



M A S A P P E A L

A nine year project has not only resulted in the birth of 2017 North American FLIBS star *Muchos Mas* but the rebirth of Jack Charles's Crescent Yachts, says *Marilyn Mower*



“There were a lot of good innovations and cool details that were appropriate to their lifestyle. The new owners are a young family that enjoys diving. We shared enthusiasm for what we could make of this boat”

This surprising saga begins nine years ago, when the Seattle-based yacht designer Jonathan Quinn Barnett was hired to create the lines of a new model for the international market, a large volume 140ft motor yacht with modern styling and ample amenities. The basis for the hull would be a semi-displacement design by fellow Seattle naval architect Jack Sarin that had been a successful platform for Crescent Beach Boatbuilders of British Columbia.

As Barnett explains: “Rather than split

the mold in half and add a wedge to the middle for more beam and graft on a few feet at the back, as many yards were doing to go bigger and which often results in a blunt bow, we did a full study resulting in us reshaping the bow for a finer entry and performing a tank test. The result of the testing showed the hull would do 23 knots with the planned power.” They proceeded with the project.

“They” was a Canadian investor outfit that had purchased the name and assets of Jack Charles’s well-known Crescent Beach Boatbuilders, which included that

Sarin hull mold, when Charles retired. But, not having bought the Crescent Beach property on the Fraser River, they did not have the space to lift a 140ft boat.

Here the story takes a funny turn. They subcontracted Charles’s grandson, Tim Charles, to build the hull at his company, Platinum Marine, in Richmond, BC, where there was a skilled core of craftsmen, many from his grandfather’s yard. With the completed hull barged up the river, the company began installing systems and built the deck and something of a superstructure.

PHOTOGRAPHS: OPENING SPREAD AND THIS SPREAD BOTH FOREST JOHNSON





inspections. The owner wanted the boat completed to full commercial Lloyd's and LY3 certification," Darwent says.

The first eight to 10 months were all inspection and analysis. "In some cases we found that the previous builder had installed quality equipment, it just wasn't the right equipment for this boat. For example, the generators and shorepower converters were grossly undersized." Every mechanical component was inspected, taken apart and updated if necessary to provide the owner with warranties. If it couldn't be updated, it was replaced. During the build, Charles added some key players to his team including naval architect and engineer Burkay

Then came the global recession and the investors with the partially built boat were in the wrong place at the wrong time. The project was mothballed. Bankruptcy ensued. The concept was advertised in 2014. Fraser in California was tasked with finding a buyer for the hull and it just so happened that Fraser in Florida was managing a 116ft Broward named *Muchos Mas* for charter. That yacht's owner, a Miami-based entrepreneur and philanthropist, was looking for a larger boat. One thing led to another and he decided that buying and finishing the 144 Crescent would be his kind of project. He liked the lines and the size. "I knew it would be complicated," he tells us, "but I thought it was the perfect platform for what I had in mind."

To size up the project, he hired David Darwent, who has been directing refits and new builds since 1989, to be his representative. It quickly turned from a mere completion to something akin to a new build.

"The real hero of this story is the owner," says Darwent, who came aboard in late 2014. After exploring his options,

he decided to engage Tim Charles, who in the meantime had regained the Crescent trademark, to finish the boat. It would be the biggest project yet for his yard, which specializes in refits, and a major coup for the reborn Crescent Yachts. The project was barged back down the river.

"As we dug into the project, we quickly realized three things: it was heavy, we didn't have much documentation and [there were] no engineering studies or weight calculations. We had some drawings stamped by ABS but no class



BRIDGE OF SIZE

The full beam bridge deck aft is home to a sizable seating and dining area beneath the sundeck overhang

PHOTOGRAPHS: FOREST JOHNSON; NEIL RABINOWITZ





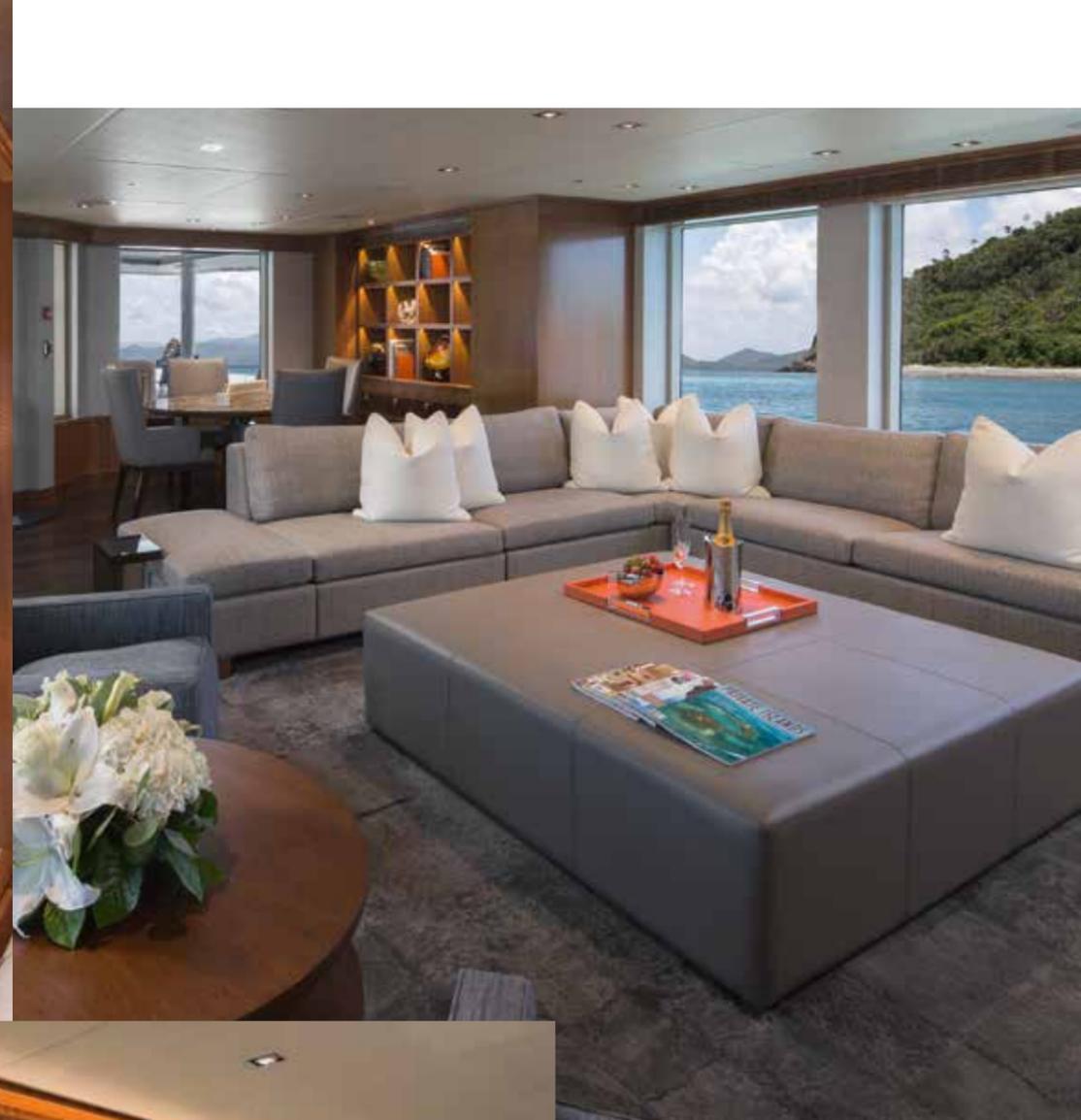
Yilmaz, formerly of Bilgin Yachts in Turkey, to assist the yard's general manager Scott Hay.

Early in the client discussions, Charles introduced the original designer, Barnett. "They found me still convinced of the value of this project," Barnett says. "I thought there were a lot of good innovations and cool details in it that were very appropriate to their lifestyle. The new owners are a young family that enjoy diving. We shared enthusiasm for what we could make of this boat."

Which is how Barnett found himself in the enviable position of revisiting one of his designs "with 20/20 hindsight." When weight and stability calculations questioned the impact the superstructure as supplied would have on stability, Charles and Darwent realized it would be necessary to jettison much of the questionable upper works done by the interim builder. So Barnett asked Darwent if he "could have another go" at refashioning the superstructure to incorporate things in tune to the new owner's lifestyle. The new structure would be built of infused carbon fiber, reducing weight by 5,000lb to 6,000lb on the

CONTEMPORARY COMFORT

The interior has a casual elegance, with large comfortable custom furniture and wool and silk rugs. Dark wood stairs connect the main deck's entrance corridor and the bridge deck (above)



sundeck alone. "For example, we took off a 1,500lb hot tub and replaced it with one of 600lb molded in carbon fiber by the yard," Darwent says.

"The new owners knew they would offer the boat for charter and wanted to add memorable features," Barnett says. Because there would be a spectacular sundeck with a spa pool, they saw no reason for a spa pool in the master cabin en suite. Instead it now showcases a spectacular horizontal shower by Dornbracht. A series of overhead jets pulse waves of water in a programmed pattern over a heated onyx bed for a spa-style hydro massage experience. There are also two showerheads for standard vertical showers. The glass surround on the huge onyx-walled shower area becomes opaque for privacy at the touch of a button. From overhead, light



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SUNDECK SPACE

The bridge deck is full beam so the sundeck above is huge too. Glass panels surround the

deck, which boasts a spa pool with swim-up bar and submerged molded benches. There is also an outdoor movie screen

ripples down through the glass bottom of a moon pool forward on the expanded Portuguese bridge. “They wanted an area where they could sun and hang out at the bow so this small pool is more about dangling your feet in or cooling off,” Barnett says. “It lets an amazing amount of light into the master.”

For the main deck master stateroom itself, the original design was revised with larger windows given a modern stainless steel surround. It takes full advantage of the yacht’s 28ft 6in beam with ample built-ins for seating and storage. The light neutral color scheme is truly relaxing.

“I went into the project with charter in mind,” confirms the owner. “I think it’s important to have a resort-type feel rather than a homey or edgy feel. Water is my happy place.”

Between the master stateroom and salon is a memorable galley designed and installed by Restaurant Design and Sales, a commercial kitchen supplier in Bellevue, Washington, that Barnett has worked with on other yacht projects. All gleaming stainless steel, it has every conceivable food preparation device plus

a herb garden with professional grow-lights. The design keeps crew traffic and stewardesses involved in prep or course changes out of the cooking zone. Two doors provide service route options.

“Ever since I worked for designer Jon Bannenberg,” Barnett says, “I’ve been trying to follow his guidance to reinvent the traditional GA in some ways that bring surprises. On this boat, the galley and the staircases and various outdoor living areas are some examples of that.”

The lower deck staircase connecting the salon to the guest cabins is impressive with its landing and its dark walnut surround. The VIP can be combined with an adjacent cabin to make a full beam suite and finely appointed to give near parity to the master should there be two principal charter clients.

The indoor salon and dining area is delightfully contemporary, with a sort of casual elegance that many try but fail to achieve. The wide planked floors speak to a vacation home theme while the tweed fabrics, lighting fixtures and wool and silk area rugs are penthouse appropriate. The custom furniture is large and comfortable, inviting guests to kick off their shoes and put their feet up.



PHOTOGRAPHS: PREVIOUS SPREAD AND THIS PAGE FOR: ST. JOHNSON





ALL THAT GLITTERS

The Stardust Silver paint is part of the feeling evoked by the boat, says her owner. "The reflections of water colors on the hull are fantastic. At sunset, with the last bits of light, the boat becomes part of the process."

By pushing the engine room's fresh air supply outboard to the fashion plate on the port side, there is room for a large wet bar at the aft port corner of the salon that has 270 degree views. Its placement keeps it from dominating the room while a sliding window also facilitates service to the aft deck's outdoor living area. "Experience with charter guests tells us that sometimes guests like to sit at a bar and look out, but they don't necessarily want to be out in the weather or out in public view," Barnett says. "Here they have a view out over the deck to the water or they can see the television and be part of the salon activities." Barnett envisioned the aft deck with its raised seating area as a casual patio linking the deck above with the beach club at the stern below. He used gray Esthec for a small section of the aft deck and a mix of white and shades of gray for exterior cushions and upholstery.

The dark wood stairs lead from the main deck's entrance corridor up to the

bridge deck, making two 45 degree turns en route to land at an oversized lobby area designed to showcase art and offer discreet access to a dayhead. It is another feature that makes the boat feel larger than its length. The sky lounge aft is a space for social interaction. The beautiful quarter-sawn oak joinery details introduced on the main deck come to the fore here in decorative moldings and cabinetry. With such a large interior to fit out, Crescent sought help from a high-end Abbotsford, BC, company called Offshore Interiors. "The owners wanted contemporary but not cold. We used walnut in some places but also lighter woods. I steered away from flat panels because flat panels amplify sound. Angled panels and moldings keep the sound from being too bright," Barnett says.

Because the bridge deck is full beam, the sundeck above is equally massive, with a floor area equal to that of 50 meter (164ft) or more yachts. The pool with its

swim-up bar appears huge but half of it is shallow, with molded benches for tanning while partially submerged. A waterfall fill adds a soothing sound. Clear glass panels surrounding the sundeck will make it comfortable during early season cruising.

Talking about the tremendous number of things that were added to the original scope of work, Charles notes that he is glad the clients insisted on the highest quality work and components and had "such a great contemporary style. I'm really proud of the opportunity we had to showcase our joinery. Refit projects don't always allow us to show craftsmanship. I feel like of all the ways to reintroduce the Crescent brand, I couldn't be happier."

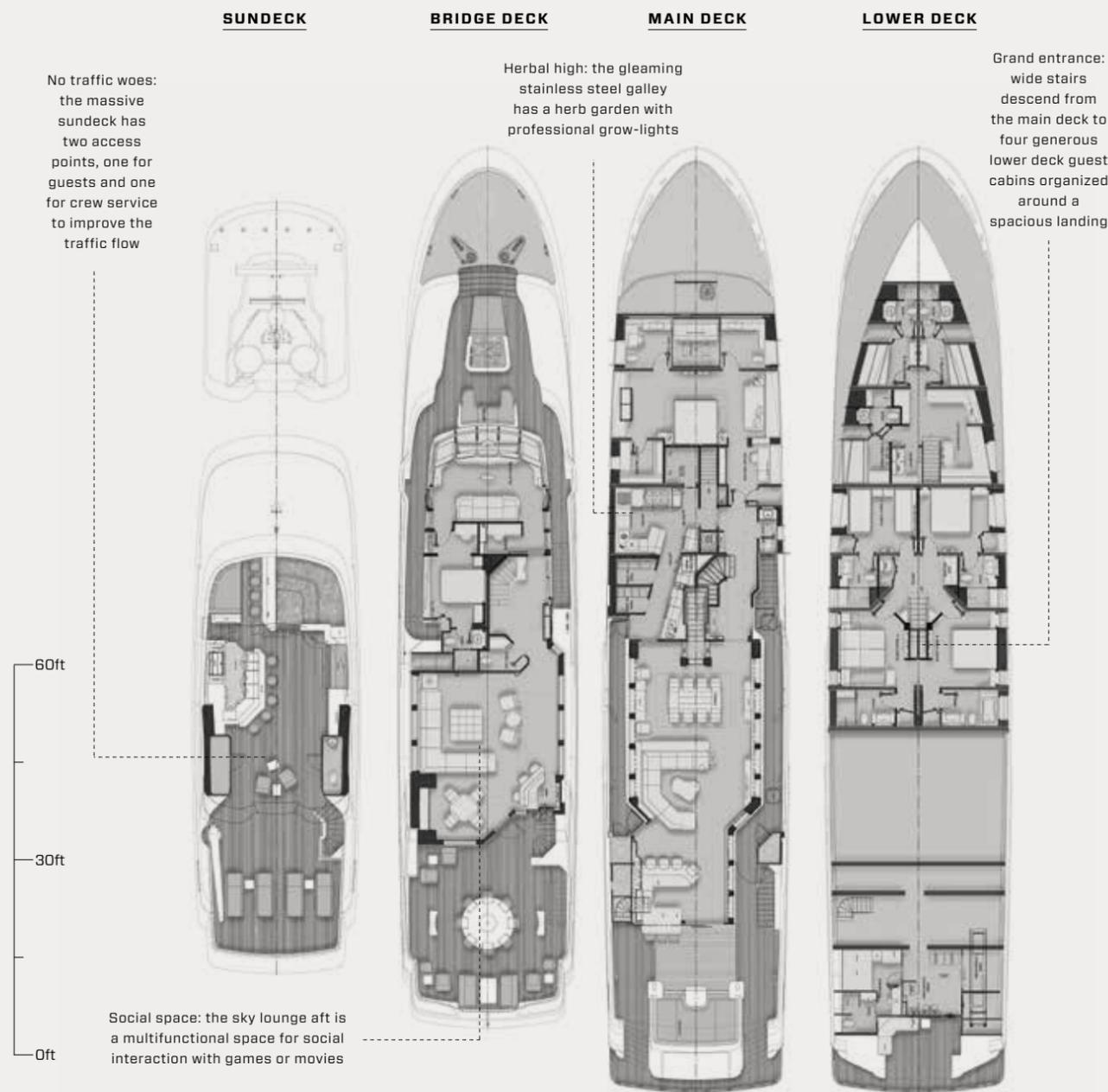
"My first charter experience in the BVIs was the best week I'd ever had," recalls the owner. "I want that for others. That's what this concept is all about, from the design to the organic food. That's why we named it *Muchos Mas*, which means many more - many more memories." ■

PHOTOGRAPH: NEIL RABINOWITZ

SPECS

MUCHOS MAS

CRESCENT CUSTOM YACHTS



LOA 144' 4"	Engines 2 x MTU 12V 4000 M90 2,040kW	Generators 2 x Northern Lights M1066A2 145ekW	Line series 650	Naval architecture Jack Sarin	Builder/year Crescent Custom Yachts/2016
LWL 128' 1"	Speed max/cruise 18/13.5 knots	Fuel capacity 12,297 gallons	Owners/guests 12	Exterior styling JQB Design	Richmond, British Columbia, Canada
Beam 28' 6"	Range at 13.5 knots 2,200nm	Freshwater capacity 2,034 gallons	Crew 10	Interior design JQB Design	t: +1 604 301 3900 w: crescentyachts.ca
Draft (max) 7' 10"		Tender Novurania Custom	Construction Fiber-reinforced plastic		
Gross tonnage 491GT			Classification Lloyd's LMC 100A1 SSC Yacht, Mono, G6		For charter Visit burgessyachts.com