

YACHTS



NORTHERN MARINE 80

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Northern Marine 80' RPH *Julianne*

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TO SOME OBSERVERS, A SINGLE-ENGINE LONG-RANGE CRUISER SAYS A GREAT DEAL ABOUT ITS OWNERS, DOUBLY SO FOR OWNER-OPERATORS. IT IMPLIES EXPERIENCE AND COMPETENCE TO MASTER THE INTRICACIES OF SINGLE-SCREW MANEUVERING, WITH OR WITHOUT THE AID OF THRUSTERS. IT SUGGESTS A LEVEL OF SEAMANSHIP THAT ENSURES A THOROUGH UNDERSTANDING AND IMPECCABLE MAINTENANCE OF ONBOARD SYSTEMS. AND IT CONVEYS A SENSE OF CONFIDENCE IN THE BUILDER'S ABILITY TO MEET HIGH EXPECTATIONS.

By virtue of extensive cruising on board their previously-owned vessels, the owners of Northern Marine's newest 80-series expedition yacht *Julianne* fit the above profile, and indeed have elected to forego the complexities of dual main engines. Their choice has earned them a quieter vessel, an admirable cruise range and an engine set low in the hull for a nearly flat shaft angle, let alone the considerable convenience of unrestricted access throughout an uncrowded



**NORTHERN'S ANSWER TO
OWNER-FRIENDLY DESIGN,
THE LAYOUT IS AS
FUNCTIONAL AS IT IS COZY**

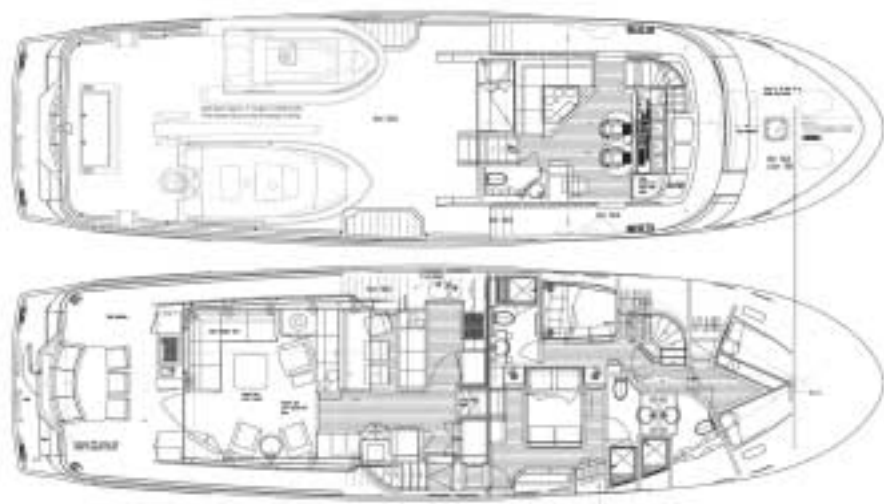
the single engine vessel **gives up nothing in the way** of emergency back up power

engine room for inspecting and maintaining machinery. Anacortes, Wash.-based Northern Marine has enjoyed remarkable success with its 57', 64' and 80' series of all-composite expedition yachts, each of which is driven by a single main engine. Owners of these vessels give up nothing in the way of emergency back-up power, for each series includes a power take-off from one generator or a pony engine (or, in the case of *Julianne*, from both generators) to turn the propeller shaft for

a reliable, albeit somewhat slower, return to port in the event of a problem with the main engine.

Northern Marine's interpretation of the raised-pilot house configuration might also qualify as a split-level design, with the forward guest accommodation deck a net four steps below saloon and galley, an arrangement that permits the pilot house to sit that much lower and well forward, for reduced bridge clearance, a lower center of gravity and room for a large boat deck. Guest suites

occupying that intermediate forward space include an island queen VIP cabin and a port-side queen-berth guest room, in the case of *Julianne* occupied by the captain. A third cabin in the bows includes three single bunks and, like the others, an en suite head with shower. A curved staircase rises from the guest foyer to a pilot house enclosing the lower helm station, navigation station to starboard, observation settee with table to port, and a day head. Recognizing that their yachts



THE SPLIT-MAIN-DECK ARRANGEMENT ALLOWS FOR A PILOTHOUSE WELL FORWARD AND BETTER BRIDGE CLEARANCE

LOA: 80' 2" • **Beam:** 21' 6" • **Draft:** 6' 8" • **Gross Tonnage** 115 • **Fuel Capacity:** 4,000 U.S. Gal.
Water Capacity: 1,000 U.S. Gal. • **Power:** 1 X Detroit Diesel 60 Series @ 475 continuous H.P.
Generators: 2 X Northern Lights 32 kW • **Cruise Range:** 3,800 nm @ 8 kt with 10% reserve

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often are used on lengthy crossings, Northern Marine habitually equips its expedition yachts with a pilot berth just aft of the settee, and *Julianne* is no exception to this rule.

A stairway from the pilot house leads down and aft to the galley and an adjacent dining table with a fixed banquette and three chairs forward of the saloon. Furnishings and finish, as specified by interior designer Scott Cole in collaboration with the owners, are uniformly traditional and elegant throughout, and include onyx countertops, English and Italian fixtures, bead board wall panels and hand-carved woodwork appliques in a three-star motif—repeated in linens—designating this yacht

as the owners' third *Julianne*. A cambered, coffered overhead spanning saloon and galley imparts an appropriately seagoing look. Directly below the galley and dining area and forward of the engine room is the owner's suite, fitted with large wardrobes, entertainment center and dual nightstands. Just off the private foyer is a storage and utility space with washer and dryer. Topside areas include a covered aft deck at saloon level, with dining settee and barbecue cabinet, boat deck with crane on centerline, a Portuguese bridge encircling the wheelhouse, and a flybridge deck with fixed seating and upper helm beneath a composite hardtop.

The resin-infused composite hull features a bulbous bow to aid cruising efficiency and ride comfort, American Bow Thruster hydraulic stabilizers and forward thruster, and a long keel. A 1"-thick keel shoe extends aft beneath the propeller to protect running gear and support the rudder shaft. The rudder features an articulating section to boost turning efficiency and aid maneuverability. En route to its Florida home port, *Julianne* has taken its owners through the scenic reaches of Puget Sound and coastal British Columbia prior to a passage to San Diego, then through the Panama Canal and Caribbean; opportunity enough to confirm the merits of this well-found single-engine yacht. ■