outboard bulkheads, they appear to be held aloft by the window mullions that are topped by stainless steel capitals with integrated lighting.

"There are vast amounts of overhead space," Rollins said, "and they kind of blend together. They don't really have a huge contrasting reveal or contrasting beams going across.

"The mullions introduce a Scandinavian element that brings to mind a spar or rib. Polished stainless steel is a really great thing because it collects all the colors and textures in the space and also acts as a mirror and will sort of disappear. It's also a great break between the overhead [material] and the vertical elements of the mullions."

Rollins explained that the owner told him that old custom yachts were reminiscent of miniature cruise ships, but that, nowadays, yachts are getting to be as big as cruise ships.

"He loves the *Queen Mary* and that movement, and he respects what art deco did to those designs," and, Rollins added, "the deco-style piece of art commissioned for the owner's head pays homage to that." □

Contact Delta Marine at 206-763-2383. www.deltamarine.com