

Richmond Yachts 150' *Status Quo*

NORTHWEST PASSAGE

With the April launch of *Status Quo*, Hull No. 6 in its succession of tri-deck motoryachts, British Columbia builder Richmond Yachts celebrates the completion of the largest all-composite yacht built in Canada to date.

STORY Jerry Stansfield | **PHOTOS** Neil Rabinowitz





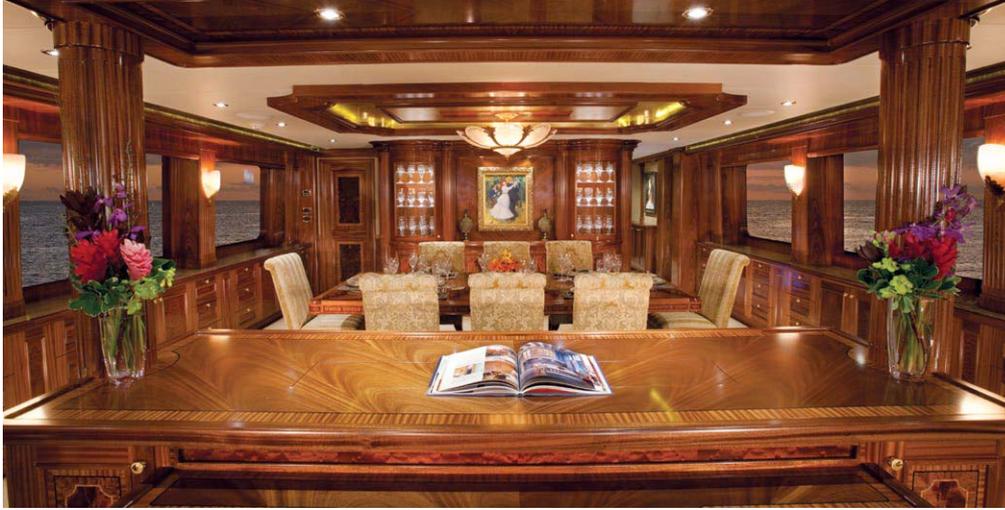


ABOVE: The salon's elaborate joinery keynotes *Status Quo's* décor and furnishings; details include a coffered, domed ceiling

A modern motoryacht is a masterpiece of engineering, often drawing upon the inspiration of earlier designs, taking advantage of newer, more advanced materials and technologies, and routinely introducing more than a few landmark innovations of its own. As a result, and as the term implies, a luxury yacht offers a seagoing habitat of superlative comfort and enjoyment. The silence of a luxury motoryacht rivals that of the most opulent five-star hotel suite, even as it crosses an ocean at 12 knots, its stately demeanor a marked counterpoint to the unfelt, unheard firepower within.

How, then, could those visitors reasonably be expected to appreciate the energy and dynamics required to drive, turn, stabilize and stop a vessel of 300 tons or more? Maybe that's precisely the point—they *aren't* expected to; it's part of the escape and appeal that the yacht offers.

Still, an opportunity to peer beneath a motoryacht's genteel countenance can reveal the ingeniousness and power of the engineering that puts the fun in its functionality. Such an opportunity presented itself during *Status Quo's* final series of sea trials prior to delivery earlier this year. As typical morning overcast gave way to brighter skies over the



shipyard's namesake city, the Vancouver, BC, suburb of Richmond, the Richmond Yachts commissioning crew cast off lines, and the 150' tri-deck eased down the Fraser River toward the southernmost precincts of Georgia Strait. A sea trial can be as complex and detailed an affair as the vessel itself, and generally follows a script that includes, beyond speed, fuel burn, decibel readings and real-time, real-life testing of every component from coffeemakers and electric blinds to thrusters, radar, crane and anchor windlasses. On this day, the Richmond crew had even welcomed on board an inspector from the American Bureau of Shipping (ABS), there to complete his own exhaustive survey prior to authorizing classification under that organization's rules. Maneuvers required for that documentation—including emergency stops and full-throttle lock-to-lock turns—would test the lim-

its not only of the yacht's structure and agility, but also of its sound- and vibration-dampening technology.

Upon exiting the river a few miles downstream from the Richmond yard, *Status Quo* turned north toward a series of maneuvering and speed tests in Howe Sound, a half-hour away. The brief passage allowed time for a leisurely inspection of the accommodation deck, and a chance to experience sound levels in the living spaces nearest the engine room while the yacht was underway. Not even during a stretch of full-throttle operation did mechanical or hull noises come close to interfering with normal conversation, instead producing little more than a muted background hum. Four guest suites, including three with a queen-size bed and one with twins, open to a central foyer with a refreshment cabinet housing an icemaker and two Sub-Zero refrigerator drawers beneath

ABOVE: Left: A television cabinet separates dining and living areas; the main-deck day head features trademark bombé-style cabinet doors

BELOW: The custom dining table was built by the Richmond Yachts craftsmen



a hammered gold sink. At the forward end, a concealed service door allows crew access for room make-up, and aft, a staircase coils upward, around a central column incorporating an illuminated art niche, to the main-deck starboard foyer. Here, an expanse of richly veined marble floor leads forward past the entryway and main-deck dayhead, then through double doors and an intimate sitting room to the owners' suite and an imposing king-size bed at the forward bulkhead. His-and-hers baths are accessible via doorways on either side; another door in the port aft corner opens to a large walk-in wardrobe.

Status Quo, the largest composite yacht yet built in Canada and the largest built at Richmond Yachts, also serves as a showcase for the shipyard's prowess in fine cabinetry and joinery. "For every yacht we build, we want to be able to show it off, but also to be able to say, 'Wait till you see the next one'," shipyard owner Don Davis says. Sure enough, while the fit and finish of earlier Richmond products has been uniformly top-drawer, the newest *Status Quo* is a celebration of impeccably book-matched mahogany veneers, elaborately detailed inlays

and flawless finishes as a fitting environment for the near-rococo furnishings throughout. Even the bathroom cabinets feature the rounded bombé-style door fronts (a challenging geometry made yet more difficult by its cross-hatched inlay pattern) that have become more or less a signature of the Richmond brand. Salon and dining spaces are equally ornate, their intricate moldings framing overhead coffers; the one above the dining table features a gold-and-white Murano-glass chandelier illuminating an expanse of cabinetry for china and crystal, and a divider cabinet housing a pop-up TV screen. Surrounding the central stairway opposite a floor-to-ceiling wine cabinet, a side-lit curved-glass panel repeats the sculpted waterfall theme of a corresponding surround directly above at pilothouse level. The galley features commercial-grade appliances, voluminous cold storage and generous prep space along granite countertops and a central island.

Outside, on the aft main deck beneath the boat-deck overhang, the woodwork is a study in elaborate detail. Like all exterior decks and except the helipad, this area is

BELOW: Large windows in the master suite offer commanding views and illuminate detailed cabinetry inlays and moldings; features here include two 46' TVs, walk-in wardrobe, and full entertainment system





CLOCKWISE: Lower-deck guest suites offer a choice of twin or queen-size berths; the guest deck foyer features an art niche and refreshment cabinet; the VIP suite is one of two available



ABOVE: Dual banquettes on the aft main deck surround a high/low table for dining or cocktails; aft-facing orientation ensures a panoramic view astern; the full-service bar in the foreground features a teppanyaki grill

clad in teak, and here displays a pattern of sunburst and geometric motifs echoed in overhead fixtures and surfaces. But in lieu of the more common forward-facing settee built against the transom, Richmond designers have opted to install dual banquettes oriented sternward, because that's where the view is, in this case just past a granite-topped refreshment center complete with ice maker, two refrigerators and a teppanyaki grill. A 46-inch swing-down TV screen provides entertainment, and air-conditioning ports keep revelers cool and comfortable. One level above amid comparable grandeur, a gloss-finished teak table seats 10 for alfresco dining, with plenty of room left for a service bar and gas grill, and lounge chairs or chocks for securing an inflatable tender.

Just inside, a skylounge is furnished with the usual sofas, game table, chairs and wet bar; perhaps less expected is an adjacent owner's office with desk and credenza, and access through a pair of beveled-glass French doors. For-

ward past the upper terminus of the central staircase is the wheelhouse, whose vertical windshield accentuates the 9-foot-1-inch maximum height of a domed overhead studded with fiber-optic lights arrayed as the night sky might appear. Two Stidd helm chairs face a six-screen display panel built into a leather-topped console, and a raised observers' lounge accommodates six comfortably. Adjoining the pilothouse, a queen-berth ensuite stateroom with a commanding portside view can serve as captain's cabin or an additional VIP suite.

Crowning *Status Quo* is a broad sun deck with a jetted tub forward between raised sunpads, and beneath the composite hardtop a pair of curved settees, dayhead and a semicircular bar with five fixed stools. Another first for the Richmond yard, the aftmost third of *Status Quo's* top deck features a helicopter pad encircled by fold-down railings for touch-and-go operations.

A stairway from the galley provides access to crew quar-



ters forward on the lower deck. Included here are a large mess and a laundry/utility room with two washers and dryers, two twin-bunk ensuite staterooms and a double-berth cabin, which, in the event that owners opt to designate the bridge-deck accommodation as a VIP suite, will serve nicely as a captain's cabin. An engineer's cabin is located aft, adjacent to machinery and electrical spaces and a dive center with compressor, wet-suit locker and tank storage.

So how did this yacht, with all its opulence and refined elegance, acquit itself in the brute-force department as required by ABS standards? As it turns out, the beauty is also a beast. From an 18-knot full-ahead speed, commissioning captain Dean Scott brought the massive *Status Quo* to a dead stop, even making way astern, well within the mandated one-minute limit, a collision-avoidance maneuver that left crewmembers and visitors alike holding tightly to the nearest grab rail or stanchion. Similar-

ly, the yacht completed a hard-left, hard-right S-turn—again at full throttle—in a mere 28 seconds, meeting the required spec with an agility that belied its considerable dimensions. Perhaps as coincidence, perhaps as an ethereal acknowledgement of its seagoing prowess, this newest Richmond yacht, on the homebound leg of its test run, picked up an escort of a half-dozen or so Pacific white-sided dolphins as they bounded and plummeted over, under and around *Status Quo's* bow bulb in an impressively athletic display of their own.

Hull structure, fire-suppression systems and countless other issues already had been weighed, measured, test-run and otherwise scrutinized in earlier inspections during construction—and indeed, many of these were retested in sea trials. Overall, the evaluation earned *Status Quo* a report card that offers reassuring proof of its capacity to deliver a lifetime of yachting at its finest. ■

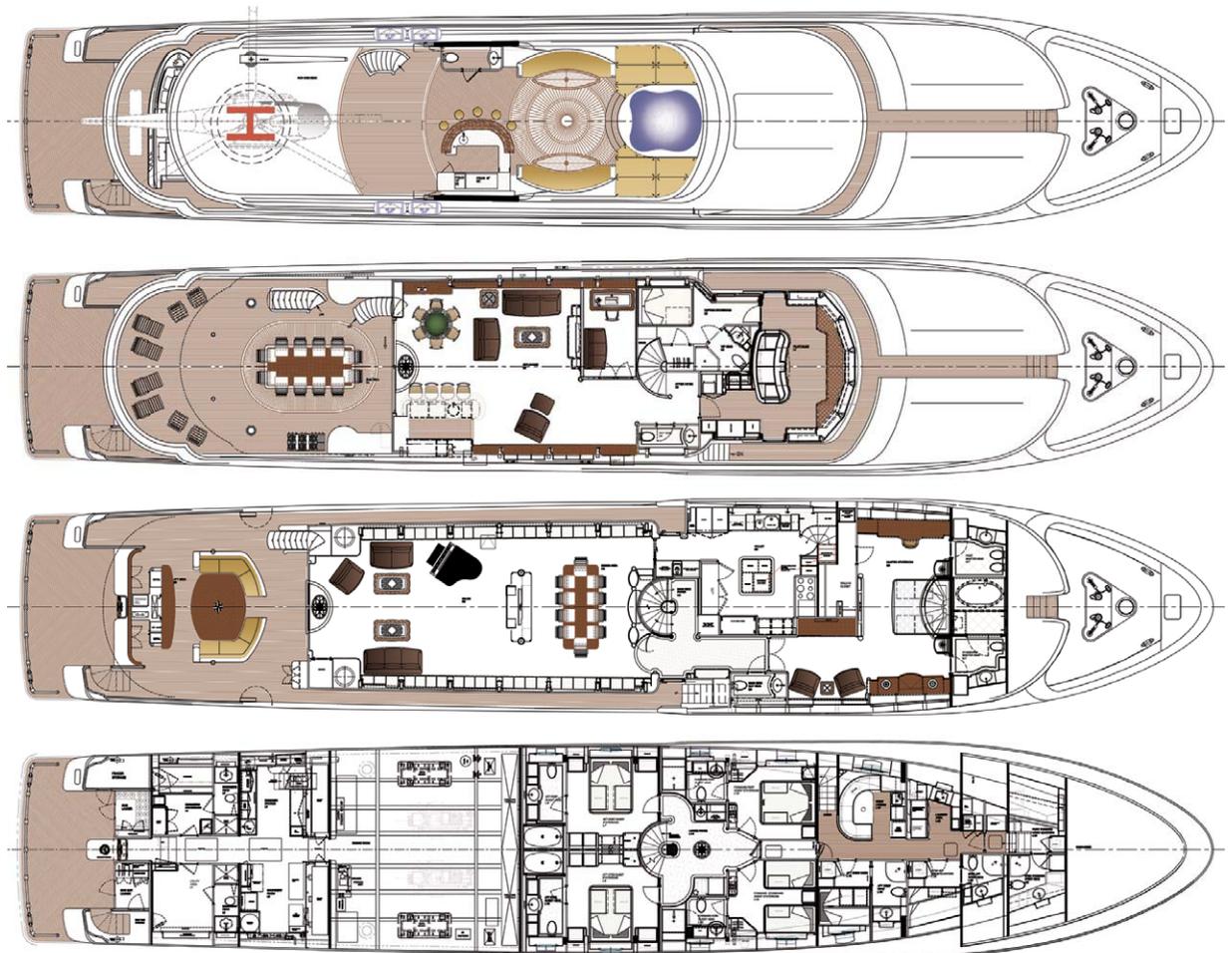
ABOVE: An array of direct and indirect overhead lighting on the skylounge aft deck creates a just-right ambiance for any occasion; the pilothouse command center features a full suite of Furuno and Simrad

BELOW: The skylounge's bar and entertainment areas; sculpted, side-lit glass encircles stairway landings





ABOVE: A commercial-grade galley empowers the chef to offer five-star meal service; just aft of the fully equipped sun-deck is a helicopter pad for touch-and-go landings



For more information, visit
RICHMONDYACHTS.COM

Richmond Yachts 150' Status Quo

LOA: 150' (45.72m)
BEAM: 28' (8.53)
DRAFT (LIGHTSHIP): 6'6" (1.98m)
DRAFT (FULL LOAD): 7'4" (2.2m)
DISPLACEMENT: 312 tons
ENGINES: 2 X 2,000hp MTUV16 2000
MAXIMUM SPEED: 18 knots @ 2350 rpm
CRUISE SPEED: 16 knots @ 1600 rpm

RANGE: 3,500 nm
FUEL CAPACITY: 13,000 gal. (49,210 L)
GENERATORS: 2 X 74kW Caterpillar
FRESHWATER CAPACITY: 1,700 gal. (6,435 L)
CONSTRUCTION: Cored composite
CLASSIFICATION: ABS/AMS + 100-AI Commercial Service, MCA certified and LY2 compliant
BUILDER: Richmond Yachts, Canada

*Original dimensions are provided in the metric system