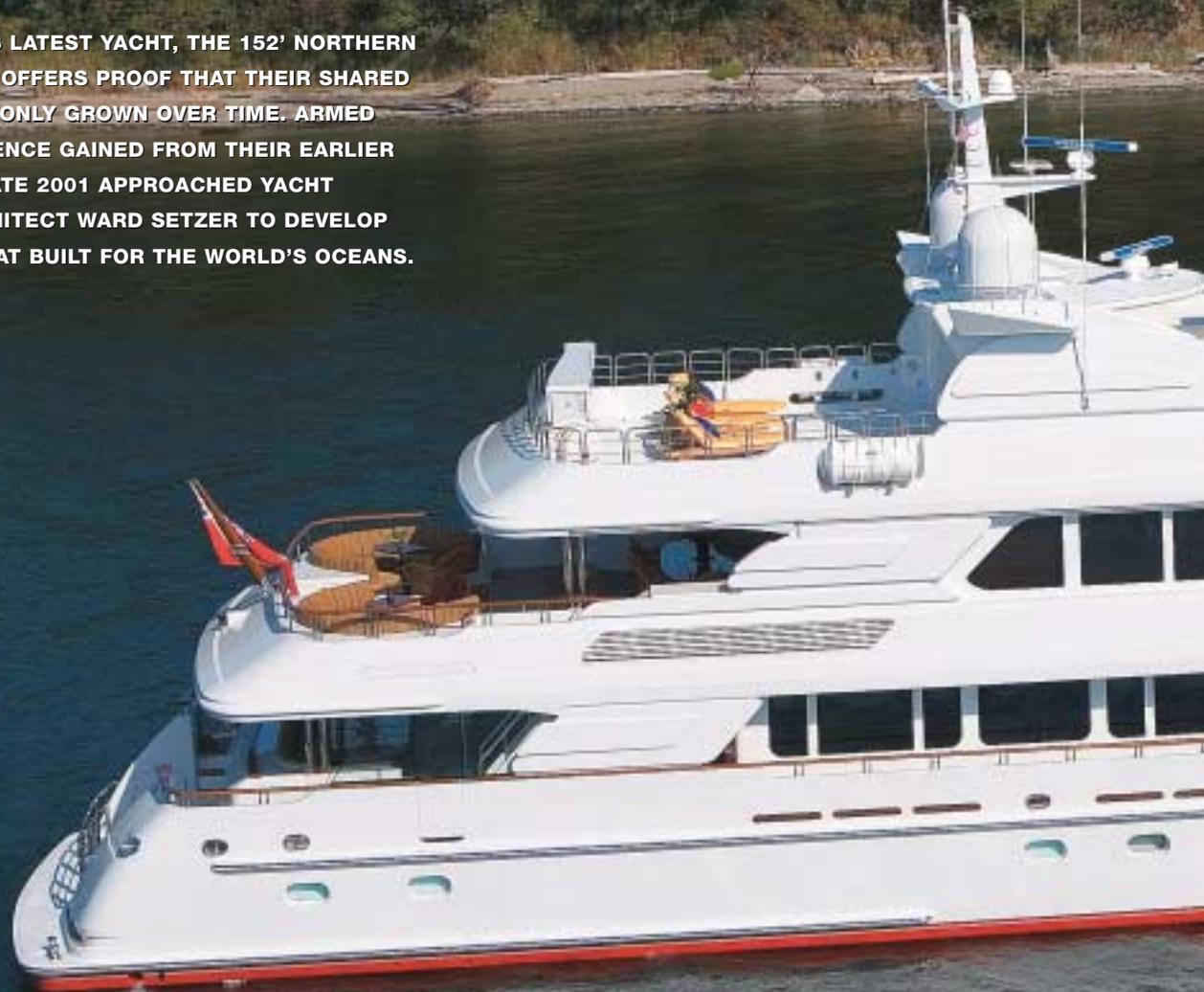


HANDS-ON DESIGN

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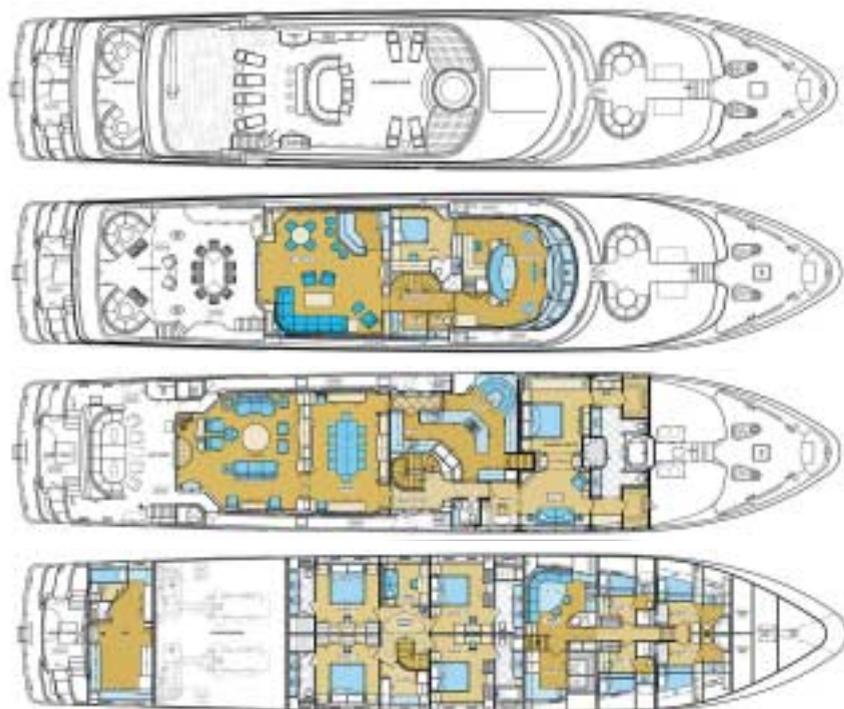
Northern **152'** *Lia Fail*

PETER AND LYNN MURPHY'S LATEST YACHT, THE 152' NORTHERN MARINE TRI-DECK *LIA FAIL*, OFFERS PROOF THAT THEIR SHARED PASSION FOR THE SEA HAS ONLY GROWN OVER TIME. ARMED WITH A WEALTH OF EXPERIENCE GAINED FROM THEIR EARLIER BOATS, THE MURPHYS IN LATE 2001 APPROACHED YACHT DESIGNER AND NAVAL ARCHITECT WARD SETZER TO DEVELOP THEIR NEW CONCEPT: A BOAT BUILT FOR THE WORLD'S OCEANS.







**LOA:** 152'**Beam:** 29'5"**Draft:** 7'6"**Approx. Displacement****(half load):** 702,000 lbs.**Maximum Speed (half load):** 16 knots**Cruise Speed (half load):** 12 knots**Range at Cruise Speed:** 4050 nm**Engines:** 2 X CAT 3512B,

1597 hp @ 1600 rpm

Generators: 2 X Northern Lights

99 kW @ 1500 rpm

Fuel Capacity: 15,235 U.S. gal.**Water Capacity:** 11,000 U.S. gal.

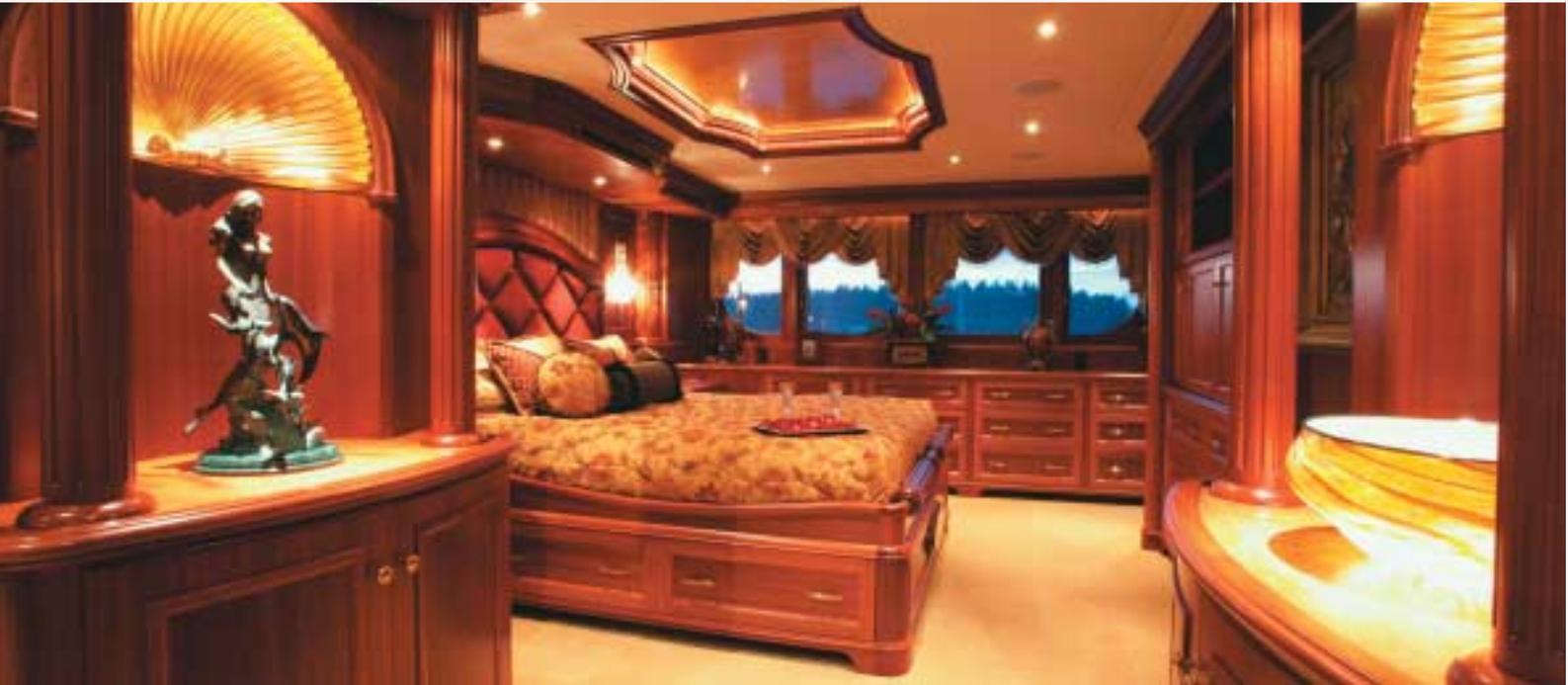
The Murphys specified a displacement hull with a maximum speed of 16 knots and a range in excess of 4,000 nautical miles. They discovered in Setzer a designer whose ideas about performance, division of spaces and styling were consistent with their own. Coincidentally, Setzer had just returned from Fiji, where he had visited another of his designs, the ocean-going New Zealand-built 115' motoryacht *Surprise*. With this experience and his own resume of offshore-capable projects, Setzer tackled his new commission with a will.

"My job was to make sure the Murphys had everything they needed for world cruising," says Setzer. "After some discussion we settled on composite construction for its structural, insulation and acoustical advantages." This decision led in turn to the selection of Northern Marine in Anacortes, Washington, to build the new *Lia Fail*. A pioneer in infusion-based composite construction techniques, Northern Marine had earned with their 56' to 80' expedition cruisers a reputation for yachts of seagoing mettle, and satisfied designer and clients that the not inconsiderable leap to 152' was well within the yard's capabilities.

Having built five boats himself, Setzer is well acquainted with the most pragmatic considerations of yacht design. To the old adage that designers should spend time aboard their creations, the better to understand how they work in day-to-day use, Setzer adds, "Along with time spent at sea and gaining a good feel for the day and night usage of one's designs, every designer should have to wash and chamois an average 130' yacht, to fully appreciate practical issues like access and scale. We all can create yachts on paper, but ultimately they have to be built and maintained." As a result of this philosophy, *Lia Fail* offers an arrangement that facilitates traffic flow, storage and simply keeping things within reach. With its long sweep of traditional sheer, the yacht presents a disciplined appearance; its contours allow alternating light and shadow to create depth and visual appeal, with added texture from finned masts and flagstaffs, double stanchions and teak caprails.

Like its owners, the yacht's name boasts a purely Gaelic origin. While accounts vary, *Lia Fail* generally refers to a trunk-sized stone of considerable importance in Irish history and legend. Appropriately, Irish themes are woven throughout the interior of *Lia Fail* the yacht, in Gaelic knot geometric designs carved into newel posts and set into marble flooring, and in the deep, earthen greens of stone countertops.

OPPOSITE PAGE:
SUBSTANTIAL
MOLDINGS ADD
SCALE TO MAKORE
CABINetry AND
PANELING IN MAIN-
DECK SALOON (TOP)
AND DINING ROOM





The theme anchors a richly appointed décor distinguished by raised paneling of satin-finished makore and madrone burl, large crown moldings and a palette of reds, golds and titian hues. Deeply fluted columns create divisions to frame doorways and define, in Setzer's words, "spaces within spaces," part of a scheme that balances intimate retreats with larger venues suitable for entertaining.

Traditional details are apparent immediately upon boarding. Visitors entering the saloon from the main-level aft deck cannot fail to note the divided-light beveled glass French doors that open to a marble-tiled vestibule, thence to a seating area of plush sofas and easy chairs surrounding a large glass-topped coffee table. A full-height cabinet for the entertainment center separates saloon from dining room, where a gold-embellished ten-place table stands beneath a gold-toned domed overhead with chandelier.

Consistent with family cruising, the galley has been woven into the yacht's social fabric, open to the starboard-side passageway and featuring a U-shaped informal settee, perfect for morning coffee or an afternoon snack, nestled into the forward port corner adjacent to a large view window and directly facing the chef's domain.

The main-deck master suite has been partitioned by an archway and fluted columns into a bedroom to port and an intimate sitting room opposite. The full-beam master head compartment—adorned with green marble, gold fixtures and a mural depicting the sirens of Greek mythology—encloses his-and-hers vanities and wardrobes, a shared Jacuzzi tub and separate shower enclosure.

One deck below, two king-berth and two queen-berth guest suites open to a central foyer at the foot of an elegant curved staircase. Each offers subtle variations on the overall décor while preserving the dominant warmth and texture. Also just off the foyer, a port guest lounge offers a quiet haven with desk, bookcase and sofa; to starboard, a laundry room extends behind the staircase.

A stairway descends from the galley to a remarkably large crew accommodation forward, including four double-bunk staterooms, each with head. Aft the engine room an engineer's stateroom occupies the port side of the lazarette, which also houses electrical control panels and an enormous workshop.

Up two decks, the pilothouse boasts a complete array of advanced navigation and communication electronics, but with due deference to the tried and true also includes a full bank of chart drawers. Makore columns frame a raised settee for observers, and a teak-and-holly sole adds to the nautical ambience. "We wanted to make sure everyone on board knows they're on a yacht," says Setzer, who, in collaboration with Lynn Murphy—herself an interior designer—

THE YACHT STANDS READY FOR CHARTER

OPPOSITE PAGE, CLOCKWISE FROM TOP RIGHT: CAPTAIN'S STATEROOM, FINISHED TO GUEST STANDARDS; MARBLE FACINGS, GOLD FIXTURES EMBELLISH MASTER BATH; VIEW WINDOWS OPEN MASTER SUITE TO DAYLIGHT; DETAILED ARCHWAY SEPARATES SITTING ROOM FROM MASTER BEDROOM; LOWER DECK PLAN INCLUDES GUEST OFFICE/LOUNGE; (TOP LEFT) MASTER-SUITE SITTING ROOM, FORWARD OF OWNER'S OFFICE; (TOP RIGHT) SERVICE PASSAGE CONNECTS DINING ROOM AND COUNTRY GALLEY



TOP LEFT: LEATHER-UPHOLSTERED SETTEE OVERLOOKS HELM; BOTTOM LEFT: BROAD SUNPADS FLANK SPA TUB, FORWARD ON FLYBRIDGE DECK; LIGHT AND SHADOW DEFINE THE SCULPTED CONTOURS (RIGHT)

and Lynn's assistant Sheila Stevens, specified arched doorways, scrolled bed frames and other salty details throughout. Just off the pilothouse, the captain's cabin is finished to guest standards.

From the wheelhouse, a starboard-side passageway extends aft between the stairway vestibule, day head and prep galley to an inviting skylounge, where a fixed L-shaped sofa to starboard faces a game table, service bar and big flat-screen television. The skylounge in turn opens to a broad afterdeck, two thirds covered by the boat deck overhang above. Here, a large dining table seats ten. Two curved settees with cocktail tables are set into the aftermost corners of this deck, further evidence of Setzer's "spaces within spaces" theme, which also is repeated toward the bow, where two additional lounges are recessed into the house coaming just forward of the Portuguese bridge.

Setzer has arranged the uppermost deck with an eye toward versatility. Fixed amenities include a service bar and U-shaped lounge beneath the signal arch, and a hot tub well forward, between raised sunpads. This design leaves plenty of deck area for chaise lounges to be arranged and rearranged according to the current mood, with yet more space available whenever tender and PWC are not secured on the boat deck just aft.

Twin Caterpillar 3512B diesels easily drive *Lia Fail* at a 12-16-kt cruise pace, exactly as prescribed and confirmed during design-phase tank testing. Although capable of delivering 2250 hp each, the mains in the interest of efficiency and long-term reliability have been governed to operate well within their rated limits. A four-vane stabilizer system levels the yacht in a seaway and at rest, and for superior maneuverability at cruise and idle speeds the yacht is equipped with a 24" hydraulic bow thruster and Van der Velden/Barkmeyer double-articulated rudders. MCA- and ABS Maltese Cross-classed, the yacht stands ready for charter service or private voyaging to the ends of the earth. 

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