

# BOAT

USA



Dream  
Hargrave 105

INTERNATIONAL



**G**ood yards consistently build good yachts, but often it takes a special kind of owner to push the whole process to the next level. Such has been the case with the first Hargrave 105 *Dream*. Her American owner came with a set of clear ideas as to what he wanted, sufficiently deep pockets, and enough

patience to ensure that he wasn't disappointed. The fact that his yacht took around two-and-a-half years from initial discussions to eventual delivery - probably more than double the time it would normally take - and that she ended up significantly more expensive, should give a good indication of what we are dealing with here: a rather special, high-specification motor yacht.

Employing over 300 people at its facilities, Hargrave numbers among the very best of custom yacht builders in this size range. This year saw the company pass a major milestone when it delivered its 50th motor yacht to the US, and company president Mike Joyce noted that most of their customers were large contractors and developers, joking, "We're the Builders' Builder here in North America."

# Dream

Built by Fort Lauderdale-based Hargrave Custom Yachts, the all-new Hargrave 105 is a big-volume custom twin-deck motor yacht. As the first of a new series Dream is special – thanks to a particularly involved owner. Report by **Phil Draper**. Photography by **Bugsy Gedlek**.



**The flybridge (right) benefits from seamless stainless steel work and continues Dream's theme of graceful curvature, featuring hardtop protection and a circular spa pool.**

Sam Shalem, *Dream's* owner, is a New York-based real estate developer with over 30 years of yacht ownership experience, four children, one grandchild (thus far), and a love of entertaining family and friends. One of his passions is cooking, which means the central galley aboard *Dream* is as much his domain as it is his crew's. In fact, this owner is highly unusual in that he is just as likely to cook for





his crew as the other way around. Such informality, where the crew is very much a part of the family, is how he likes to create a home-away-from-home, laid-back atmosphere while aboard.

It is this kind of personal consideration that has helped create his dream, this *Dream*.



**From the vast main saloon (main photo) to the bridge, (above center) the interior detailing is both beautifully sculptural and extremely functional – owner-specified down to the last curve.**

**Unique in its arrangement, the open galley (left) illustrates the owner's passion for cooking.**

**Below decks, a wonderfully detailed hallway (upper left) accesses the staterooms.**

What makes this yacht so special is that owner involvement extended to the specification at every level, and particularly with regard to aesthetics – just about everything with a decorative element to it was sourced by the owner himself. In *Dream's* beautiful main saloon, for instance, the majority of the items are semi-custom pieces, mostly of Italian origin, and all were hand-picked. The



decorative stitching on the leather sofa and armchairs is extensive, as is the detail work of the coffee and dining tables - with their glass tops and stainless steel support structures they are as much about sculpture as function. Some of the lighting is equally amazing. The glass shades on the hanging lamps over the bar in the main saloon, for instance, are said to get their shape from car springs. Equally

unusual is the art-glass shade over the dining table. The owner also sourced the African mahogany used throughout the interior, as well as the South American marble and the Turkish leather.

As for the quality of the Hargrave joinery, few yards building a yacht of this size are prepared to add as much complexity and attention to detail to their interiors - even the

curves and feature details aboard *Dream* are owner-specified. Mr. Shalem admits that such build quality was one of his main reasons for choosing Hargrave, having enjoyed a successful relationship with the yard and Mike Joyce with his previous 92-footer.

As for main-deck accommodations, *Dream* provides one large open-plan main saloon aft, opening forward into a large and well-specified



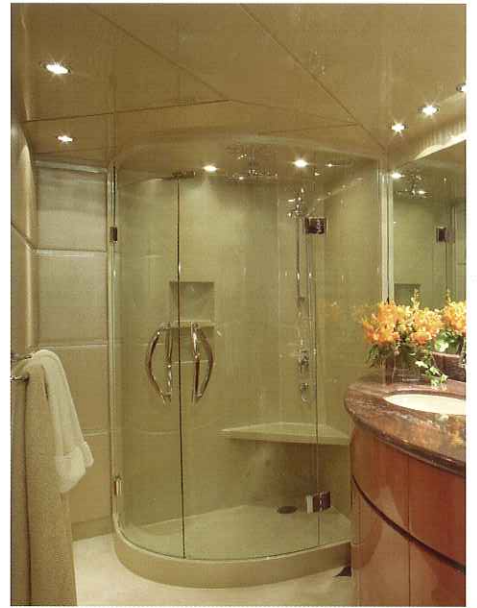
galley and semi-circular dinette. The forward end is mostly given over to the bridge console and helm seat. To port is a rather unique feature: in place of a side deck door is a full-height picture window, next to which is a small corner booth that could serve as a workstation should the owner need to work aboard, or simply a quiet spot for a cup of coffee. There is a conventional side-deck door to starboard,

so the internal helm position does have some connection with the outside world, and there are steps just behind that connect with the flybridge above.

As flybridges go, *Dream's* has it all, including hardtop protection and a circular spa pool. The stainless steel work here and throughout is but another example of just how demanding her owner was during the

build program. All metalwork is flush - there is not a nut or bolt to be seen. Just about everything that could have been fabricated has been, and the welds polished - a lot of extra work, but such is the attention to detail that makes the difference between a good yacht and a great yacht.

Just about every aspect, from the tender and toys on the flybridge to the entertainment



inlaid within a starburst of African mahogany and cherry. As for the cabins, there is a good-size VIP double up front with a thwart-mounted bed to port and an en suite ThermoSol steam shower room to starboard, the latter a particular requirement of one of the owner's regular guests - yet

*The full-beam owner's en suite (main photo and top left) is located aft with a grand double door entry.*

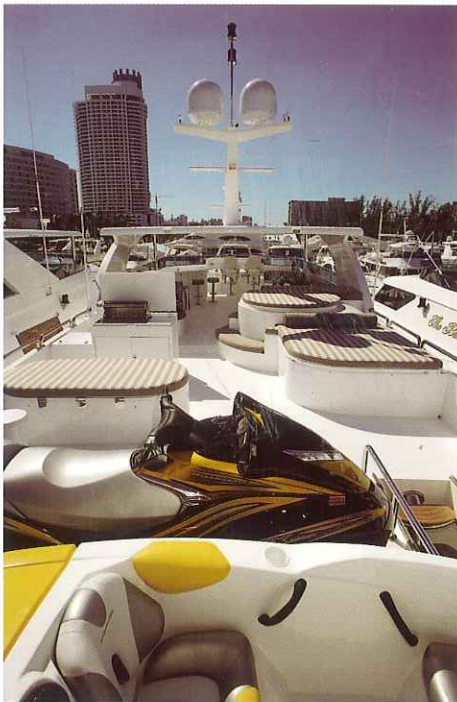
*Two guest en suites are located amidships, and can be configured as doubles or twins (above center).*

*The crew mess (right) includes a small dinette and galley arrangement.*

systems throughout, is of the highest order. Two spare props are stored on the flybridge and in reach of the crane, and the rest of the technical specification and back-up systems are of a similarly high standard.

Occupying the middle of the hull are four guest cabins, all accessed from a central hallway which has a particularly decorative wooden sole with the name of the yacht





**With toys stored aft and ample sunpads, the sweeping sundeck has it all, not to mention more-than-adequate dancing space.**

another example of owner consideration. Amidships finds two very similar and very flexible smaller cabins. They can be configured with double or twin beds as required, and each has occasional Pullman berths and en suite facilities.

A superb full-beam owner's cabin is located aft, accessed through regal double doors. There is a king-size bed, plus a small sofa, vanity desk, large walk-in wardrobe and grand en suite shower room. All four cabins make use of stylistic shoji screens to conceal portlights.

Crew accommodations are split between bow and stern. Usually the yacht would run with three or four crew, but with the cabins available it could cope with five or six. Stairs descend forward from the starboard side of the galley to the main crew quarters. There is a double captain's cabin, plus a twin-bunk cabin, each very considerably appointed. A separate shower room is shared and the crew mess includes a small dinette and a pantry-style galley arrangement - which means the crew don't necessarily have to use the main galley for everything.

Located in the stern is another twin cabin with head and shower facilities. Propulsion comes from a pair of twin 1,550hp C30 Caterpillar diesels which give a top speed of 20 knots and a cruise of 17 knots. Thanks to a modified deep-V hull form and half tunnels, she draws just six feet.

**DREAM**

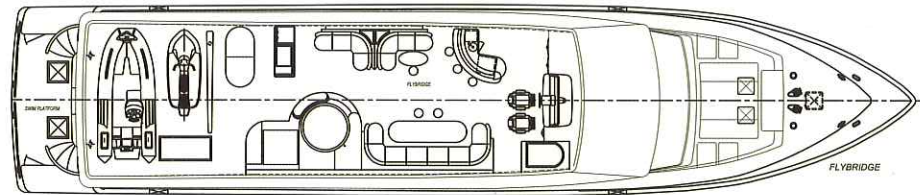
LOA: 105ft 8in (32.21m)  
 LWL: 87ft 6in (26.68m)  
 Beam: 22ft 3in (6.78m)  
 Draft: 6ft (1.83m)  
 Displacement (full load):  
 113 tons  
 Engines:  
 2 x CAT C30 1,550hp  
 Speed (max/cruise):  
 20/17 knots (full load)  
 Fuel capacity: 5,484 gallons

Range @ 15 knots:  
 1,500nm  
 Generators:  
 2 x Onan 35kVA  
 Watermakers: 2 x Sea Recovery  
 1,800gals/day  
 Freshwater capacity:  
 800 gallons  
 Communication/navigation electronics:  
 Simrad/Furuno/Nobeltec

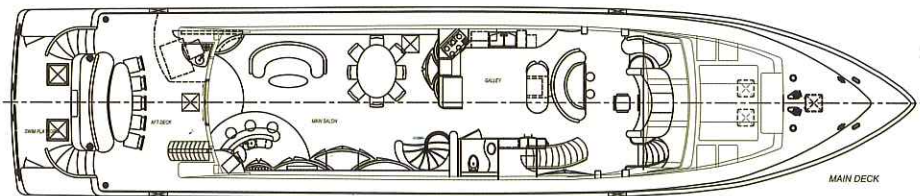
Construction: FRP  
 Interior design:  
 Yacht Interiors by Shelley  
 Price guide: \$8.0 million  
 Builder/Year: Hargrave/2006  
 Contact: Hargrave Custom Yachts  
 1887 West State Road 84  
 Fort Lauderdale, FL 33315  
 Tel: (954) 463-0555  
 Email: sales@hargrave.org  
 www.hargrave.org



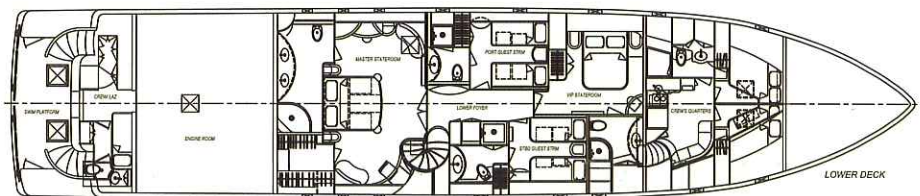
PROFILE



FLYBRIDGE



MAIN DECK



LOWER DECK

Having arrived in the United States at the beginning of February, *Dream* had managed to put very little time on her engines when we caught up with her in Miami at the Yacht & Brokerage Show, but generally Hargraves perform well and there is no reason to suggest *Dream* will be any different. She will be based in the Bahamas, but will spend her time running up and down the eastern seaboard and throughout the Caribbean. So pleased is her owner with his new yacht that he has already started thinking about the next step, having already signed up for a Hargrave 125. Such is the stuff dreams are made of... □