

SANDRINE

STORY & PHOTOS: SHAW MCCUTCHEON





There is a certain sort of customer that appeals to the people at Hargrave Yachts. He's a hand-on type who eschews lawyers, project managers and other assorted hangers-on that only complicate things, and who doesn't need a boat any bigger than, say, 120 feet, which is the high end of Hargrave's very profitable niche. The customer also has to appreciate straight, honest talk and allow the company to make some money during the build, not beat it down to a razor-thin margin. That way everybody goes home happy.

Rick Sorenson is Hargrave's ideal customer. *Sandrine*, a 120-footer, was a huge leap for the friendly, garrulous electronics-company CEO. Until this boat, the largest he had ever owned was an 82ft Hatteras sportfisher, an off-the-shelf production vessel that was great for what it was. When Sorenson poked his head into the Hargrave booth at a boat show a few years ago (he recalls his wife, Sandra, rolling her eyes like the last thing they needed was another boat), what he saw was not just a step up in size and complexity, but also a really fun exercise in creativity.

Mike Joyce, Hargrave's owner, liked Sorenson. Joyce had built up Hargrave as a small, family-run company specializing in an unusual niche of fully custom fiberglass yachts between 80 and 120 feet. Joyce likes that size because "that's the end of the size range where the owner makes all the decisions himself." And he humbly treats his customers like wise family elders to whom he can go for advice on his own business. "These guys get involved and realize that we're such a small business and every idea and every suggestion they have to help us is implemented." And the customers respond. Over half of Hargrave's business is of repeat clients. Sorenson, CEO of a four-generation family company, fit right in.

"OK," he told Hargrave, "what I want is a 97ft boat with a 22ft



ORGANIC MATERIALS SUCH AS WOOL, BAMBOO AND MAHOGANY ENHANCE THE "GREEN"





MOTIF.



beam.” The company drew up some plans to those specifications, but when Sorensen looked at them he thought the interior spaces were a bit too small, and so the length went up a bit. “It was the old story,” he recalled, “it kept getting longer, and pretty soon it got to a length that Hargrave said, ‘you can’t have all this on a 22ft beam,’ and we worked something out and ended up with a 112ft boat with a 24ft beam, and pretty soon it ended up at 115ft, and then 117ft...” Sorensen finally ended up with a 120-footer with a 25ft beam.

Being his first custom vessel, the owner didn’t have a huge laundry list of demands such as speed requirements. Basically, he wanted a long range, space for two tenders, eight guests and four crew and little things like a grill because he wanted to anchor out a lot. He also saw *Sandrine* as an opportunity to expand his own electronics business, Carling Technologies. The company specializes in switches and circuit breakers. A majority of all electromechanical switches and circuit breakers used in the marine industry are manufactured by Carling. A division of Carling also makes the Octoplex power management and monitoring system used in the aerospace industry (see sidebar). Sorensen saw yachts as another application for Octoplex, and *Sandrine* is the first large yacht using the system.

Carling has a factory in China, and Sorensen’s frequent trips to the plant also allowed him to make side trips to the Hargrave plant, also located in Asia. He also taught himself the computerized autocad program to design the yacht, and

was soon tinkering with the layout. He put a tub in the master head, changed closet spaces, and re-arranged furniture. Each time he’d leave little notes on the autocad for the startled design staff to find, like little Elmos on a crowded computer screen. “He learned autocad and had fun with it, and he enhanced a lot of details on the boat,” said Shelly DiContina, the interior designer who does most of Hargrave’s interiors.

The build took 22 months – about four months longer than usual due to change orders. But the final result is Hargrave’s largest yacht to date. Top speed for this semi-displacement vessel is around 16 knots and a top cruising speed of 12 knots with twin C32 Caterpillar diesels, and by using V-drives the company shaved 5 inches off of the draft, for a final 7 feet. Fuel capacity is 8,000 gallons, which Sorensen estimates will give him over 1,500 miles at the most efficient 10-knot speed. The tri-deck house results in a relatively high profile, but the bridge deck is not so large as to overwhelm. For added stability, eight tons of ballast were added to the bilge, and Sorensen says the yacht stayed strictly level in hard turns at full speed during sea trials. *Sandrine*, like all Hargrave yachts, are built to International Maritime Organization stability standards. The vessels are also built to structural standards set by Det Norske Veritas, the Norwegian classification society, although they are not officially classed.

The interior has a comfortable yet elegant feel meant to relax and rejuvenate, and is less formal than some yachts and with



PUTTING THE BREAKS ON BREAKERS

The Moritz Octoplex power management and monitoring system installed on *Sandrine* may make the traditional breaker panel currently found on all yachts obsolete. Instead of a cabinet full of breakers, there are small wall-mounted touchscreen computer panels throughout the boat. One can control all the electronic systems on the yacht from any one of these menu-driven screens, from the generators to the helmstation and galley equipment to the light bulbs in the overheads.

Say the mast light suddenly goes out, or the freezer or the bilge pump stops working – a little warning blinks on the monitor to precisely locate and identify the balky system. You can set breakers to cut out at desired overloads and power brownout levels, then reset themselves automatically. Say the yacht's shorepower reaches its capacity. Normally the dock breaker shuts down the boat, requiring someone to go around turning off systems to reduce the load. Octoplex can read the power usage and regulate the boat's power load so the dock breaker never trips.

The system operates with special AC and DC breaker panels remotely located throughout. These panels can be placed near the systems they power, thus eliminating the need for major wiring bundles stretching all over the boat. The savings in wiring costs and installation time can be substantial. Two NMEA 2000 communication cable systems connect these panels to the touchscreen monitors. Two buses are used to achieve redundancy should one fail. And if both fail, the AC and DC breakers stay on to protect their circuits. In such an event all the breaker panels can be operated locally.

The system is also flexible enough to allow periodic upgrading with new software, and additional plug-and-play NMEA 2000 devices can be added. For example, *Sandrine* has plugged a complete vessel control and monitoring system from Maretron (also owned by Octoplex's parent company, Carling Technologies) that checks on all engine and generator data, alarm-system information, and all NMEA 2000 electronics.

The target market for the marine industry is for yachts over 45 feet and so far Ocean Alexander and Viking Yachts have added the monitoring system as standard features in their boats 60 feet and over.

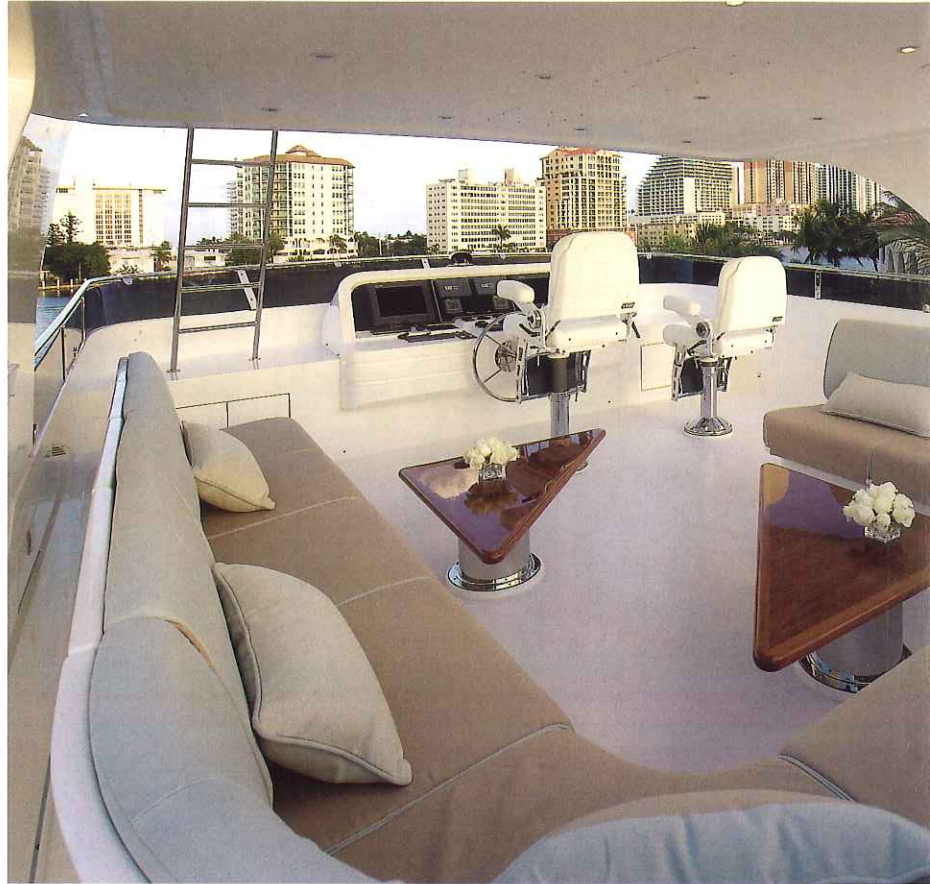
modern traces like hand-blown glass sinks. The décor was created by Sandra Sorenson working with DiContina, whose own design firm, Yacht Interiors by Shelley, now works mostly for Hargrave. A variety of organic materials such as wool and silk carpets, bamboo in the galley floor and mahogany paneling, were used to enhance a "green" motif, flavored by a warm color palette of avocado, cocoa, vanilla and cayenne. Sapele veneers and flame mahogany in various accents of gloss dominate throughout.

Access to the yacht is from a starboard side door amidships into a foyer featuring a sole covered in Chinese marble discovered by Sandra Sorenson on a trip there. The main deck space is divided into the saloon aft, a dining area and a country kitchen forward, all accessed through the open foyer. Side decks shrink the main deck a bit, but the smaller space is countered with the foyer, which is open to the dining area and saloon, making it seem like one large space. The dining room is amidships to port across from the foyer entrance, and seats eight comfortably, with high-gloss sapele mahogany paneling with flame mahogany insets. The dining area is enclosed fore and aft with cabinetry and art, most interestingly an artistic carved glass panel that lights up for effect at night hiding the saloon from the dining area. A short hallway forward leads to a comfortable country kitchen.

The fun part of the boat is topside. Aft of the bridge is the skylounge on the top deck, which is dressed comfortably with zebra wood paneling with wengé wood and satin sapele and maitore accents, complementing the African art that hangs on the walls. It's a cozy space, dominated by a large dropdown screen for the projection television unit suspended over the portside settee. Sliding doors open to the aft deck, which holds space for the tender and the spa tub, which is surrounded on two sides by a small bar and stools.

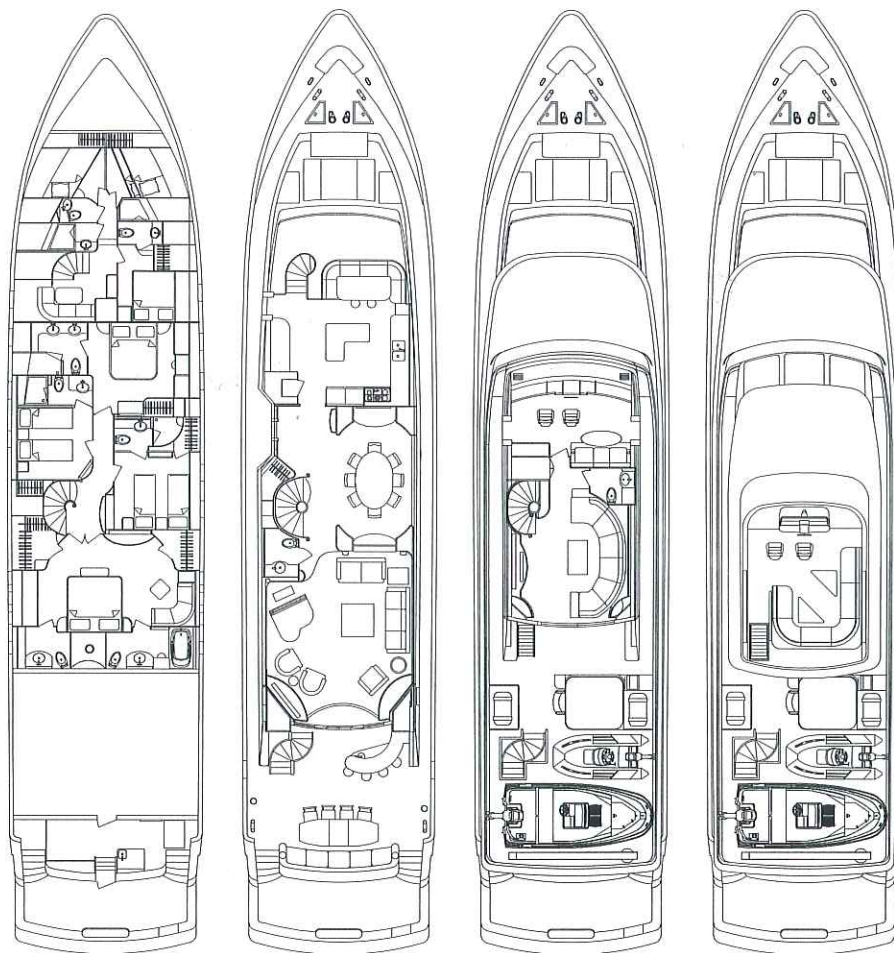
A circular stairwell leading down from the main deck foyer goes to a very nice lower foyer (also featuring a Chinese marble sole) that joins the four staterooms. Sorenson made sure all the beds were laid out fore and aft, to make them more comfortable while running at night. Only the twin bunk stateroom (which also has a Pullman bunk) on the starboard side has bunks running athwartships. The full-width master is aft, with a settee to port and cabinetry to starboard. On either side of the bed headboard are





BEDS ARE ARRANGED FORE AND AFT FOR COMFORT DURING NIGHT RUNNING.

Hargrave's open door policy towards its owners is one of the reasons for the bulk of their customers being repeat clients. Sorenson went so far as to tinker with the autocad layout.



doors leading to the his-and-hers en suite that also spans the full width and includes a tub for her and a centerline shower for him.

The most unusual of the four staterooms is the VIP, which is forward of the foyer. Here, the stateroom and head share the space athwartships, with the stateroom and a king-size bed to port and a dressing area/bathroom to starboard; when the door between the two rooms is open it gives the impression of a much larger space.

The crew area forward has a small but adequate dinette for four, a decent captain's cabin and two berths for the crew. Sorenson obligingly designed the head so the shower and the water closet each have their own enclosed spaces, allowing both sides to be used simultaneously.

Out on the aft deck, stairs lead down to a sportfishing-style cockpit, which has a livewell under a sole hatch and a fishwell to keep the catch frozen in the transom. There's even a transom door, sportfishing style, leading to a stern platform for easy access to the tenders. Once a fisherman, always a fisherman.

Hargrave has quietly been building a reputation as value-oriented yachtbuilder whose vessels are capable of global reaches. The company seems to listen well to its customers, so progress is measured in the small but significant improvements that come with more and more experience and heeded advice. As of this writing Sorenson was still tinkering with some of the yacht's finer points, but it's clear he's enjoying his creation. He plans to keep his yacht private, and will spend the summer in New England before heading south to the Caribbean next year. After that it's either Alaska or the Mediterranean. And then, who knows, he'll probably be back with Hargrave again for an upgrade. Stay tuned. |



The aft deck sports a sportfishing-style cockpit showing Hargrave's versatility and willingness to comply to the client's wishes.

SPECS

LOA: 120ft (37m)
LWL: 99ft 9in (30m)
Beam: 25ft 3in (7m)
Draft: 7ft (2m)
Displacement: 170 tons
Engines: 2 x 1,825hp C32 Caterpillars
Propellers: 5-blade
Speed (max/cruise): 16/12 knots
Fuel capacity: 8,000 gallons
Range: 1,200nm @ 12 knots
Bow thruster: 75hp Electric
Stabilizers: Naiad model 353 w/ 20sqft fins w/ fairing and Datum Control
Generators: 2 x Onan 55kW
Watermakers: 2 x 1,800gpd
Freshwater capacity: 1,000 gallons
Black water capacity: 250 gallons
Sewage system: Headhunter Waste TW-200
Fire-control systems: Seafire FM200
Security systems: Octoplex/Maretron
Monitoring system: Octoplex/Maretron
Air-conditioning: 20-ton chilled water
Communication/Navigation electronics: Crestron, Furuno, Raymarine
Entertainment systems: Crestron
Owner and guests: 8
Crew: 4
Tender: Nautica RIB15 Widebody
Tender-launching system: Quick Lift 4,000lb hydraulic 360 Rotation Model QLP 4000
Passerelle: Opacmare
Paint: Sea Hawk bottom paint
Construction: Fiberglass
Classification: Hargrave Yachts can be built fully classed by request of the owner. All are built to DNV standards for fiberglass lamination and structural requirements, to IMO standards for stability, and to ABYC standards for all electrical and plumbing.
Naval architecture: J.B. Hargrave Yacht Design
Exterior styling: Hargrave Custom Yachts
Interior designer: Yacht Interiors by Shelley
Price guide: Not Available
Builder/Year: Hargrave Custom Yachts/2008
 1887 West State Road 84
 Fort Lauderdale, FL 33315
 Tel: (954) 463-0555
 Email: sales@hargrave.org
 www.hargrave.org

JUNE 2008

BOAT

USA

INTERNATIONAL

Sportfish Issue

FUTURE DESIGNS
HOT NEW LAUNCHES
TOP ANGLING GEAR

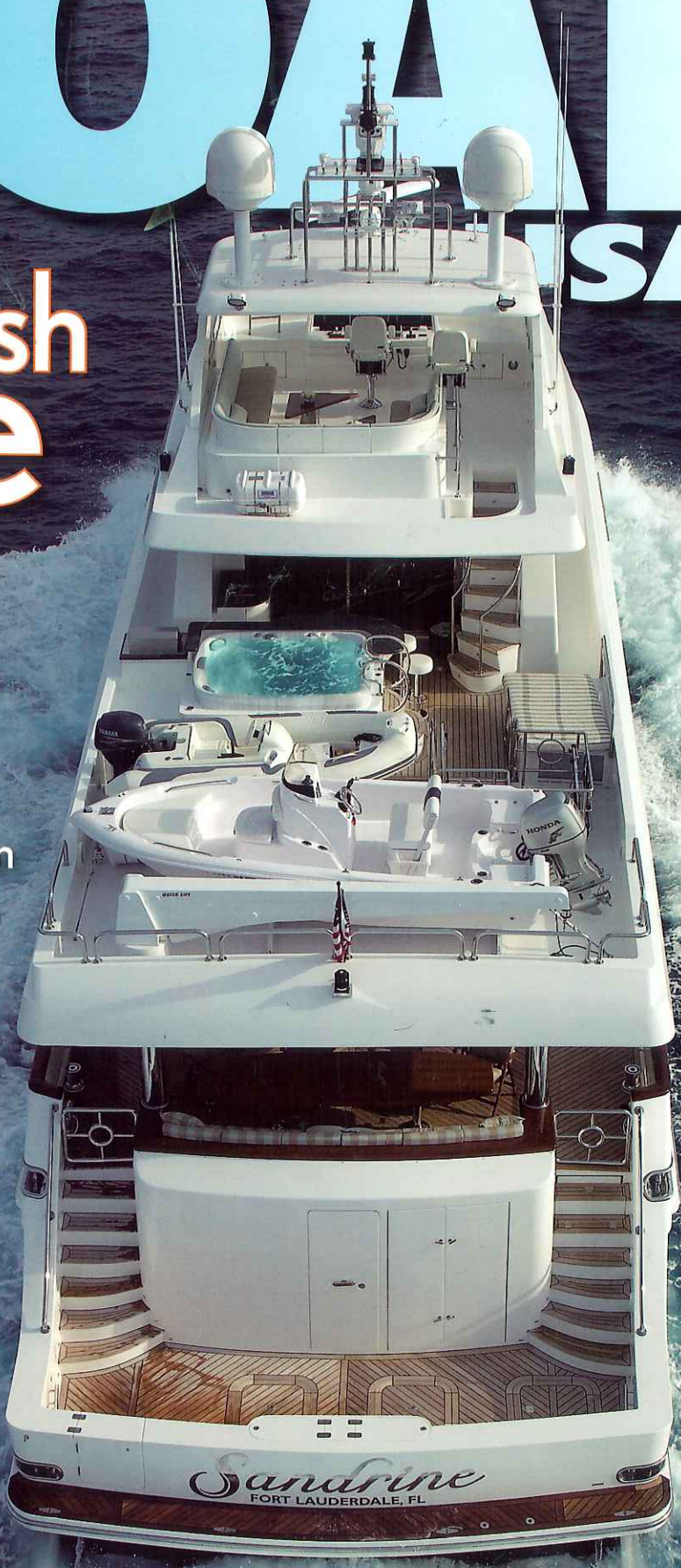
Sandrine

How one owner's vision inspired Hargrave's largest to date.

SURI

173ft Support Vessel

Largest Membrane Sails Aboard Alloy's 170FT RED DRAGON



\$5.95US \$6.95CAN 06>

0 71486 03041 6