





STORY & PHOTOS NEIL RABINOWITZ

# SIMPLY MAGIC NORTHERN MARINE 130'

FOR DECADES PACIFIC NORTHWEST SHIPYARDS HAVE EXCELLED IN BUILDING FUEL-EFFICIENT TRAWLERS WITH REFINED INTERIORS, AND TEN YEARS AGO BUD LEMIEUX SET OUT TO DELIVER EXPLORER YACHTS WHEN HE CO-FOUNDED NORTHERN MARINE IN ANACORTES, WASHINGTON. "I SAW THE MARKET EMERGING FOR EXPEDITION-TYPE TRAWLERS OF GREAT FUEL EFFICIENCY AND DURABILITY WITH A MEGAYACHT FINISH," SAID LEMIEUX.



**Satin-finished mahogany paneling was styled by Ardeo  
Design with a neo-classical motif**

**Symmetrical china cabinets in the expansive dining room have display cases lit from above**

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**ORTHERN HAS NOW DELIVERED MORE THAN 20 SUCCESSFUL PROJECTS.**

When designer Ward Setzer brought Merlin and Carolyn Hanson to Anacortes to produce a 130' tri-deck design it was Northern's first non-trawler, but Northern welcomed the challenge. The result is *Magic*, a gleaming white Setzer-designed superyacht, with an interior by Setzer, Ardeo Design and Carolyn Hanson, that marks a new beginning for the shipyard.

The owner preferred fiberglass over steel due to his experience with easy maintenance on his Hatteras 105'. He also had been involved with the second half of the 105' project and wanted to be as involved with *Magic's* development. As is customary of tri-deck customers, Merlin Hanson wanted an on-deck master suite, four guest staterooms and a captain's cabin plus crew accommodations for six.

"He came to me for a roomy tri-deck with the efficiency of a long range cruiser and a shallow draft for cruising the Bahamas," recalled Setzer. "We looked at yards all over North America and decided on Northern. They had not launched a yacht this size before, but *Magic* turned out remarkable. Northern is more than capable of building a robust yacht based on their success with their trawler projects."

Designer Ward Setzer started his career working for the legendary Jack Hargrave, then spent seven years as Hatteras' custom yachts manager before branching out on his own 14 years ago. A hands-on designer who never draws something that can't be built, Ward visited Northern countless times during the construction period, serving as a facilitator and sounding board for the craftsmen.

"When I worked for Jack Hargrave we were truly responsible for the construction of our designs and we never abandoned an owner until the yacht was completed," Setzer said. "Back then we rolled up our sleeves and visited the yards continually, but things have changed since then—now project managers, stylists and interior designers are fed designs by naval architects who do not want to go near the yard for fear of liability, and the result is fragmented work."

*Magic* did take several years to complete, but the work itself took only 18 months. *Magic* was built of E-glass and vinyl ester resin with corecell and balsa coring. Northern benefited from the fiberglass milling machines at nearby subcontractor Janicki Engineering, who helped develop tooling. The entire structure carries longitudinal carbon fiber stringers through the hull and deck



for rigidity, with extra GRP in high stress areas. Resin infused, transverse box beams make the hull strong and lightweight. The one-piece superstructure measures 96' fore-and-aft.

Topped off with an aluminum radar arch, this white "wedding cake" design has a graceful sheer with strong shadow lines—a Setzer signature—and detailing that works well with the multiple on-deck socializing areas. His style is conservative but balanced with fashion plates and a sheer shaped with purpose and proportion. Even the custom flagstaff and handrails were designed to belong to a family of features.

Northern Marine showed their expertise in the installation of rugged on-board systems, including pumps for fuel transfer, black and grey water, hydraulics, stainless piping and high grade wiring grids. Weight was strictly controlled to maintain performance requirements, and *Magic's* 15-knot cruising speed and 18-knot top speed are achieved thanks to lightweight construction and twin 1480-hp MTU 12V2000s. Prop tunnels reduce draft and a spray knocker in the bow sections helps deflect splash.

"Our yachts are great not only because of their fine frills and dazzling finish," Northern Owner Bud LeMieux said. "Our yachts are solid, run great and are reliable world cruisers with a robust feel that gives our owners the confi-

dence to really take these boats to all corners of the earth."

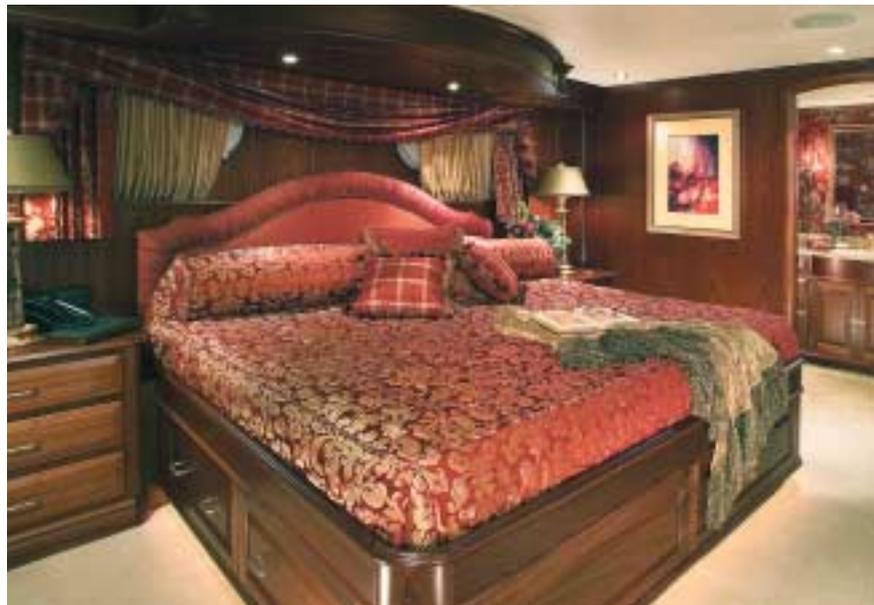
Scott Cole of Ardeo Design styled what was originally a Ward Setzer interior—Ardeo was brought in to address and conceptualize new designs with the owner. "The full-beam on-deck master suite, skylounge and pilothouse were the owner's priority, and for the rest he deferred to his wife the interior décor choices," said Cole.

The interior woodwork is neo-classic, satin-finished mahogany with crown moldings and fluted columns. This ornate look features loose furniture, wall sconces, alabaster overheads with cove lighting and a warm ambiance with an opulent and rich feel. The saloon and dining room are formal with symmetrical cabinetry, display cases lit from above and thematic oval overhead fixtures with gold leaf backing. The adjacent main entryway has a marble sole leading to the curved, cascading stairway with ironwork detailing. Double French doors with beveled glass lead forward to a sprawling master office suite with floor to ceiling bookcase, massive desk and twin port and starboard heads with skylights and elliptical molding with painted sinks. The galley is fitted with a lighter sapele and granite counters, and bar stools face outboard for socializing in an area that offers intimate on-board surroundings.

The lower decks are paneled in a lighter sapele to enhance the feeling of

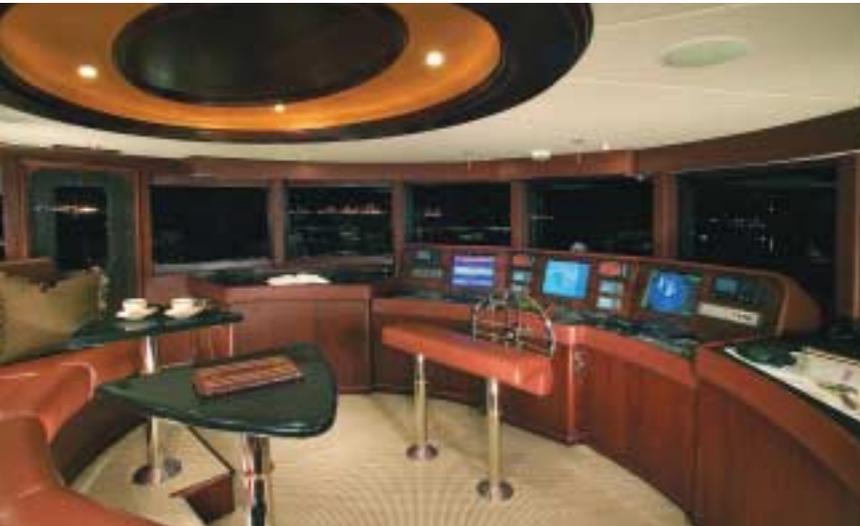
The master suite has an owner's office and large his-and-hers marble bathroom

Guest suites include two with king-sized beds (below right)



The oval-shaped glass bridge has surprisingly great views and a huge settee

Ovals on the stainless columns are two of many Setzer design elements



space. A central foyer with marble floors leads to the four guest staterooms that include two king-sized berths, a twin and a queen. Lavish gold and burgundy silk coverlets and curtains, and raised panel mahogany cabinetry complement the cream designer carpeting in the guest suites.

The upper level hosts the plush captain's cabin aft of the wheelhouse. The glass bridge has remarkable visibility, symmetrical oval overhead and curved bench settee. Aft of the pilothouse a rich passageway with dumbwaiter includes a leather bound ship's log on a classic lectern in a library-like alcove. The skylounge is a large, loosely furnished gaming room with a bar. Stylish curved glass doors lead to a broad upper-aft-deck with a built in settee and an enormous round table for seating 12 guests.

The sundeck is a play area with a forward settee, loose seating and a hot tub. There are plenty of control stations throughout the boat with the panoramic visibility in the wheelhouse, two wing stations for docking and an aft control station for stern operation.

An object of great pride as their yard's first big boat, Northern employed 250 workers at the peak of construction—a time when five trawlers and two megayachts (*Magic* and 152' *Lia Fail*) were underway at one time. When she was launched last December *Magic* hit the water and almost immediately sprinted down the rough West Coast. She ran south through the canal and into Bahamian waters without a glitch, and now this compelling yacht joins the growing fleet of yachts that travel between the Caribbean and the Med. ■

TECHNICAL	SPECIFICATIONS
<b>LOA:</b>	130'
<b>LWL:</b>	118'
<b>Beam:</b>	27' 6"
<b>Draft:</b>	6'8"
<b>Fuel:</b>	10,000 US Gal
<b>Water:</b>	2000 US Gal
<b>Engines:</b>	2x MTU 12V2000
<b>Top Speed:</b>	18.5 knots
<b>Cruising Speed:</b>	15 knots



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