



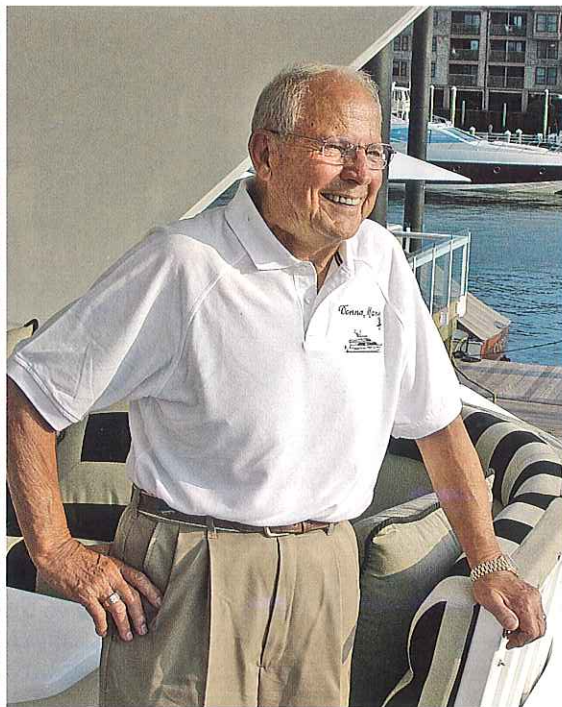
LEAVE THE DRIVING TO HIM

A hands-on owner prefers to handle his Hargrave 93 raised pilothouse motor yacht himself

Some people buy a boat and simply hand the keys over to their captain with an itinerary of where they want to go. Some owners pop by the pilothouse occasionally with a cup of coffee. Some owners never enter their engine rooms. Dick Rowe is not that kind of guy. The antithesis of a dilettante yacht owner, he not only loves boats, he knows them and appreciates how they work.

Rowe maintains a keen interest in all things mechanical. More than 60 years ago, he built his first boat from a kit he discovered in the pages of *Popular Mechanics*. Since then, he has messed around with, and owned a wide range of runabouts and cruisers—everything from a sailboat to a Chris-Craft Roamer to Owenses, Trojans and Bertrams. He was a flight engineer in the U.S. Marine Corps from 1945 to 1965. Prior to his retirement from the military, he and his wife, Donna, bought a retail store in Tennessee that sold marine supplies and “significant” boats. He smiles when he thinks of his 30- to 38-footers as “big boats.”

In the early 1970s, Rowe and Donna started a small family-owned company called Indmar Products. Today, Indmar is the world’s largest privately held manufacturer of gasoline-powered inboard marine engines. Rowe gets a glint in his eye when he discusses engines, savoring all the dry details the way one might describe a »



Portrait by Jill Bobrow

STORY BY
JILL BOBROW

PHOTOGRAPHY BY
DANA JINKINS



Above: The main salon's décor is traditional with furniture in neutral tones. **Right:** The galley has granite countertops and top-end appliances.

succulent sirloin steak. At the outset of our interview, he warned me he is “dull, dull, dull.” Hardly. That couldn't be further from the truth. Having made a significant impact on the marine world, he received the National Marine Manufacturers Association's prestigious Chapman Award in 2002 and was inducted into the NMMA Hall of Fame in 2004. In 2006, the Environmental Protection Agency recognized Indmar for being the first to develop and sell inboard marine engines equipped with catalytic converters like those in cars. These spark-ignition engines can cut smog-forming gases by more than two-thirds and carbon monoxide by more than half.

Rowe, an octogenarian, and Donna, his wife of 60 years, spent a lifetime in business together. Their son, Chuck, and daughter, Kathy, and their respective spouses are also involved in Indmar. It's truly a family affair.

The Rowes' last boat was a 60-foot sportfisherman. They operated it themselves, invited family and friends to join them and caught plenty of fish. When the great-grandchildren came along, Donna became nervous about



the external ladder and worried about the danger of the little ones falling off the flybridge. She convinced Rowe that they had outgrown their boat. The Fort Lauderdale and Miami boat shows were inked into their annual calendar. When they decided to go bigger, they pounded the docks and did their homework assiduously.

“We kept coming back to Hargrave,” says Rowe. “I believe wholeheartedly in fiberglass boats, but I don’t like cookie cutters. I like to be able to change things and do things my way, and Hargrave is always willing to accommodate me. They never say no.”

Donna Marie, a 93-foot (28-meter) raised pilothouse motor yacht, was built over a two-year period. During that time, Rowe traveled three times to China to investigate the boat’s progress. During his stint in the marines, he spent quite a bit of time in the Far East and is fascinated by all the good things that have emerged from this part of the world. Rowe says that Michael DiCondina, Michael Joyce and absolutely everyone at Hargrave were wonderful to them. Hargrave was extremely flexible in working with his suggestions and change orders.

“I wanted wing stations, and I got them,” says Rowe. He especially likes the fact that there are now five stations for handling the boat.

“I also customized the engine room so that you can get to the engines from both sides,” says the man to whom the engine room is of paramount importance. “I did this by shortening the fuel tank, and still I added more fuel. I tucked away all the air conditioners on a shelf. I also set up a workbench in the lazarette with a vise and room for all of my tools. Hargrave had an extra refrigerator down there, but I had enough refrigerators.”

Other modifications are small, but important. Rowe raised the helm seats to improve visibility and added steps to get up to the top deck. His daughter Kathy found a spot for an extra sun-pad lounge. He saw dead space in the aft cockpit and snuck in a bar sink and small service refrigerator and extra storage. “It’s the small things that make a boat truly yours.”

The raised pilothouse has three levels and umpteen places for relaxation and entertainment. At the main-deck level in the cockpit, there is a hardtop protecting the aft dining area. Through the aft doors is a traditional 21-foot-beam main salon with cherry paneling and lovely Sholette window treatments. Soft neutral tones are prevalent in the upholstery of the sofa, armchairs, carpeting and accent pieces. The formal marble-clad dining table is immediately forward of the salon, with easy access to the pantry and to the galley just forward of it. State-of-the-art entertainment systems include a 42-inch enhanced definition TV and a 16-by-9 plasma TV. Accommodations include a spacious master stateroom, a VIP cabin and two twin staterooms. There are crew quarters for four.

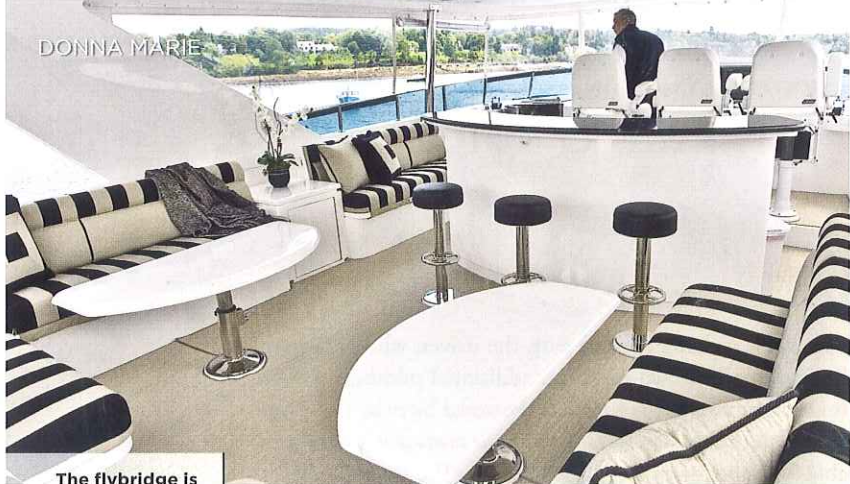
The pilothouse features black leather Stidd low-back admiral’s chairs facing an array of Raymarine, Furuno and Simrad electronics. The pilothouse is welcoming to guests

who want to hang around with the driver, who is usually Rowe himself. Rowe added an additional pilothouse door for easier access to the foredeck. Powered by twin 1,825-hp C32 Caterpillar diesels, *Donna Marie* cruises at a comfortable 20 knots, with a top speed of 24. The flybridge, with its fiberglass hardtop, is the most popular space on board. It



Top: The master has a centerline king bed facing a 42-inch home theater system. **Above:** the opulent, ensuite marble bathroom.

features a bar, barbecue and comfortable seating with hi-lo tables. Aft, the 16-foot Avon Seaport tender and 90-hp engine can be lowered into the water easily with the Quick Lift davit. Rowe’s adult children have six children between them who collectively have produced six great-grandchildren. He can handle one family at a time, Rowe says with a smirk. »



The flybridge is owner Dick Rowe's favorite place to spend time and relax when he's on board *Donna Marie*.

Donna Marie is everything that Rowe and Donna dreamed of. Tragically, prior to the boat's delivery, Donna passed away unexpectedly. One day, as part of their usual routine for health and fitness, Rowe and Donna were at the gym together in Miami. She was on a stationary bicycle and had a brain aneurysm. It has been more than a year since her untimely death, and Rowe is finding

solace in being aboard his yacht. His captain, Jim, and first mate/chef, Ann, have adopted Rowe—or is it vice versa? They take all their meals with Rowe and family when they are on board.

Rowe claims to dislike captains. Jim doesn't take this personally. Rowe is at the helm when they leave a dock and when they tie up. Jim is happy to stand by and let Rowe handle his own boat. Since taking delivery, Rowe has cruised from Florida to the last lighthouse in the United States, north of Lubec, Maine, to Canada and throughout New England. He headed back down to Florida for the boat shows and plans to go to the Dominican Republic in April before heading to Washington D.C. for the NMMA conference. After that he may cruise back north to Maine.

Donna Marie is a real boat that gets real places and gets real use. Rowe does not appear to be slowing down. He confided that he has another Hargrave—a bit bigger—in the works. ☐

READER'S RESOURCE

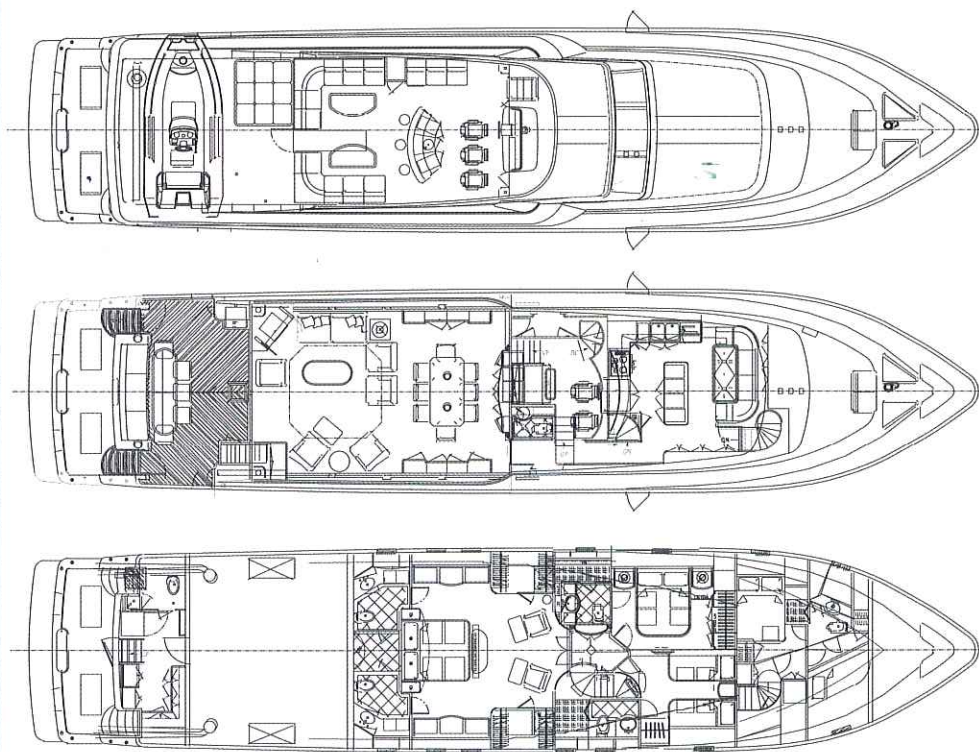
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1887 West State Road 84
Fort Lauderdale, FL 33315
tel: 954-463-0555
fax: 954-463-8621
www.hargrave.org

BUILDER: Hargrave Custom Yachts
YEAR LAUNCHED: 2007
NAVAL ARCHITECTURE: Hargrave Custom Yachts
INTERIOR DESIGN: Yacht Interiors by Shelley
EXTERIOR STYLING: Hargrave Custom Yachts

LOA: 93'0" (28.35 m)
BEAM: 21'0" (6.40 m)
DRAFT: 5'8" (1.72 m)
MAX. SPEED: 24 kn
CRUISE SPEED: 20 kn
FUEL CAPACITY: 3,200 U.S. gal (12,113 L)
FRESHWATER CAPACITY: 600 U.S. gal (2,271 L)

HULL MATERIAL: Fiberglass
SUPERSTRUCTURE MATERIAL: Fiberglass
ENGINES: 2x 1,825-hp Caterpillar C32
GENERATORS: 2x 40-hp Caterpillar w/SoundShield
AIR CONDITIONING: 180,000-Btu Cruiseair

WATERMAKER: Sea Recovery, 1,400 U.S. gal (5,300 L) per day
STABILIZERS: NAIAD, model 302 w/9 ft² fins and DATUM control
BOW THRUSTER: 36-hp hydraulic bow thruster HPS
HORNS: Kahlenberg
ANCHOR WINDLASS AND CAPACITY: Maxwell 4000, 250-lb anchor
DAVITS/CRANE AND LOAD CAPACITY: Quick Lift, 3,500 lb, 360-degree rotation
TENDER: 16' (4.9 m) Avon Seaport w/90-hp Yamaha engine
ENTERTAINMENT SYSTEM INSTALLED BY: Concord Marine Electronics
RADAR: Furuno
ELECTRONIC CHARTPLOTTER: Northstar
AUTOPILOT: Simrad
GPS: Furuno
SATCOM: KVH
MAGNETIC COMPASS: Ritchie
DEPTH FINDER: Furuno
MONITORING SYSTEM INSTALLED BY: Concord Marine Electronics



MIAMI
BOAT SHOW PREVIEW

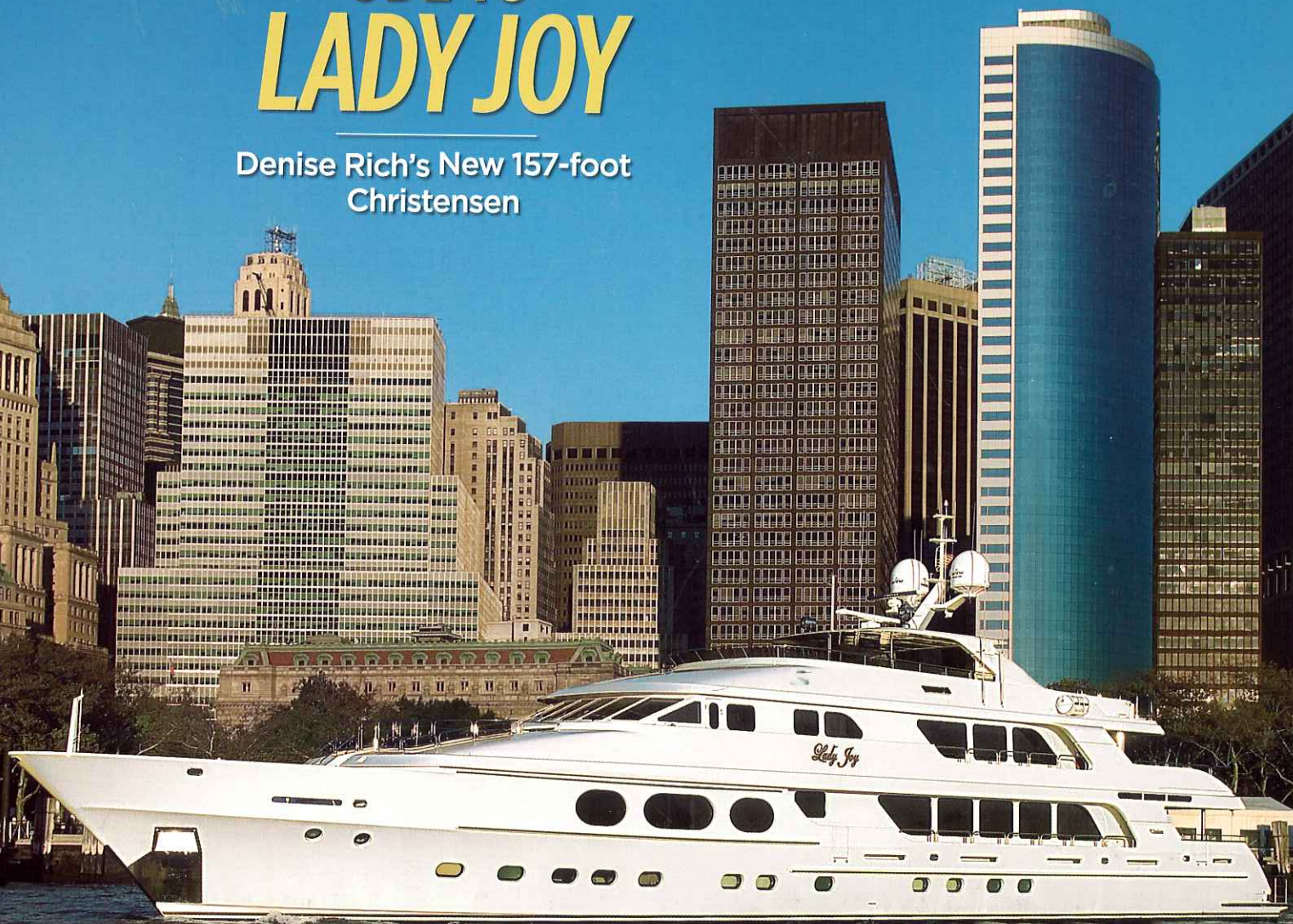
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