



STAMPEDE



MARK SIMMS

It's not every day that a yacht comes back to the yard where it was built for a refit. Princess Gloria, a 108ft Delta, comes home to emerge as Stampede.

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<<Ex-Princess Gloria

Adding a 9ft extension to the stern to incorporate a fishing cockpit with an integrated bait tank and fish box; a raised hardtop for better visibility; a Jacuzzi; and an extended overhanging deck, Delta surpassed these owners' wishes for a new yacht.

Congratulations to Delta and Stampede's owners for winning a prestigious Neptune for Refit of the Year!





It's not often that a shipyard gets a second chance to improve upon a project it originally built. But when the new owners of the Delta Marine explorer yacht *Princess Gloria* brought her back for an extensive refit more than 16 years after her 1990 launch, the Seattle yard welcomed the challenge.

"I was there when the boat was built and was involved intimately in putting her together the first time, so there's an advantage in doing a refit on a vessel that you know so well," says Jay Miner, Delta's chief naval architect.

He describes the process of transforming the former 108ft *Princess Gloria* into the completely updated and refurbished, 117ft *Stampede* as, "new technology meets old." The full displacement composite yacht—which had only one previous owner—was a time capsule of sorts for the shipyard. The original owner had maintained her well, and had not seen the need to make many changes.

One of the very first vessels over 100 feet to be purpose-built by Delta as a luxury yacht, *Princess Gloria* was inspired by the rugged commercial fishing boats the shipyard built for the demanding waters of Alaska and the Pacific Northwest. She was designed by Miner's predecessor, the late naval architect John Schubert. "John's background was in commercial design," says Miner. "*Princess Gloria* was a more refined concept, but it maintained the character and the bones of a commercial-style hull." The design was a success and Delta has built several similar yachts, including the recent *Marama*, a 2009 Neptune recipient (featured in BI USA #76 Nov/Dec 08).

The new owners had no intention of buying a boat, let alone refitting one, preferring instead to charter or cruise with other friends who owned yachts. In fact, it was a friend—a former Delta owner—who spotted *Princess Gloria* when she came on the market in 2006. "He called and said, 'I found your boat,'" the husband recalls. "I said, 'I'm not looking for a boat.'"

But when the couple went to see her, they fell for her traditional looks and solid, seaworthy hull.

"The boat has a mightiness about her; you feel safe in any seas," says the wife. "We've nicknamed her 'The Mighty *Stampede*!'"



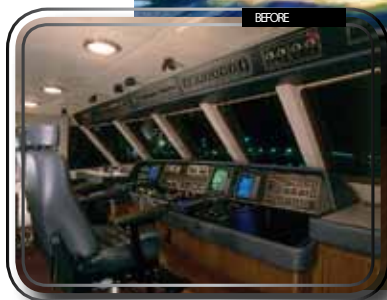
THE LARGE GLASS DINING TABLE WAS CREATED BY LOCAL SEATTLE ARTISAN PETER DAVID. "I WANTED THICK, GREEN GLASS." ON CLOSER INSPECTION, YOU CAN SEE IT IS FILLED WITH BUBBLES LIKE A VINTAGE COKE BOTTLE. "IT WAS AN ENGINEERING FEAT GETTING IT IN HERE."

After the purchase, the owners had her engines rebuilt. Both the wife, who owns her own interior design studio, and the husband, an avid angler, knew they wanted to update many other features as well. "What we bought was a boat with a great hull design, engines and equipment, and a nice layout that could be worked with."

But before jumping into a refit, they convinced Captain Phil Parker—who served as *Princess Gloria's* original build captain and had been her master ever since—to postpone retirement and take them and their two grown children on a six-week voyage to Alaska in the summer of 2006.

The trip helped them realize they were using the yacht very differently from the previous owner. The husband wanted more space dedicated for fishing. The wife wanted more places on deck where they could sit together. "We realized there were no outdoor dining or sunning areas," she says. They also needed more storage for their water toys. "Our family is active. We had a long list of changes."

They brought *Stampede* back home to Delta in the fall of 2006, inviting Captain Parker and his wife, Diane, to add their experience to the refit. Delta co-founder Jack Jones and Jay Miner both took active roles in the 16-month project. The owners themselves





On a seatrial from St. Barth's to St. Marten, we never even noticed when Stampede's new captain, Lazlo Cziraki, started the engines—the yacht is that quiet. During the refit, Delta was able to improve upon the original sound abatement technology and upgrade it to today's standards. This included floating the floors and increasing the use of damping tiles and barriers around the perimeter of the engine room. The result: sound levels in the master stateroom equivalent to a brand new yacht built to the highest industry standards! In four- to five-foot seas quartering on the starboard stern, with an ocean swell running, the yacht provided a very stable ride—partly due to her heavy displacement, but also to her oversized Naiad stabilizers, which the new owners augmented with bigger fins. Fuel consumption at 10 knots was a total of 33gph, right in line with the couple's environmental principles. Stampede's fuel efficiency gives her transoceanic range of more than 6,000 nautical miles at 10.5 knots. In fact, she is scheduled to cruise to the Med on her own bottom this summer.

were heavily involved—he weighed in on the structural changes while she analyzed the existing spaces and worked with Delta to reallocate much of the interior and deck spaces to better suit their requirements. “It has morphed into quite a different yacht.”

Delta rose to the challenge of changing its progeny to suit her new owners' tastes without compromising her original seaworthiness and spirit. “The joy of any refit is to make significant changes but to have what's accomplished read...as an inherently sound concept so it doesn't look like a cut-and-paste,” says Miner. “The success of this one was making it look like that's the way the vessel was conceived.”

The most substantial alteration to the yacht's exterior was the addition of a 9ft extension to her stern. Delta also raised the hardtop, at Jones' suggestion that it would open up the view and add a feeling of spaciousness to the flybridge.

Jones was right. The flybridge went from being a functional/service deck with a stand-up helm, to a fun place for the family to hang out. The owners added a Jacuzzi, whose installation required the interior stairway to the pilothouse to be removed.

“We extended the overhanging decks as well,” says Miner, adding that the owners made that part of the project easier by allowing him to add slender, reflective stainless steel pillars for support. “They tend not to be found by the eye when you're reading the profile of the vessel,” he explains.

On the boat deck, the overhang extension allowed room for a new sunpad aft. “We call it—very affectionately—the ‘bimbo area,’” says the wife. “It is the perfect place for reading, sunning and napping.” One of the things the couple liked about this deck was its large storage lockers, so they asked Delta to add more to accommodate their dive equipment, vests, and other outdoor gear. The shipyard also built a stainless steel “toy tree” to hold the kayaks, surfboards, and a Zuma sailing dinghy. On either side are cradles for *Stampede's* 22ft Nautica and the 18ft carbon fiber flats fishing boat, which are launched by the purpose-built davits and a 4,500lb-capacity crane. Bicycles are stored forward within the cavernous Portuguese bridge.

With the fishing features removed to the new cockpit, the aft deck became a spacious outdoor dining area, shaded by the boat-deck overhang. Delta's woodworkers built a custom hatch-top teak table, where the family now enjoys many of its meals on board. A cozy banquette provides an ideal spot for intimate dinners, as well as adjacent buffet space.

To further enhance this space, the owners redesigned the entry to the main saloon. “The original entry was simple and basic. We added a window and enlarged the size of the glass on the door.” The entry was slightly impinged by the stairway leading to the engine room. They moved the engine room access to port, replacing a storage closet. The result was a generous and much needed flow of light from the aft deck, as well as a more gracious entry to the saloon.

The machinery space itself and much of the equipment it contained was updated to facilitate “greener” operations. A new night generator was added, more efficient air conditioning was installed, and a state-of-the-art blackwater system was integrated into the yacht's engine room.

While they originally intended to replace only soft goods and carpet in the yacht's interior, they ended up creating an entirely new look for *Stampede*. “It is a modern style incorporating traditional marine finishes. That was the concept,” says the wife. “I wanted it to be elegant and simple, and I included an occasional marine antique.” This being her first marine project, she made concept drawings and pulled fabrics and finishes, giving them to the Delta Design



THE ENLARGED WINDOWS OF THE MASTER SUITE BRING THE BEAUTY OF THE OUTDOORS IN AND FLOOD THE ROOM WITH LIGHT.



The fourth stateroom was converted into a workout room, with the ensuite bathroom walled off and now serving the captain's quarters.

Group for sourcing and/or manufacture. "I enjoyed my association with the Delta Design Group," she says. "We worked very well together to bring our vision to reality."

In the main saloon, the yard conducted a careful evaluation—both physically and by computer—to assess whether the deck above would hold the yacht's new davit and tender payload if two columns placed for structural redundancy were removed. "The Delta guys put 4,500 pounds of weight on the boat deck over the saloon, with no deflection," the husband marveled.

"I was not as concerned about the strength as I was about the possibility that the decks would vibrate and set up resonances," says Miner. "The computer analysis showed there was no problem."

The original millwork in the main saloon was a fairly dark oiled walnut. This was replaced with warmer colored teak joinery featuring double-bullnose ceiling moldings, book-matched cabinets, and nautical, hatch style doorframes. The wife selected rich, Elizabeth Eakins carpeting and designed sofas upholstered with textured, Brunschwig Crosshatch fabric. At her direction, Delta built raised, coffered ceilings in the living and dining areas.

Updating the master stateroom required the yard to do more surgery, this time breaching the hull. The small portholes were replaced with bigger windows, matching those aft. Built-in wardrobes were removed and centered pocket doors were installed in the wall separating the stateroom and bath. To replace the lost closet space, Delta captured space from the adjacent crew laundry to convert to the required walk-in closet. Now the couple has the option of leaving the bathroom doors open. "Reconfiguring the bath with a center opening, coupled with the new larger windows resulted in enlarging the visual space of this suite."

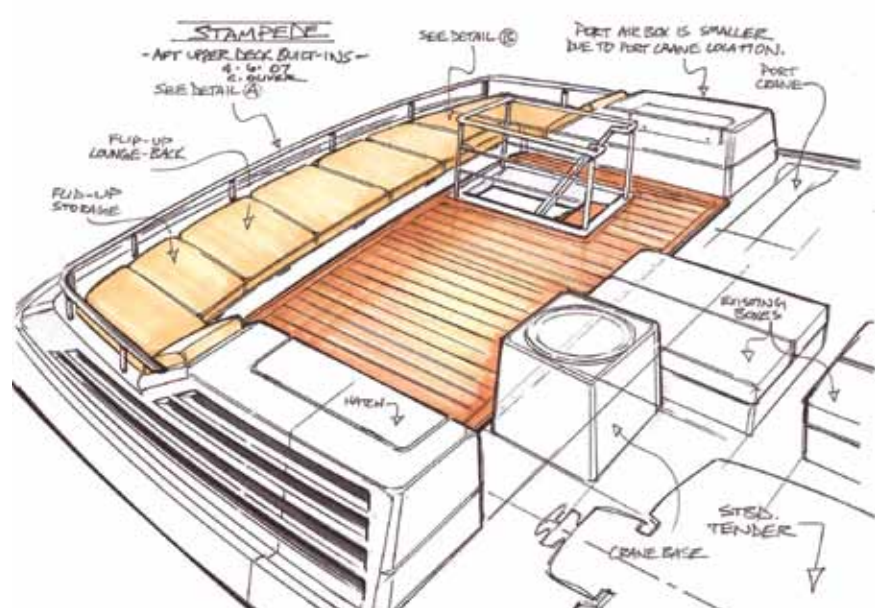
The yacht originally had four guest staterooms below, now there are three—port and starboard queens and a twin. One of the twin staterooms was converted to a gym, which is used daily. A practical ultrasuede finish was chosen for the walls, in order to brighten the cabins but also to keep them easy to maintain. Off-white Corian countertops and backsplashes are incorporated into the guest baths. "I wanted them to be able to live through catastrophes, like nail polish remover!"

The captain's cabin was relocated from the wheelhouse to the crew quarters to make room for the skylounge. Located behind the wheelhouse, this is perhaps the most inviting room on *Stampede*, perfectly suited for reading and family games. It offers wonderful views from all-new windows, designed to continue the graduated angle of those on the bridge. The former fisherman's bath now serves as a dayhead, with entry



STAMPEDE HAS A LARGE GALLEY, LOUNGE, AND PLENTY OF OTHER SERVICE SPACES ON THE MAIN DECK FOR CREW.

THE BUSINESS END



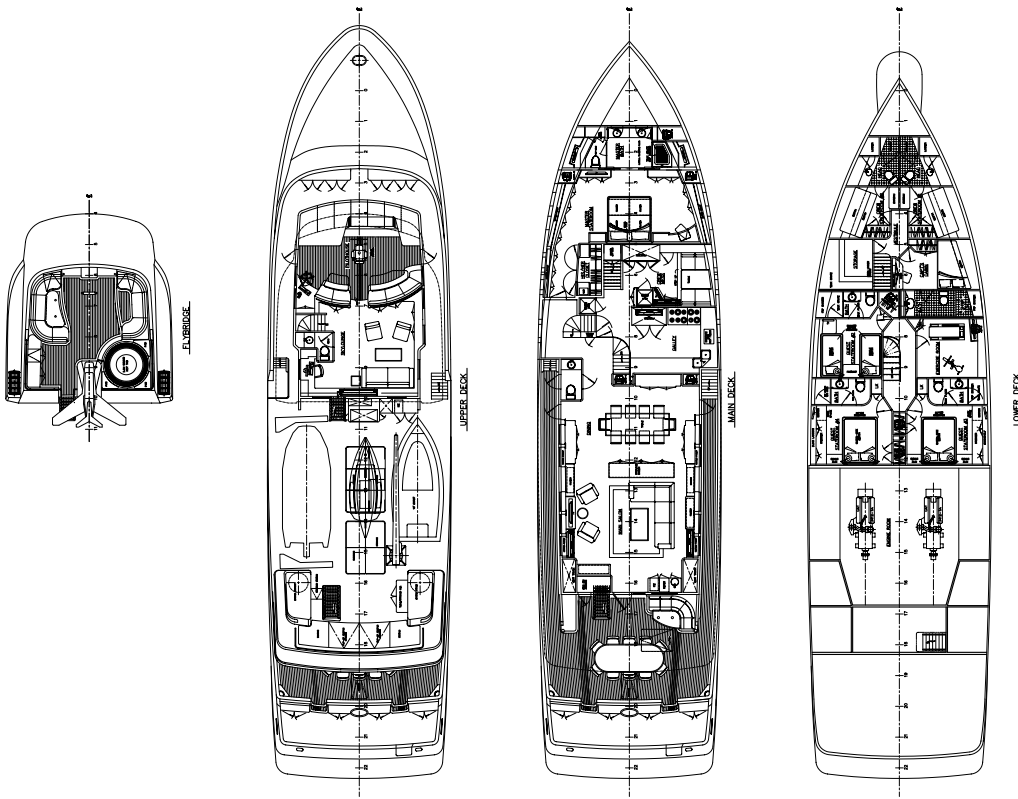
One of the biggest challenges Delta faced was adding a large fishing cockpit without spoiling the yacht's exterior lines or adversely affecting her performance. The shipyard built the extension at the request of the husband, an experienced angler. "Mr. Owner was most interested in the business end at the stern... to create a better environment for the fishing operation," says chief naval architect Jay Miner. The length of the new cockpit was a subject of debate, however. "As long as you are going to the expense of doing

an extension, you want to get the most out of it," says Miner. On the other hand, he cautioned, "more seemed better, but we had to make sure that we weren't doing anything detrimental to the vessel performance because we weren't moving the running gear." The optimum length turned out to be 8 feet 9 inches, providing enough volume in the cockpit to encompass a live baitwell, bait prep center, tackle storage, rod holders, and an in-sole fish box—everything needed for big-game action. It also

incorporated a small swim platform. Delta did not break through the existing stern, but instead engineered the extension as a completely separate composite part. The yard built a mold, then laid up the part using its resin-infusion, vacuum-bag construction process. "It slid on like a glove to the back of the stern," says Captain Phil Parker, the yacht's original build captain, who returned to help with the refit. "The hull integrity was left intact." Far from hurting *Stampede's*

performance, Captain Parker found that the yacht actually benefited from the extension. "A wineglass-shaped hull has a tendency to roll. This piece takes that wineglass shape and flattens it out, which helps the boat's stability," he says. "She always was a grand boat because of her weight. The extension has increased her efficiency and speed." As for *Stampede's* exterior looks, her old captain and her new owners agree that the cockpit addition is beautifully balanced and in proportion with her original profile.





SPECS

LOA: 117ft (37.5m)
 LWL: 112ft 11in (34.5m)
 Beam:
 28ft(8.53m)(molded)/29ft(8.84m)(extreme)
 Draft: 10ft 6in (full load)
 Displacement: 354 long tons (full load)
 Engines: 2 x Caterpillar 3,412 624bhp @ 1,800rpm
 Speed (max/cruise): 13/11.5 knots
 Fuel capacity: 20,000 gallons
 Range: 6,000 nautical miles @ 10.5 knots
 Generators: 2 x Caterpillar 3,306 75kW/1 x NorthernLights65kW/1xEmergencyGenerator
 Stabilizers: Naiad with 3-term datum control
 Bow thruster: Arcturus Marine TRAC (100hp)
 Freshwater capacity: 2,200 gallons
 Sewage system: Headhunter
 Watermakers: 2 x Village Marine 2,000gpd
 Fire-control systems: Fixed Halon
 Air-conditioning: Dometic 15-ton
 Entertainmentsystems: Zee Systems, Sea Tel
 Satellite Television, VOIP, Multi-Media Server
 Communication: Harris Electric
 Security systems: Delta Marine
 Paint: Awlgrip
 Material: Composite
 Owner and guests: 8
 Crew: 6
 Tenders: 22ft custom Nautica RIB Yamaha 150hp, 18ft custom carbon fiber fishing boat
 Crane: 2 x custom cranes
 Special features: Custom fishing cockpit, integrated bait tank and fishbox, 300-gallon tender fuel and fueling station, full steering controls at bridge, wings, flybridge & aft station
 Classification: ABS
 Naval architecture: Delta Design Group
 Exterior styling: Delta Design Group
 Interior space planning: Delta Design Group
 Interior design: Penny Stamps Interiors/Delta Design Group
 Builder/Year: Delta/1990
 Refit/Year: Delta/2008
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from the exterior and the saloon.

Furnished with comfortable custom furniture, as well as a few antiques, the skylounge is a showcase for exotic items from voyages the owners have already made aboard *Stampede* since her re-launch in January 2008. Also on display is a New York Yacht Club trophy for “Best Powerboat”, a crystal decanter that was awarded during the club’s 2008 Annual Cruise; and most recently, a 2009 Neptune for Refit of the Year, a true peer validation of the refit’s success.

In the end, the project turned out to be much more extensive than the owners originally anticipated. But they are very happy with the results—and with their collaboration with Delta Marine. “They were honest, honorable, creative and smart,” the owners say of the shipyard. “A lot of time and thought went into this project. We are thrilled with *Stampede*.” |

Meeting greener standards required the addition of new machinery and engines to the 20-year-old vessel.

