



# High-Tech Sport Yacht

The new Concorde 41 from the Pacific Northwest is a combination of megayacht construction and classic design.

STORY AND PHOTOGRAPHY BY NEIL RABINOWITZ



The sun is just rising over the North Carolina dunes, but the wind is already blowing the tops off the waves and the surf is up. An old Woody is parked up the beach, surf boards piled high in the early morning's soft light. Ward Setzer, a longtime surfer with his own line of boards, thinks the only thing missing from this Beach Boys scene is a boat — his boat. Since Setzer is also one of the leading yacht designers in the world, he goes back to his office and designs one: a fast, fun, island-hopping sport yacht with classic lines, a graceful, rising sheer line, a hint of a tumblehome at the stern, molded cap rails around the bow and tons of teak.

Out in the Pacific Northwest, Setzer's design caught the eye of Gilbert Villarreal, who then owned Northern Marine, a yard that was building 85- to 151-foot composite yachts in Anacortes, Washington, including some of Setzer's pilothouse designs. Villarreal's background was in manufacturing composite and injection-molded parts for the automotive industry. At Northern, he wanted



**GREAT VIEWS.** Visibility from the jet-style helm (above) or anywhere on the bridge deck (top) is superb, offering panoramic views.

ed to build a smaller custom sport yacht that would appeal to his megayacht owners.

"Frankly, I was not a boat builder," admits Villarreal. "But I know how to manufacture and deliver a high-end product to a discerning client. I've been a boater and a longtime fan of Egg Harbor, Viking and that rakish look for boaters who wanted style and spunk on the water. I saw a niche in the market."

Villarreal also wanted a boat for himself; he shopped all the way to Southern California and even Florida. "I wanted speed and fishing ability in more than a weekender," he says, "and a luxurious finish in a boat that could

either run around the islands or along the Inside Passage for a week with a family on board, or sprint out for an afternoon or even a quick overnight fishing trip." Since he couldn't find what he wanted, Villarreal sold his interest in Northern, got together with Setzer and launched the Concorde 41.

Today, Villarreal builds Concorde 41s with twin 440 hp Yanmar diesels (or two 380 hp Volvos) in a state-of-the-art facility in Oak Harbor on Whidbey Island, Washington, a small community on the doorstep to the San Juan Islands. He knows the area. Villarreal was stationed in Oak Harbor for four years in a Marine Corps air wing. He then went to work for Boeing in nearby Everett before spending two decades in Detroit. The efficient production cycles he saw in the aerospace and automobile industries became the model for Concorde's modular manufacturing facility.

For the Concorde, Villarreal uses the same technology he once used to build megayachts, including a fiberglass over vinylester-infused Corecell with carbon fiber reinforcement plus a foam core integrated stringer system. The workmanship is superb. The bilge and all interior surfaces are finished; an integrated sound and vibration control system is standard. The result is a light, strong, solid pocket yacht that's a quiet — and swift — performer in a seaway.

At any speed, the boat offers a dual personality for fishermen and cruisers. The stern features a large rounded teak swim platform and a shapely, slightly reversed transom with a door leading to a large cockpit with a wrap-around padded rail,



**MINI-YACHT.** The galley (above) reflects the Concorde 41's fine megayacht heritage.

baitwell, sink and cutting board for fishing. But other options include a wrap-around cockpit settee, table and serving counter for easy cruising.

The bridge deck has panoramic views, a wrap-around settee with a high-low table that converts to an optional berth, plus two more double seats forward to hold a crowd. The helm station is polished with custom hardwoods while the display looks as modern as the one in a fighter jet. Below, the Concorde has two sleeping areas, with a full-size queen forward and a double berth aft, and a luxurious galley with lots of composite stone counters. The accessories, nice as they are, can be found on other boats of this size, but the detailing, the joinery work, the finish and the attention to detail are megayacht quality. In short, the Concorde 41, a unique collaboration between the very different worlds of Ward Setzer and Gilbert Villarreal, is a very pleasing entry in the luxury sport yacht market. ♦

## C O N C O R D E 4 1

### SPECIFICATIONS

**LOA:** 40'6"

**Beam:** 12'2"

**Draft:** 2'2"

**Disp.:** 18,500 lbs.

**Fuel:** 290 gals.

**Water:** 82 gals.

**Contact:** Concorde Marine, [concordemarine.com](http://concordemarine.com)

**Base Price:** \$595,000

### PERFORMANCE

**TEST POWER:** (2) 440 hp Yanmar diesel engines. Performance data supplied by Concorde Marine.

RPM	KNOTS	MPH	GPH
1,000	6.7	7.7	1.9
1,500	8.5	9.8	4.2
2,000	12.6	14.4	9.8
2,500	18.1	20.8	15.4
3,000	23.7	27.2	23.0
3,500	28.0	32.2	32.8
3,650	31.0	35.6	36.0

### PROS:

- This stylish sport cruiser will attract a lot of attention everywhere it goes.
- The handling is solid and predictable. The 41 is stable in turns and visibility is good.
- The cabin finish is superb.

### CONS:

- Engine access was tight, but the company says it will modify future models.
- We'd like to see larger skylights and opening side windows.

**INSIDE:** ① The master stateroom forward features a full-size queen berth. ② A second guest stateroom with double berths is aft of the galley. ③ The test boat had 440 hp Yanmar diesels, but twin 380 hp Volvos are available too. ④ The teak-filled cockpit does double duty for cruising or fishing.