

FIT FOR A



KING

A legend in her own right, *Lia Fail* will take her owners from the tiny Pacific Northwest town of Anacortes to the ends of the earth.



STORY BY MARK T. MASCIAROTTE
PHOTOGRAPHY BY BILLY BLACK

NORTHERN MARINE 152 Throughout its great history, Ireland has amassed an unequalled trove of tradition and myth. *Lia Fail*—the Stone of Destiny—was one of the sacred symbols of *Tuatha de Danann*, the ancient god-like race said to have settled the Emerald Isle. The stone had been placed on the mound of Tara and, ever after, when it called out, the rightful kings of Ireland were chosen. Thus, “Lia Fail” is the perfect name for the yacht that an ambitious couple was destined to build.

Delivered last summer by Northern Marine, *Lia Fail* is that yard’s largest launch. It builds on the Washington company’s tradition of providing its customers luxurious, solidly built, bluewater yachts.

For Pete and Lynn Murphy, 152-foot *Lia Fail* embodies lessons learned over three decades of boating, many spent exploring the Caribbean from their base in North Carolina. »



The Continental décor created by Sheila Stevens and Lynn Murphy is quite stately. The main-deck master, above, shows off the makoré and madrone joinery; gold finished hardware in the master bath, right, ties in with the textile palette.

“Back in the seventies,” Pete Murphy recalled, “we had a boat we could overnight on, and we ran it on down to the Bahamas. Water is something we’ve just not been able to get enough of, so we gradually kept moving up.

“We ran the gamut...all the way on up to a one-hundred-sixteen Broward. We bought the ninety-five-footer Admiral. Then we decided to build the big boat.

“We learned a lot building the Broward, but it wasn’t big enough to do some of the things we wanted. We’re not people who run from dock to dock; we spend a lot of time at anchor. We like to travel to remote places—and we like to have our friends along.”

The search for a new design and builder took several years. The couple seriously considered an expedition-style boat. It would have had the benefits of low maintenance and operating costs. Yet, despite the allure of the expedition lifestyle, the look and appeal of a “gentleman’s yacht”—and more solid resale potential—won out.

“I’m the type of person that, when making an investment, I like to feel that it’s a good one,” Murphy explained. “I was thinking that, although at the time, expedition boats were really coming on, they never turned the corner. So, I went back to what I call the ‘white boat’ concept, and to having a boat that I thought would be easier to sell and more appealing to the eye, while still giving »





Richly textured fabrics in a mix of patterns loosen the feel of an otherwise formal salon, above. Ornate carvings adorn the furnishings throughout, including the salon stools, end tables and arm chairs, above and right, and the dining table for 10, far right.

the lines and details we wanted.”

Murphy added that the concept evolved in terms of construction materials, too. “I used to think I’d build out of steel, because I wanted a displacement boat. Then I talked to a lot of people, and saw more—and bigger—boats being made of fiberglass, and so I decided that ‘glass was the way to go.”

The couple commissioned fellow Carolinian Ward Setzer to provide a turnkey design that included exterior styling, naval architecture, space planning and interior design. Sheila Stevens, who had worked with the owners on several other projects, collaborated with Lynn Murphy to develop the décor. Setzer Design prepared hundreds of detail drawings for the boat—by far, the firm’s most complex commission. Setzer explained, “We saw it as a philosophy of holistic, unique, buildable designs...from every nuance of exterior shape, shadow, touch and feel, to the architectural detail of the joinery,” he said. “We researched and developed every custom-molding and spatial arrangement, as well as the mix of textures and ergonomics.” »





A shallow draft was offset by a beam of nearly 30 feet, which created voluminous interior spaces in the four guest staterooms. Notice the repetition of arched passage doors between rooms, above left. Beveled glass and carved marble surfaces are used in both the public and private areas, such as this bathroom, above, right.

The Murphys enjoyed the process, which, from the outset, they had believed would certainly be the crowning achievement of their boating-building adventures. “We decided we were going to put our hearts and souls, so to speak, into this boat,” Murphy stated. “It was going to be our last,” he adds with a laugh, “or, *could* be. You know how it is: After you’ve owned one for six months or even two years, it’s never your last. Of course, this one wasn’t going to be; but we were going to put all of our energies into this boat, and design it to be exactly like we wanted.”

Murphy noted one of his requirements was deck space to carry a tender large enough to accommodate long legs. “I’ve run a hundred miles between islands in a small boat in a single day,” he said. “We dive. We snorkel. We just love being on—and in—the water.”

Since *Lia Fail* would spend a good deal of time in the Bahamas, Setzer gave her a generous beam that allows for a shallow draft. The extra volume translated into spacious staterooms and public areas: There are expansive exterior lounges on all decks. Because the tender is carried athwartships on the sun deck, the after end of the bridge deck has space for a dining table under the hardtop, and two semi-circular settees with tables under the sky.

The décor is elegant throughout. Sumptuous textiles set off makoré and madrone joinery and mesh well with traditional details such as passage doors with beveled glass and arched headers.

Particularly pleasing is the owner’s suite, which is forward of »

TECHTALK COMPOSITES

Bits and Pieces

In the past, there has been much talk about resin-infusion. Not too long ago, a 90-foot hull molded by North End Marine in Maine for the yacht *Tumblehome*, was the largest part ever to be produced using this process, which had been introduced under the trade name SCRIMP. The advantages of resin-infusion are many. Parts are lighter and stronger than those built by the hand-layup or multi-stage vacuum-bagged methods. This is due to an optimum proportion of resin content to reinforcing material (fiberglass or core); and because the process eliminates holes in the final laminate, and the need for secondary bonds.

What makes *Lia Fail* noteworthy in this regard, explains Bud LeMieux, Northern’s president, is that its structure was built using just three major parts, two of which had been constructed by resin-infusion. The largest integrates into one piece the coach roof (including lounge), Portuguese bridge, bridge deck bulwarks, exterior bridge deck bulkheads and all exterior decks on that level. Overall, it measures 120 feet by

29 feet. The smaller part, for the sun deck, is 80 feet. On the next series of motor yachts, the yard will employ resin-infusion for hulls and will integrate stringers and web frames, too. —M.T.M.





Despite her somewhat traditional décor, *Lia Fail* features plenty of casual, comfortable places to gather, including the aft deck, above, which is partly under cover from the extended sun deck. The helm is as modern as any on the water, giving the captain control over twin 1,600-hp Cats that can produce a top speed of 16 knots.

the main deck. Rather small rooms, its office, sitting room and stateroom flow from one to another, separated only by low furniture that fosters communication between spaces.

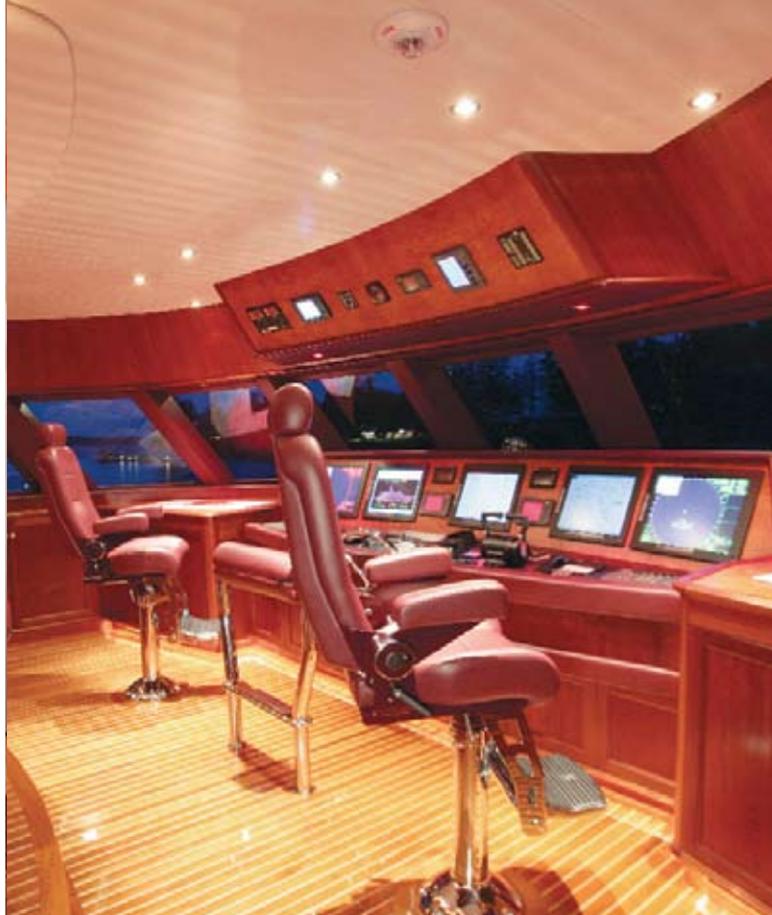
The family enjoys informal dining. The galley is arranged in a “country kitchen” style: A diagonally placed island divides a large table and settee from the rest of the room. This enlarges the dining space, and makes good use of an otherwise-blank corner, while directing traffic from the “golden triangle” for preparation and cooking that professional chefs prefer.

There are four guest cabins, two with queen berths, two with kings. There is a cozy study off the lower lobby to port. Fitted with desk, computer, sofa and Pullman berth, it doubles as sleeping cabin for pilot or nanny.

Maneuver among the Out Islands is an important requirement. *Lia Fail* is fitted with Barke articulating rudders to increase efficiency and close-quarter handling. At anchor, comfort is enhanced by Trac STAR stabilization. Both contribute to a better ride, which will be much appreciated as the Murphys prepare the voyages about which they have dreamt since they bought their first boat.

“I believe we’ve built as fine a boat as we know how to build,” Murphy said, “I also believe that it’s as fine a boat—in its class—as has been built in this country.

“We’ve learned so much after building a couple of boats, it seems a shame to not even consider building another. We have mixed thoughts...but, first, we plan to really enjoy this one.” □



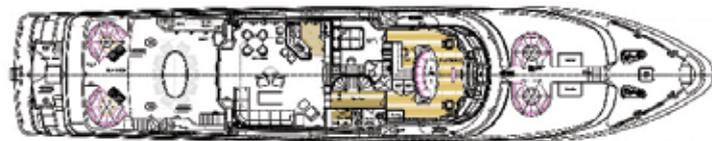
READER RESOURCE

LIA FAIL

Northern Marine, 3115 V Place, Suite 11, Anacortes, Washington 98221 USA, tel: 360-299-8400, fax: 360-299-2600, www.northernmarine.com

Builder: Northern Marine **Year launched:** 2005 **LOA:** 152' (46.3m) **LWL:** 133'7" (40.8m) **Beam:** 29'5" (9m) **Draft:** 7'5" **Max speed:** 16 knots @ half load **Cruising speed:** 12 knots @ half load **Range:** 4,050 nm @ 12 knots **Hull and superstructure material:** FRP composite **Fuel capacity:** 15,235 U.S. gal. (57,670 ltr.) **Water capacity:** 11,000 U.S. gal. (29,000 ltr.) **Displacement:** 318 tons @ half load **Naval architecture:** Setzer Design Group **Exterior styling and interior design:** Setzer Design Group **Interior décor:** Sheila Stevens **Engine(s):** 2x Caterpillar 3512B, 1597 hp **Generator(s):** 2x Northern Lights, 99kVA **Shore power:** Atlas **Air conditioning:** Aqua-Air **Bow thruster:** TRAC 24" **Hydraulic Stabilizers:** TRAC Hydraulic **Deck windlass:** Muir VWC 13000 **Blackwater treatment:** Headhunter **Tender:** 21' RIB

BRIDGE DECK



MAIN DECK



LOWER DECK

