



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

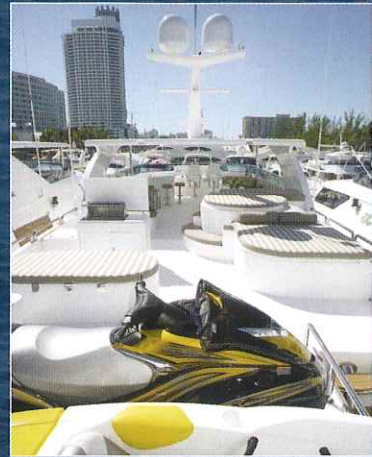
not disappointed. The fact that around two-and-a-half years elapsed between the initial discussions and the eventual delivery of the boat – probably more than double the time it would normally take – and that she ended up being significantly more expensive, should give a good indication of what we are dealing with here: a rather special, high-specification motor yacht.

Employing more than 300 people at its facilities, Hargrave is among the top rank of custom yacht builders in this size range. The company passed a major milestone this year when it delivered its 50th motor yacht to the USA, and company president Mike Joyce noted that most of its customers were large contractors and developers, joking, 'We're the builders' builder here in North America.'

Dream

Hargrave 105

Superb quality and meticulous attention to detail by builder and owner mark out the first of the all-new Hargrave 105 series. Phil Draper caught up with her in Miami. Photography: Buggy Gedlek; underway, Mike Whitt



Sam Shalem, the yacht's owner, is a New York-based real estate developer with more than 30 years' experience of owning yachts. He has four children, one grandchild (so far) and a love of entertaining family and friends. One of his passions is cooking, which means that the central galley aboard the yacht is as much his domain as it is the crew's. In fact, this owner is unusual in that he is just as

likely to cook for his crew as the other way around. He likes to create an informal, home-from-home atmosphere on board, with the crew considered a part of the family.

It is this kind of personal consideration that has helped create his dream, this *Dream*. What makes the yacht so special is that the owner's involvement extended to the specification at all levels, and particularly

with regard to aesthetics – just about everything with a decorative element to it was sourced by Shalem himself. In the very stylish 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 on the coffee and dining tables – with their



A rich blend of African mahogany, stitched Turkish leather and sculptured furniture and fittings adds elegance to the saloon

glass tops and stainless steel support structures they are as much about sculpture as function.

Some of the lighting is amazing. It is all about creating that all important mood and ambience, whether it is for an elegant dinner or casual lounging. For instance, the shape of the glass shades on the hanging lamps over the bar in the saloon is said to have been influenced by car springs. Equally unusual is the art-glass shade over the dining table. The owner also sourced the African mahogany that has been used throughout the interior, as

well as the South American marble and Turkish leather.

The quality of the Hargrave joinery is also outstanding. 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 are owner-specified. Shalem says that such build quality was one of his main reasons for choosing Hargrave, as he had already enjoyed a successful relationship with the yard and Mike Joyce with his previous 28 metre.

The yacht has one large undivided saloon, aft which opens forward into a well-specified galley and semi-circular dinette. The forward end is mostly given over to the helmstation console and helm seat. To port, in place of a side deck door, an unusual picture window extends to full height. Next to it is a small corner booth that could serve as a workstation or as a quiet spot for a cup of coffee.

A conventional side-deck door to starboard ensures that the internal helm position has some connection with the outside world, and



The galley and a dinette are arranged comfortably behind the helmstation (top), while the aft deck provides an alfresco dining area (above)

steps just behind that connect with the flying bridge above.

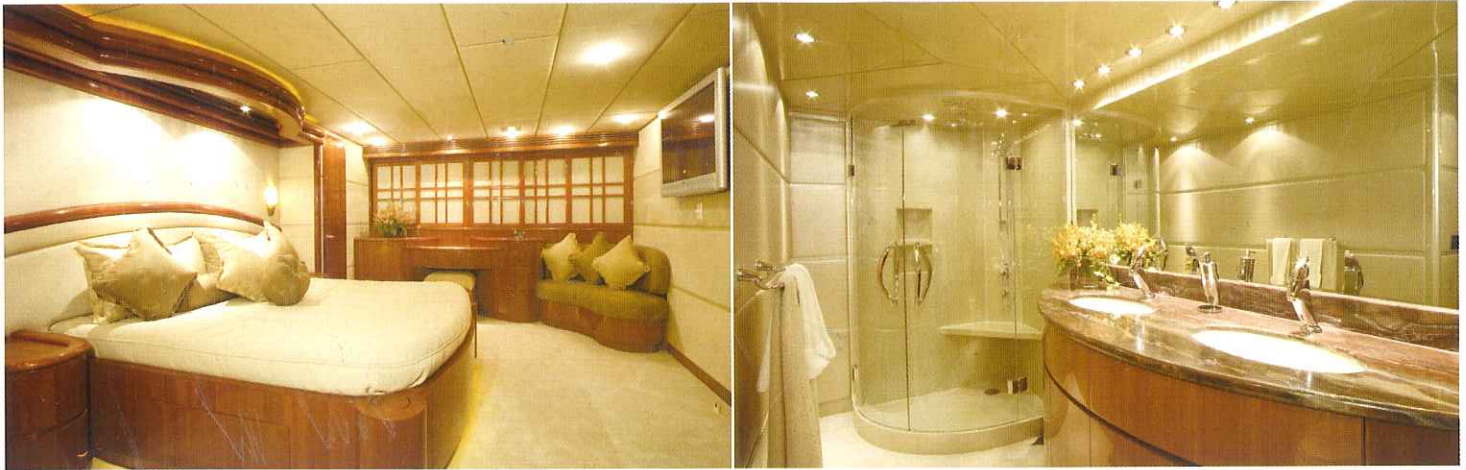
As flying bridges go, this yacht has it all, including hardtop protection and a circular spa pool. The stainless steel work here and throughout is another example of how demanding her owner was during the building programme. All the metalwork is flush – there is not a nut or bolt to be seen. If an item could be fabricated it was, and the welds were polished – a lot of extra work, but the difference between a good yacht and a great yacht rests on such attention to

detail. Every item, from the tender and toys on the flying bridge to the entertainment systems, is of the highest order. Two spare propellers are stored on the flying bridge in reach of the crane, and the rest of the technical specification and back-up systems are of a similarly high standard.

The owner and three further guest cabins occupy the amidships of the hull. All are accessed from a central hallway which has a particularly decorative wooden sole with the name of the yacht inlaid in a starburst of African mahogany and cherry. The generous

VIP double up front has a thwart-mounted bed to port and an en suite ThermoSol steam shower room to starboard, the latter a particular requirement of one of Shalem's regular guests – yet another example of his consideration. Amidships, two similar, flexible smaller cabins can be configured with double or twin beds. Each has Pullman berths and en suite facilities.

The superb full-beam owner's cabin, located aft, is accessed through regal double doors. It is equipped with a king-sized bed, a small sofa, vanity desk, large walk-in



The full-beam owner's cabin, with shoji screens covering the portlights, is furnished with a desk and sofa and includes a luxurious shower room

wardrobe and sumptuous en suite shower room. Stylish shoji screens conceal the portlights in all four cabins.

Crew accommodation is split between bow and stern. Usually the yacht would run with three or four crew, but there is enough room for five or six. Stairs descend forward from the starboard side of the galley to the main crew quarters, which include a double captain's cabin and a twin-bunk cabin, each well appointed. A separate shower room is shared. The crew mess includes a small dinette and a pantry-style galley arrangement, which means the crew do not have to use the main galley for everything. Another twin cabin with head and shower facilities is located in the stern.

Propulsion comes from a pair of twin 1,550hp C30 Caterpillar diesels that provide a top speed of 20 knots and cruising speed of 17 knots. Thanks to a modified deep-V hull form and half tunnels, the yacht draws just 1.8 metres.

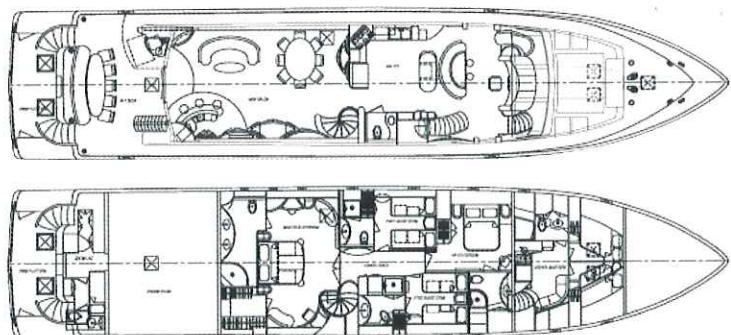
Having arrived in the USA at the beginning of February, *Dream* had managed to put very little time on her engines when we caught up with her in Miami at the Yacht & Brokerage Show, but generally Hargrave vessels perform well and there is no reason to suggest that this yacht will be any different. She 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 the owner with the build quality and design of his new yacht that he has already started thinking about how to make the next one even better. He has signed up for a Hargrave 125.

Such is the stuff dreams are made of.

HARGRAVE 105

LOA	32.21m	Freshwater capacity	3,028 litres	Gelcoat	Ferro
LWL	26.68m	Grey/black water	757 litres	Construction	FRP
Beam	6.78m	Sewage system	Headhunter, 189.25 litres	Classification	n/a
Draught	1.83m	Fire-control system	Seafire	Yacht management	n/a
Displacement (full load)	105 tonnes	Security systems	n/a	Naval architect	Hargrave Custom Yachts
Engines	2 x Caterpillar C30 1,550hp	Monitoring system	n/a	Exterior styling	Hargrave Custom Yachts
Propeller(s)	Not available	Air-conditioning	CruiseAir AC	Interior designer	Yacht Interiors by Shelley
Speed (max/cruise)	20/17 knots (full load)	Communication/navigation electronics	Simrad, Furuno, Nobeltec	Broker	Hargrave Custom Yachts
Fuel capacity	5,484 gallons	Entertainment systems	Sony	1887 West State Road 84	Fort Lauderdale
Range	1,500nm at 15 knots	Owner and guests	10	FL 33315, USA	Tel: +1 954 463-0555
Bow thrusters	Naiad T1248hp	Crew	4	E-mail: sales@hargrave.org	Web: www.hargrave.org
Stabilisers	Naiad 302 plus Multisea 2000	Tenders	Yamaha jet; tows 9.5m Intrepid	Charter	n/a
Generators	2 x Onan 35kW	Tender launching system	Quicklift, low profile davit/telescoping davit	Charter rates	n/a
Watermakers	2 x Sea Recovery 6,813 litres per day	Passerelle	n/a	Builder/year	Hargrave/2006
				Price guide	\$8 million



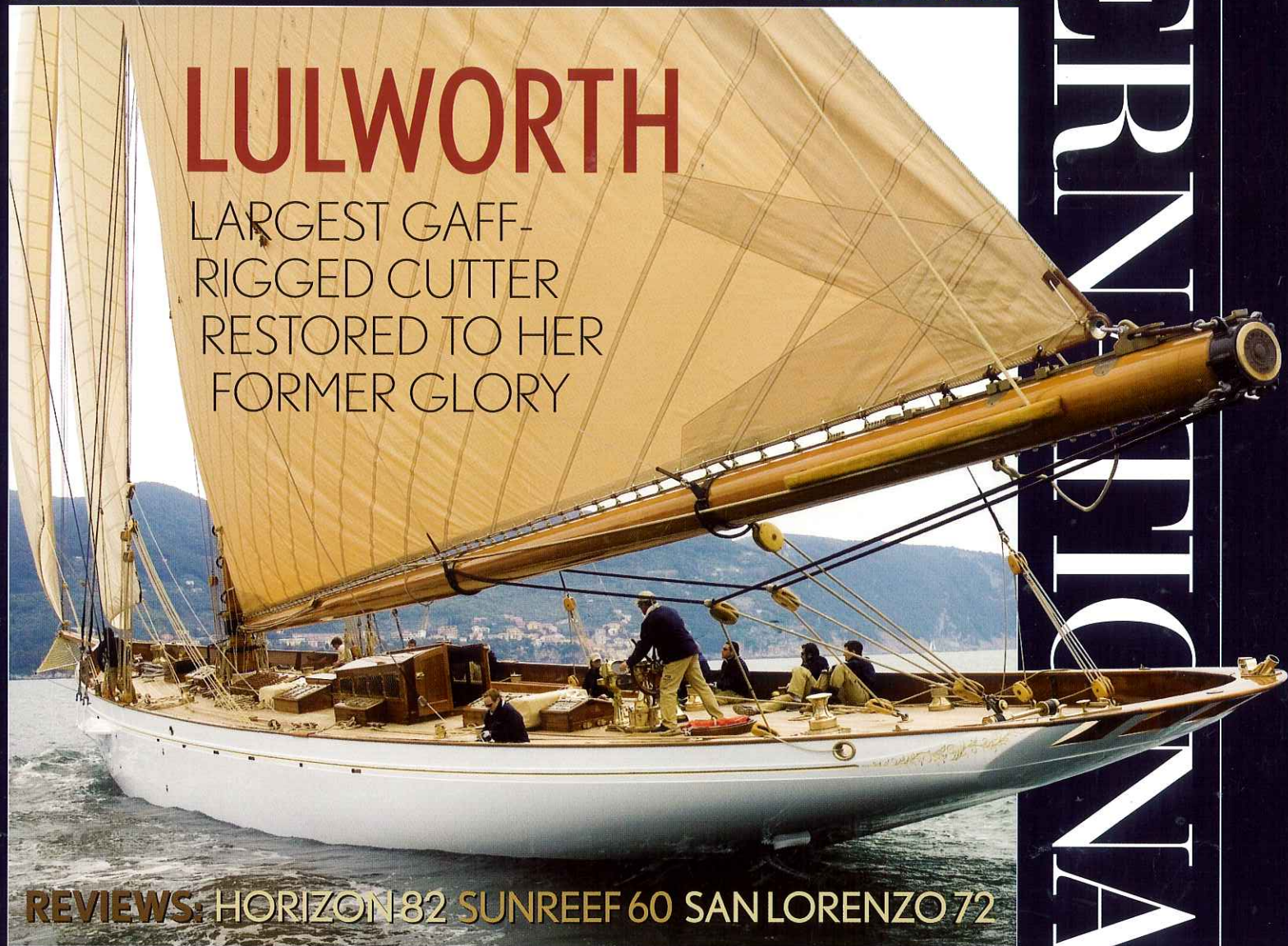
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