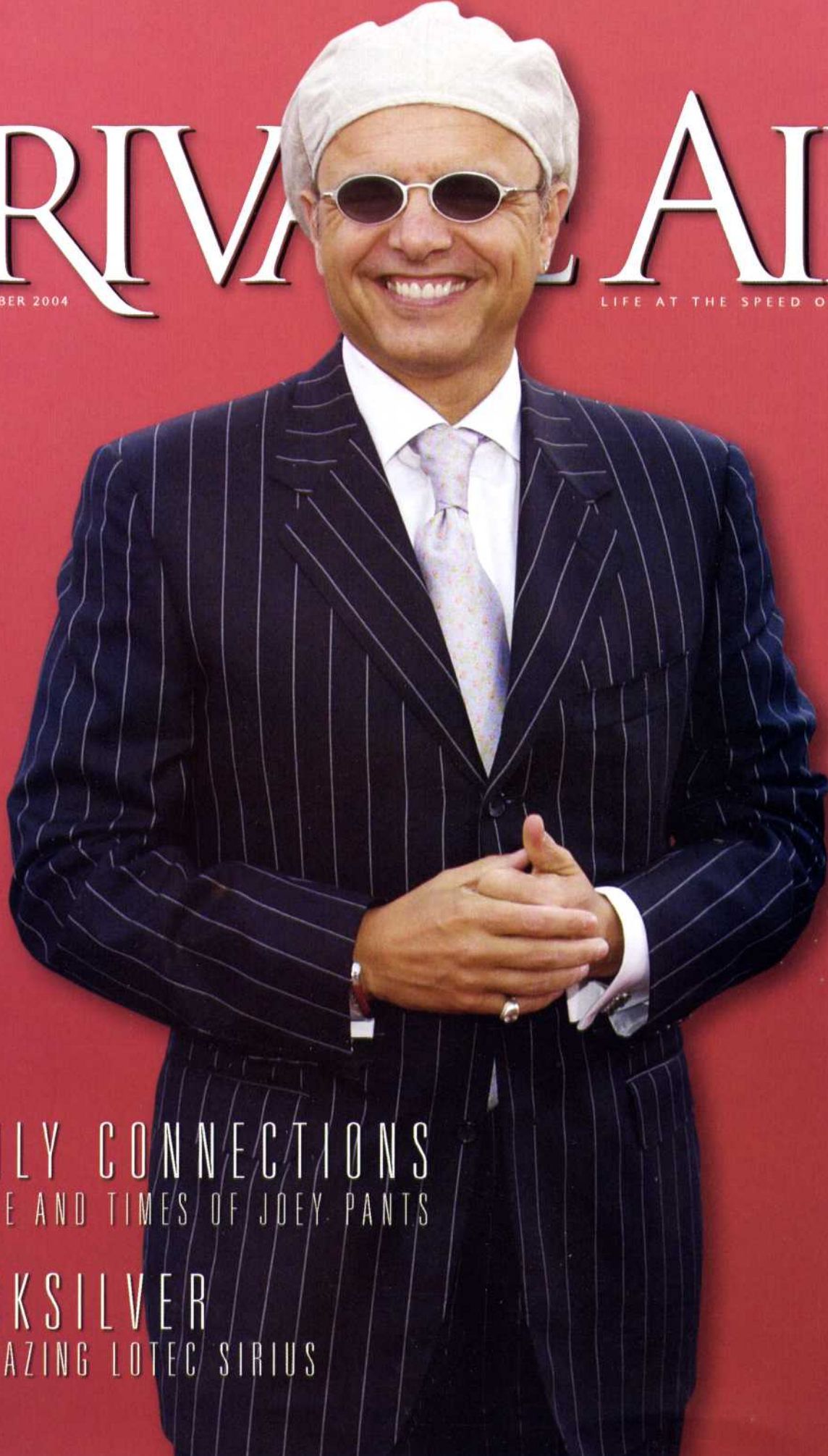


PRIVILEGE AIR

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LIFE AT THE SPEED OF LUXURY



FAMILY CONNECTIONS
THE LIFE AND TIMES OF JOEY PANTS

QUICKSILVER
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MIGHTY TRITON





Bold and capable,
Delta Marine's
latest project
defines a new
look for the
expedition yacht
while setting
a new standard
for composite
construction.

BY MARK T. MASCIAROTTE
INTERIOR PHOTOS BY MARTIN FINE
EXTERIOR PHOTOS BY NEIL RABINOWITZ



The legend has survived nearly three thousand years:

*From the union of rumbling Poseidon and Amphitrite
came the great Triton, whose might is far-flung, an awesome god
dwelling in a golden house that lies at the sea's bottom,
near his cherished mother and lordly father.*

According to the story, as told by the Greek poet Hesiod, *Triton*, a merman — half man and half fish — traveled the oceans, soothing the raging seas with the sound of his horn, fashioned from a seashell.

On a sparkling, flawless day this past May, the namesake of this powerful god was christened before hundreds of well-wishers, who watched as the handsome 163-footer was slowly lowered into the Duwamish River at the Delta Marine Industries facility, in Seattle. *Triton* is not only the largest yacht ever built by Delta Marine, she is the largest composite yacht ever built in America, and with her impressive beam and deep draft, her capability to offer a calm, comfortable ride for her owners and guests is assured.

Step aboard *Triton*, and the message is clear: This is a sailor's boat. Absent are enormous saloons, tightly sealed and furnished in a manner that dissuades use by swimsuit-clad passengers. Instead, spaces are, for the most part, understated and open, both in their space plan and in their connection to the exterior. With one exception, exterior lounges are covered for protection from the sun, but whether inside or out, each public space provides an important link to the sea.

Triton's owners have a penchant for living life to the fullest, not only in their pursuit of watersports, such as SCUBA diving, sea-kayaking and sportfishing, but by participating — as do father and sons — in such activities as competing with highly modified trucks in grueling off-road races, such as the Baja 1000. The couple are also highly experienced yachtsmen, having circumnavigated five times

with their family in their previous boat, a 97-foot alloy cutter that was designed by Sparkman & Stephens and built by Stephens Marine in 1983. The lessons learned from that many miles at sea are impossible to duplicate in any other way, and the knowledge gained during extended cruises laid a sound foundation for building a new yacht.

The appeal of Delta's deep-draft hulls to bluewater yachtsmen is simplicity itself: superb seakeeping, large volume and efficient long-range capability, all the things that sailors demand in a cruising yacht. The added appeal, of course, is that a powerboat offers so much more flexibility in terms of arrangement, stowage and tankage than do most sailing yachts of equivalent size. Even among near sisterships, this flexibility is readily apparent.

At first glance, the owners' concept for their new boat was relatively simple.

"We like to fish and dive in really out-of-the-way places and be able to do it in a properly equipped shoreboat," the husband explained. "So, the size of the boat was determined this way: We needed a fishing cockpit in the back, we needed to be able to put a nice diesel launch on board — and to be able to put it on or off easily at sea — and have [room] for a helicopter."

To that end, they commissioned Delta's design office to produce the entire engineering package, including the interior design and styling, which was coordinated closely with the owners. Adriel Rollins, whose responsibilities included exterior styling and interior



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design, explained that an updated Art Deco theme with a nautical character drove the project and that providing contrast in materials and textures was key.

The resultant joinery details and design elements are intricate and flawlessly executed. Adding to the complexity of the décor are stainless steel lighting fixtures, stylized moldings and other architectural details that carry the Art Deco thread throughout the boat. For example, lovely corbels of brushed stainless steel are judiciously placed above some doorways.

"They allow the very elaborate crown molding to have a place to come around and die while allowing the door heights to be taller," Rollins noted. "They were one of those solutions that turn a potentially bad thing into a positive."

TRITON'S spacious arrangement includes a full-beam, three-room master suite on the main deck and four guest cabins below. And although the public spaces on the main deck are beautifully arranged and finished, the most important space is on the deck above.

"The clients had an idea of having that space be an indoor/outdoor space," Rollins explained, adding, "It had to have 360 degrees of visibility, full views out of every window and [the ability] to make it seem very large, sort of an outdoor cabana."

From the boat deck lounge, passengers can see all the way aft and forward through the wheelhouse windshield. The room's four after doors open into pockets to merge with the covered aft deck lounge. This space can be entirely open in the tropics or closed with transparent sliding panels and doors and heated in colder regions.

Throughout the boat's interior, the design is further enhanced by the décor schedule specified by Randy Patton, of Rancho Mirage, California. Upholstered panels on many of the stateroom bulkheads combine with custom carpets and area rugs to soften the spaces and attenuate noise, while contemporary fabrics compliment the warm woods used in architectural millwork and furnishings. Moveable furniture, much of it custom built by the builder's joinershop and specialty vendors, such as Belina Interiors, add to *Triton's* clean, sophisticated look.

To simplify traffic flow, an elevator has been installed to provide unfettered access between the interior decks and the sun-deck. From that level, a second elevator whisks passengers to the crow's nest, which is located far enough aft to allow the helmsman a clear view of an angler seated in one of the cockpit's two fighting chairs.

Evidence of the owners' decades of offshore experience can be found throughout the boat. Every detail, interior and exterior, has been carefully considered, and systems have been designed to achieve goals that the owner has set for the boat. One of the most important considerations appeared simple at first but grew into a complex engineering problem for the builder.

Of the many features built into *Triton*, the most complex is not readily apparent, especially because it involves the absence of commonly seen structural elements. In order to meet the husband's demand for an unobstructed area for fishing, the after end of the bridge deck is cantilevered over the boat deck below. What makes this a remarkable feat is the load-bearing requirement that was presented to Delta's chief naval architect, Jay Miner.

Certified to accept a helicopter of 3,000 pounds — which, under the guidelines used by Delta's engineers, requires the structure be capable of handling two-and-a-half times the maximum gross weight of the aircraft — the deck also provides stowage for a 13-foot RIB and two personal watercraft, which are launched and retrieved by a knuckle crane with a 3,500-pound capacity. More interesting, the deck must support not only the load mentioned above but also a pair of overhead cranes mounted on the lower side that are used to launch and retrieve the yacht's main tenders, 25- and 18-foot Willard RIBs.

The problem becomes one of designing a structure that will not yield when the gantries are at full extension, bearing the weight of the tender, as well as its machinery, fuel and equipment. With no connection between the outboard edges of the main and bridge decks, this is no small feat.

Miner explained that the focus of the engineering solution for the structure was a pair of hollow box-beams, fabricated of carbon





fiber to ensure rigidity, each of which rests on a pair of elliptical steel pillars placed near centerline.

As an experienced angler, the owner realized that fighting a large, powerful fish from the cockpit of a 163-foot yacht was not practical. After hooking a fish from *Triton's* cockpit, he wanted to be able to board a tender, cast off and then power away to tussle with the fish in a more agile boat — all of this while *Triton* remains underway. Furthermore, this had to be accomplished in a fashion that allowed the angler to maintain possession of the rod at all times, as required under International Game Fish Association rules.

The solution evolved in two stages. First, the builder installed a carbon-fiber outhaul pole that extends hydraulically from the hull. The fore-and-aft position of the tender in relation to her mothership is controlled by a towing line that is reeved through a turning block mounted in *Triton's* starboard toerail and led aft to an enormous self-tailing, 11,000-pound-capacity winch mounted on the after end of the main deck, which, aboard *Triton*, serves as the boat deck.

The second part of the solution resides in the construction of the after section of the bridge deck, which does not require stanchions or compression posts to support its outboard edges. Thus, an angler can walk around the cockpit and boat deck, wherever necessary, without having to pass the rod around any obstructions. An added benefit is that, thanks to the absence of fashion boards or stanchions, the yacht's styling is greatly enhanced.

On the initial shakedown cruise to the San Juan Islands, the couple had the opportunity to spend time aboard to get a feel for the arrangement that they worked so hard to perfect. They were very pleased with the result.

"A lot of boats feel like the spaces are awkward," the husband observed. "Either they're too small, or you feel that there's too much wasted space and they're too big. Our spaces feel real good and have come out better than I thought they would."

Of course, when it comes to space-planning, the couple, who are in the building business, have an advantage.

"We design product," the husband noted, "so we understand scale and understand floor-plans."


Nevertheless, the contribution made by the Delta designers has not gone unnoticed.

"Adriel was thinking out of the box all the time, because [as an industrial designer] he didn't

know where the box was. What worked great for us is that he'd draw a sketch, and we knew exactly what he was talking about. He had some really great ideas, and I'd rather work with someone that's got great ideas that you're trying to tone down than work with someone who's drawing stuff that you wish had more pizzazz and that you're always trying to push up.

"Although boats are always a compromise, the end result is that we're both really happy with the boat. There's nothing that we wish we'd done differently."

As to the boarding system for the tender, the owner laughs and exclaims, "It's really cool! [The tender] tows just perfect at about fourteen knots and rides about three feet from the hull. And when you slow down, you can drop it back and just step off the swimstep right into it. You can tuck it up enough where it's not interfering with your fishing when you're trolling."

The adventures that the owners have planned for *Triton* are a natural extension of the yacht program begun so many years ago. This voyage, which will be the start of the family's sixth circumnavigation, began in Seattle and moved north to take advantage of the summer weather in Alaska. From there, there will be stops along the U.S. west coast as the boat wends her way to Mexico and Central America. After that, it's anyone's guess. Time is of little importance. 

***Triton* is available for limited charter. For information, contact Delta Marine Industries at 206-763-2383.**

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