

Northcoast Yachts 125 RPH

Northcoast Yachts of Tacoma, Wash., marshals the depth and breadth of its experience to produce a showpiece of substance and style.

SHOW STOPPER

STORY Jerry Stansfield | PHOTOS Neil Rabinowitz







ABOVE: Nine feet of headroom and large windows offering panoramic views emphasize the salon sitting area's generous proportions

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Stephen Yadvish wears multiple hats in the course of his daily business routines.

As president of Northcoast Yachts, he oversees the creation of gleaming new vessels at the company's Tacoma, Wash., shipyard, while a few miles north in Seattle he guides repair and refit projects at his affiliate boatyard, Yachtfish Marine. For Yadvish, the two complementary enterprises also offer a kind of synergy that at least in part has shaped the direction of each, and most recently played a role in the construction of a strikingly handsome 125' raised pilothouse that's noteworthy not just for the way it looks, but also for the way it's built.

Designing the all-composite Northcoast 125 presented a series of challenges common to virtually all spec projects; these included gauging the market and identifying emerging preferences, then developing an arrangement and overall style that not only would correspond to those requirements, but would stand out as a singular opus that could compete with the most finely detailed



custom jobs. “Our intent,” says Yadvish, “was to create a yacht that appeals to buyers globally, with contemporary, European styling and a casual elegance reflecting both an active lifestyle and refined taste.” To that end, Northcoast chief designer Paul Frederickson fashioned an exterior look anchored in curvy, elongated contours consistent with the low profile that the raised-pilothouse configuration offers. In a refreshing contrast to the seemingly disjointed, random placement of visual elements often seen in contemporary-styled yachts, Fredrickson has taken care to establish clear relationships between structural and design components—hull, superstructure, windows, overhangs and hardtop—to form a disciplined, cohesive whole that suggests grace and motion,

at rest or underway.

Supported by the dual legs of the signal mast and by polished stainless-steel stanchions set inboard of the flybridge coaming, the composite hardtop appears to float above the top deck; the stanchions’ outward angle reinforces the illusion as it repeats that of corresponding interior elements (more on that later), and its sculpted perimeter echoes the dark/light interval as the eye descends to pilothouse and main-deck levels. Gently scalloped curves define side windows, as they merge aft, narrowing toward the overhang that shelters the California deck.

Interior arrangement, components and furnishings, a collaboration among Stephen and JoDee Yadvish, Fredrickson and Seattle-based Adriel Designs, reflect a simi-

ABOVE: A dramatic staircase seems suspended in mid-air; rosewood cabinets and a leather sole complement stainless-steel fixtures in the galley; the boldly styled dining table features an onyx insert

BELOW: The two-level master suite features a large dressing area next to his-and-hers baths; a translucent onyx panel transmits light both ways, adding to the suite's open, airy feel

larly modern, even minimalist form, but offer complementary embellishments and earthy tones to give living spaces a rich, inviting warmth and texture. "Our emphasis on this yacht's interior," Fredrickson says, "has been on superlative quality, both in the materials we selected and in their finish." Immediately apparent upon entering the main-deck salon through a double curved-glass door is that the dining table—itsself a showpiece with its backlit onyx top—has been located aft, virtually adjacent to its open-air counterpart just outside past a service bar, an agreeable juxtaposition for seating a dozen to perhaps 20 dinner guests. Just forward in the salon is a seating/lounge area that features a 63" Samsung video screen facing a sectional sofa and occasional chairs beneath a vaulted overhead that provides nine feet of headroom. Rosewood is the predominant species throughout the yacht, with macassar ebony accents echoing the boldly figured paneling and built-ins. Entryway wall panels are

covered in woven bamboo fiber, and hand-pulled leather graces door panels and drawer fronts. Even the galley, otherwise a very businesslike space fitted with Wolf, Sub-Zero and Viking appliances and a service door to the portside deck, has been softened with the same rosewood tones, dark stone countertops and even a floor surfaced in leather.

For its sheer visual drama, the staircase rising from the main-deck foyer to the pilothouse easily qualifies as an interior focal point. Executed in polished stainless steel and stainless-steel cabling in a form that calls to mind the works of architect Frank Gehry, the curvy fixture offers a high-tech look that celebrates its own structure while keynoting the irregular angles repeated in the aforementioned flybridge hardtop stanchions, table bases and elsewhere.

The foyer leads forward to a full-beam owners' suite whose king-size bed, also framed with leather accents,





offers panoramic views through large windows on either side, with copious drawer storage just below. Forward and one half-level down are a dressing area with vanity and dual wardrobes, and a his-and-hers bath sharing a glass-enclosed, sunken whirlpool tub with shower. The lower-deck vestibule opens to three queen-berth guest suites and one with a twin-berth-plus-Pullman arrangement, all finished to the same standard as the master, plus a laundry room and utility/storage space. Just above off the main-deck entry, a low-height compartment beneath the pilothouse sole houses entertainment-system electronics in a centrally located, air-conditioned space.

The pilothouse adroitly meets its dual objectives as primary command post and favored social center. Four display screens arrayed on three hinged panels beneath the

sharply raked windshield may be adjusted electrically to any angle for optimum viewing while underway, or at anchor lie flat to open a 180-degree-plus vista for guests seated at the portside observation banquette, at a single seat opposite or on an adjustable chaise lounge set into the starboard aft corner. Centered on the brushed stainless-steel console is a racy-looking steering wheel whose design was inspired by a vintage Ferrari.

Topside venues echo the 125's casual elegance. A broad swim platform, surfaced in teak as are all other exterior decks, offers access via twin curved stairways to the aft main deck, then forward on either side to the foredeck, where a voluminous bosun's locker provides convenient storage for fenders and cleaning gear. Stairways from the pilothouse and California deck ascend to flybridge level.

ABOVE L-R: The master berth headboard features a graphic motif executed in leather; the master bath has a central sunken spa tub and shower; the twin-bed guest suite is fitted with a third, pull-down, berth



ABOVE: Under-lit tables beneath the composite hardtop add drama to the flybridge sitting area; the topside helm includes port-and-starboard docking stations

Here, a large boat deck and 2,500-pound-capacity crane accommodate up to an 18' tender, while an adjacent jetted tub accommodates up to six fun-seekers. A pair of expansive sunpads and a full-service bar with propane grill ensure opportunity for refreshment and repose. Forward and beneath the hardtop, raised banquettes flank the upper helm; each is paired with a pedestal table fitted with downward-facing LED lights for both illumination and ambiance. The helm station itself includes dual Stidd chairs and a console with three display screens. Fixed wing stations on either side ensure clear sight lines for docking and maneuvering. Once alongside, electrically operated boarding gangways—one per side—emerge laterally from compartments in the engine room overhead, then swing forward or aft as required for

convenient egress via aft side gates to float or quay.

As striking as the Northcoast 125's styling may be, a look below the surface reveals a litany of attributes every bit as attractive—and this is where Yadvish's experience in yacht refit projects truly pays dividends. "At the repair yard, we see boats from many builders as they really are used, and we fix a lot of problems that are the result of errors or shortcuts in their design and construction," Yadvish says. "What we learn from these projects can be applied to our new builds as a way to maintain consistently high-quality standards." For example, the builder specifies solid fiberglass in areas around through-hull fittings like seawater intakes, stabilizer shafts or shaft strut mounts, to eliminate risks of compressing coring material or water penetration, which can compromise



LEFT: Display screens recede into the pilothouse console to open up the view ahead. **BELOW:** A spa tub, raised sunpads and bar with barbecue grill are among topside amenities; alfresco dining is also possible on the aft main deck



structural integrity. Yadvish also says the builder opts for corrosion-resistant copper-nickel plumbing in areas of saltwater exposure, a precaution that improves reliability of piping systems and extends service life, he says. Two sea chests ensure a dependable supply of raw water for all onboard cooling requirements. And lest a casual observer miss yet another example of the Northcoast compulsion for overbuilding, Fredrickson during a recent tour cheerfully pointed beneath the rim of a hatch in the swim-platform deck to a massive rudder arm tie rod, visible only by dint of some serious neck-craning, of stainless steel polished to a finish worthy of the showiest jackstaff. In a more humble compartment, the gleaming hardware would be more startling, even out of place, but within the tidy confines even of the 125's lazarette,

its painted surfaces an apt complement to the properly supported runs of wiring, hydraulics and plumbing, it seemed entirely at home.

While the design, styling and fit-out of the RINA-classed Northcoast 125 appears to have met a challenging brief of broad appeal in an international market, and can reasonably be expected to draw the attention of prospective owners with a heightened sense of style, a close look at the myriad details of its construction ought to prove equally powerful in helping to close the deal. Scheduled for its East Coast debut at the 2010 Fort Lauderdale International Boat Show, this memorable new design can reasonably be expected to command the undivided attention of serious buyers from around the globe. ■



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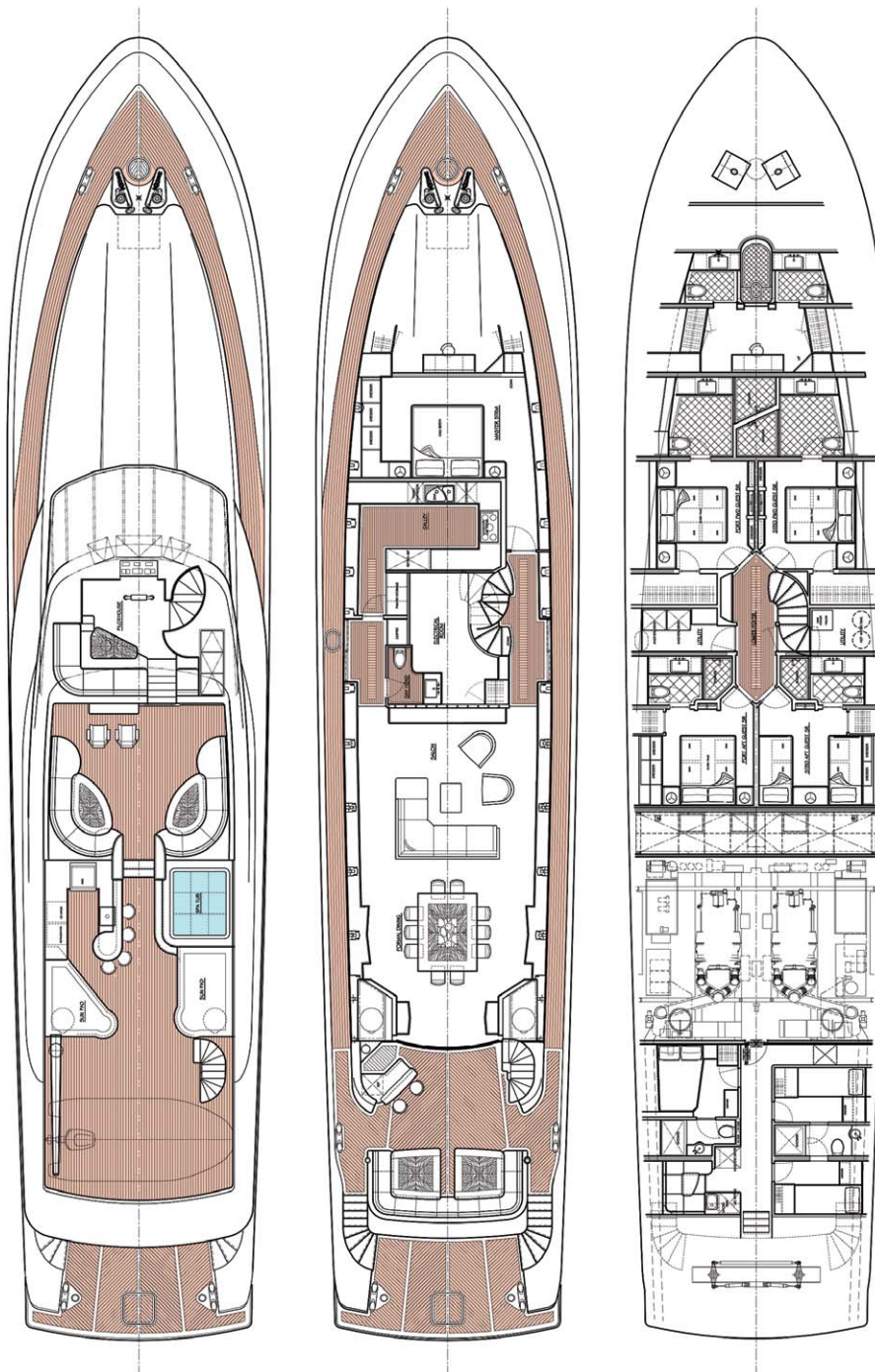
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ABOVE: Dual staircases lead to the main-level aft deck; a spotless engine room opens aft to crew quarters



For more information, visit
NORTHCOASTYACHTS.COM



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LOA: 125'6" (38.28m)
BEAM: 25'5" (7.77m)
DRAFT: 6'3" (1.9m) (est.)
DISPLACEMENT: 190 tons
ENGINES: 2 x 1,899hp C32 Caterpillar
PROPELLERS: 2 x 5-blade Nibral (Michigan or equiv.)
TRANSMISSIONS: ZF 3055 2.5:1 Reduction

BOW THRUSTER: American Bow Thruster @ 57 hp
SPEED: 22 knots (est.)
RANGE: about 2,500 nm
FUEL CAPACITY: 7,400 gal. (28,012 L)
STABILIZERS: TRAC Zero-speed (American Bow Thruster)
GENERATORS: 2 x 65kW Northern Lights

FRESHWATER CAPACITY: 1,000 gal. (3,785 L)
CONSTRUCTION: Cored composite
DESIGN: NCY/Paul Fredrickson
INTERIOR DESIGN: NCY/Stephen Yadavish, Adriel Design, Paul Fredrickson
BUILDER: Northcoast Yachts, Tacoma, Wash.

Original specifications provided in the English system