

# ShowBoats™

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INTERNATIONAL

**THE  
YACHT  
FOR ALL  
SEASONS**

*110' Waterford from  
Hatteras Yachts*







# HAVEN FOR THE SPIRIT



*I*N DECEMBER 1993 TWO YOUNG, SUCCESSFUL VIRGINIA business partners chartered 125-foot motor yacht *Camille*. The sale of their companies was followed by two more charters, this time on the 97-foot *Enchantress*. They enjoyed the cruising experience so they asked Gregg Child, then the captain of *Enchantress*, to help them find a boat. ►





*The task lay in creating an interior that projected an intimate atmosphere with more than just a touch of formality.*

A SOOTHING  
PALETTE AND TAI-  
LORED DESIGN PRO-  
VIDE SERENITY.  
(PHOTOS CLOCK-  
WISE FROM ABOVE)  
DINING AREA AND  
COLUMN DETAIL;  
THE MASTER STATE-  
ROOM; THE MASTER  
BATH; A GUEST  
STATEROOM; AND  
THE STARBOARD  
SIDE OF THE SALON,  
VIEW AFT.

**A** long wait for custom construction was less than appealing, and yet they had definite ideas about how, ideally, their yacht should be built. The solution appeared in the guise of a 110-foot Hatteras then under construction on speculation for Felix Sabates' American Showboats. The would-be owners found the synergistic energy of the Hatteras/Sabates connection to their liking and the timing seemed undeniably right, although the yacht itself required some modifications.



"The bones were great and we could have a boat that was one hundred percent ours in seven months," one owner said.

With the contract negotiated and the vessel given the name *Waterford*, the owners halted construction long enough to carefully consider what elements of the yacht would change. Fundamentally, the general arrangement would remain the same. The salon and dining area would change radically, and artistically, the decor took a 180-degree turn.

With the yacht's interior maple cocoon already in place, *Waterford's* owners asked Los Angeles-based interior designer Tom Achille, who had worked on several projects for them in the past, to create an interior that projected an intimate atmosphere with more than just a touch of traditional formality. The designer's relationship with his clients made his first foray into yacht interiors a much less daunting proposition, Achille said. "Interestingly, a lot of people told me that this would be a very difficult challenge; that working in the marine environment would be very hard," Achille said. "I had no issues with that. I knew my clients' sensibilities very well. When push comes to shove I knew they would give me the freedom to make it work."

"The first change we wanted to make was to remove a huge bar

that took up a large portion of the aft end of the salon and obscured the view through the floor-to-ceiling windows," said Child. "It seemed to place too much emphasis on sitting around and drinking. On the other hand, the owners love multi-media and wanted to be able to see a television screen from any seat in the salon. That meant two televisions. Our job was to make the TVs as unobtrusive as possible and also to balance the sound."

As the revisions to the yacht continued to develop, Hatteras, American Showboats and *Waterford's* owners realized that the changes were going to negatively impact Hatteras' production schedule. "We started doing a refit on their production line," *Waterford's* owners said. "It taxed them a bit. Rather than fighting the situation, we realized that what we had gone to Hatteras for in the first place was their expertise in machinery and safety systems. We suggested a deal: Hatteras, you address all the electrical, plumbing, and safety issues concerning this boat and we'll do the rest," *Waterford's* owners said.

To Hatteras, the solution was a smart one, and the yard worked with Child to both get the yacht ready for the off-site interior changes, and to make a few systems enhancements.

"One of the things we asked Hatteras to do before we





left the yard was to install backup bilge pumps. For fire fighting, we have two salt water external systems and three internal fresh water systems," *Waterford's* owners said.

*Waterford's* crew quarters, wheelhouse, galley and much of the guest accommodations were completed at Hatteras. Her exterior finished, and all systems certified, the yacht left New Bern, North Carolina, for a berth at Bradford Marine on Ft. Lauderdale's New River. Here, Child, Achille, the owners and an army of subcontractors finished her interior.

To work with the existing gloss-finished maple joinery, Achille proposed a Biedermeier-inspired look to the main deck, which worked nicely with the black carved stair rails to the lower deck accommodations already in place. "Biedermeier is simple and classical, and its one of the owners' favorite periods," said Achille.

According to Achille and Child, the change process was organized around two lists, one for features that fit the scheme and one for things that had to be replaced. In addition to the bar, some of the cabinetry and many of the cabinet doors were discarded, as was a section of marble floor adjacent to the aft deck. A contemporary, octagonal, mirrored tray ceiling had been installed over the salon and to eliminate it would have

been prohibitively expensive. Achille brought it into the scheme by giving it a wood frame and replacing the mirror with a compass rose motif in mahogany, satinwood, and maple.

In order to support the Jacuzzi on the flying bridge deck, the salon span had to be broken with columns. Originally, the steel columns were covered in reflective, contemporary cylinders and placed off-center to match the previous plan.

Seeking to establish stronger symmetry and balance to the space, Achille brought the columns to the center of the room, and used them to anchor a low cabinet that doubles as a wet bar and buffet. Schwerds Columns in Pennsylvania built the tapered maple columns that hide the supports. Biedermeier styling was added by ebonized trim rings below the capitals. This column style was also applied to all the window mullions.

During the Fort Lauderdale Boat Show many visitors to *Waterford* commented on the salon's welcoming residential feel. The primary reason for that ambiance is that all of the furniture appears to be loose and all the built-in joinery under window level is narrow and thus fades into the background. Rather than forcing traffic down the center of the room like a bowling lane, the room encour-




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**WATERFORD'S SALON SPORTS FULL-LENGTH DOORS AND WINDOWS. THE NEW INTERIOR ARRANGEMENT ALLOWS VISUAL INTEGRATION OF THE SALON AND AFT DECK, A DELIGHTFUL FULLY SHADED SPOT FOR CASUAL DINING.**

ages passage down both sides. Achille gives all the credit for that plan to the owners.

"I don't like it when the crew have to walk between the guests either to serve or to perform some function on the boat," Child said. "This arrangement gives the crew two possible paths without walking through a conversation or obstructing the television." For Achille, the arrangement also engineered symmetry and balance. A pair of tailored, chenille-covered sofas, two club chairs, and a coffee table form the nucleus of the arrangement. Two non-match-

ing occasional chairs and two non-matching end tables can be moved around in the mix without upsetting the balance. Twin TVs are housed in Biedermeier-style cabinets in the aft corners.

The dining area occupies the space between the bar and the athwartship stairs to the four staterooms below. The custom bleached anigre table extends with leaves to seat as many as twelve guests. A commissioned fresco in the Pompeian style is the focal point of the room.

Stairs lead to a mirrored lobby on the lower deck, its shape defined by a border of marble. Double doors open on the full-width master, with its ample duplex bath. Two of the guest staterooms feature queen-sized beds. The third is a cozy twin. All of the staterooms are wrapped in maple paneling and utilize a palette of forest tones and fall colors.

Waterford's wheelhouse was modified slightly to fit a small table in front of the aft settee. The console is pure Hatteras.

In the engine room, Waterford is the third Hatteras fitted with a pair of the 24-cylinder

Detroit Diesel engines. These 1,700-hp beasts give Waterford a top speed of 23 knots and an honest 19 knots cruising speed.

"From the outset, we had not intended to build a boat for expression of ego. We wanted a comfortable, non-threatening space to enjoy the spiritual nature and experience of being at sea," Waterford's owners said. "That purpose has been achieved, and more. It was a team effort that built this boat, and we are both pleased and proud of the process."

## SPECIFICATIONS

**Builder:** Hatteras Yachts  
**LOA:** 110' (33.5 meters) **Beam:** 24' (7.31 meters)  
**Draft:** 7'5" (2.28 meters)  
**Max. displ.:** 150 tons **Max. speed:** 23 knots  
**Cruising speed:** 19 knots  
**Range at cruising speed:** 700 nm  
**Hull & Superstructure:** Fiberglass  
**Fuel capacity:** 5,500 gallons (20,900 liters)  
**Fresh water capacity:** 1,000 gallons (3,800 liters)  
**Year launched:** 1996  
**Naval architecture:** Jack Hargrave/  
 Hatteras Design Team  
**Interior design:** Thomas C. Achille & Associates  
**Exterior styling:** Hatteras Yachts  
**Engines:** 2x Detroit Diesel 24V71 TA DDEC  
**Props:** Custom  
**Generators:** Onan 55kW  
**Shore power converter:** Hatteras

**Air conditioning:** Marine Air Systems  
**Watermaker and GPD:** Watermaker, Inc. 2,500 GPD  
**Stabilizers:** Naiad  
**Bow thruster:** American Bow Thruster  
**Hydraulic system:** Hynautic  
**Paint:** Awlgrip **Horns:** Hatteras  
**Deck windlass:** Maxwell 6000  
**Davits/Crane and load capacity:**  
 Nautical Structures, 2,500 lbs.  
**Tender:** Novurania  
**Radar:** Anritsu **Autopilot:** Robertson AP9  
**GPS:** Northstar 941 **Compass:** Richie  
**Satcom:** Scientific Atlanta Maristar M  
**SSB:** SEA 225  
**Depth finder:** Brookes & Gatehouse 20/20 CD  
**Wind instruments:** Brookes & Gatehouse  
 20/20 CD  
**Installed by:** Yachtronics