
SUIT TO FIT

TWO MASTER STATEROOMS, AN ART DECO-INSPIRED INTERIOR
AND MORE CUSTOM FLOURISHES DEFINE THIS HARGRAVE 108. **BY CHRIS CASWELL**

108'8"
LENGTH
OVERALL

—
25'
MAXIMUM
BEAM



STEPPING THROUGH the sliding doors into the Hargrave 108, I was initially struck by two thoughts. First, this boat feels huge. With a 25-foot beam, the salon seems to stretch in all directions, especially when combined with windows that disappear below the furniture and cabinetry, and the 7-foot headroom that continues throughout the yacht. Second, flappers from the *Great Gatsby* era must be getting dressed in the staterooms. ¶ Yes, really, the decor made it feel like a band was tuning up for the latest Charleston dance craze on the upper deck. Maybe, just maybe, Zelda and F. Scott Fitzgerald were at the sky-lounge bar, sipping their favorite gin rickeys. The interior—a collaboration between Shelley DiCondina of Yacht Interiors by Shelley in Fort Lauderdale, Florida, and the 108's owner, who is on her second Hargrave—is what they call “everything art deco.” I felt as if I’d been time-warped back to the 1920s. ¶ I’m sure Capt. Wesley Botha had to get out the polish after I left, because I couldn’t keep my fingers off the impeccable salon joinerwork, which had intricate art deco inlays of chocolate and gray bird’s-eye maple. A stemware cabinet by the dining table had a peacock-feather motif, and vintage sconces dotted the window mullions. ¶ Just forward of the salon is a galley large enough for several chefs and servers to use the Sub-Zero, GE, JennAir and U-Line appliances at the same time. A center island with stools adds casual dining space, and a side door allows for provisions loading without impinging on guest spaces. ¶ Across from the galley are a day head and an elevator—a feature that’s uncommon on a 108-foot yacht. It can hold two or three people and provides access to all three decks, making the yacht usable by everyone. ¶ Forward on the main deck is the first master stateroom (there are two). It’s notable for its four walk-in closets, including

JACK SARIN DESIGN

Hargrave uses Jack Sarin-designed hulls that are proven capable of handling the rugged conditions of the Pacific Northwest. The captain says he runs the 108 at 17 knots in 10-foot seas without concern.

two on hidden doors that swing the nightstands on each side of the bed into small recesses. Above the king-size berth is a backlit, etched-glass panel for soft light. The master head has twin gold-rimmed vessel sinks and inlaid black-and-gold vanities, all lighted by translucent onyx sconces. ¶ Guests can take the elevator down to a foyer with a linen cabinet inlaid in veneers inspired by the Chrysler Building elevator doors from the 1930s. Just aft is the second full-beam master stateroom, also with a king-size berth and his-and-hers heads connected by a shower. A third stateroom off the foyer has convertible twin berths that can form a king, while a VIP stateroom is forward with a king berth. A laundry room is next to the elevator, with dual, full-size washers and dryers. ¶ Up in the sky lounge, a dining table is to port with hinged sections to seat 16 (allowing egress for anyone on the banquette), while a curved bar with seating for 11 sports Lazy Susans at each end, allowing intimate foursomes to nosh without blocking the twin Sub-Zero drawers and hidden Lucite racks. A day head is aft in a corner. Overhead, there is an intricate bamboo ceiling. ¶ The helm, on this



The Hargrave 108 salon's volume is enhanced by the yacht's 25-foot beam and average 7-foot headroom.

HOW IT'S MADE

The Hargrave 108 is built to DNV standards, with all plumbing and electrical to American Boat & Yacht Council requirements while meeting International Maritime Organization stability rules.

Divinycell foam coring is used in the fiberglass hull and superstructure to combine strength with light weight.



REVIEWED / HARGRAVE 108 / A modern yacht inspired by the past



ALL PHOTOS SUKI FINNERTY

815 NAUTICAL MILES

MAXIMUM CRUISING RANGE AT 17 KNOTS

DESIGNING FOR
CHARTER

Hargrave layouts are flexible. This 108 has two master staterooms, a layout that allows two couples to split the cost of a charter while still having equal accommodations. The layout is also a plus for owners with VIP friends or business partners as guests. The bridge can be configured with a fifth cabin if needed.

same deck, has twin Stidd pedestal seats abaft an all-Garmin dash. Guests can tuck into an L-shaped dinette to port and enjoy the action. Five monitors handle navigation, communications, various systems and the yacht’s closed-circuit cameras. ¶ Aft on this full-beam deck, there is room for 10 sun chaises that slide neatly into deep lockers in the bulkhead. To port is a Fire Magic grill and freezer, and there is room for a tender lifted by the Quick Lift 2,000-pound-capacity crane. ¶ Hargraves are known for crew-happy quarters, and the 108 has three cabins for five or six crew, all with en suite heads/showers. The captain has twin berths that convert to a queen, while two cabins to port have twin bunks. The crew area is finished with the same high-gloss anigre as guest areas, and the crew have their own stacked washer and dryer. ¶ The engine room has a thoughtful layout with electrical panels labeled, along with the various plumbing systems for water, oil and fuel. Power is a pair of 1,900 hp Caterpillar C-32 ACERT diesels, with ZF gear boxes driving 5-inch Aquamet HT shafts. Twin 50 kW Northern Lights gensets are completely accessible on diamond-plate soles (as are the main engines), and a sea chest provides

6,322 GAL.
FUEL
CAPACITY

700 GAL.
FRESHWATER
CAPACITY

easy cleaning of strainers. Other systems include Naiad stabilizers with 12-square-foot fins, Naiad bow and stern thrusters, a Sea-Fire firefighting system and Dometic SeaStar steering. There’s also a 270,000 Btu Technicold air-conditioning system from Northern Lights. ¶ Fuel transfer is by way of a fuel counter and manifolds between the 4,000-gallon tankage and the two 1,161-gallon day tanks. Fresh water of 700 gallons is backed up by an 1,800-gallon-per-day Blue Water watermaker. On deck, smart outfitting for crew safety includes bulwarks on the side decks and a Maxwell 6000 anchor windlass. In the after corners, a pair of Maxwell VW 3500 capstans easily warp the 108 around. ¶ Hargrave says that on sea trials, the 108 (with full fuel and water) topped out at 21 knots, with a cruising speed of 17 knots, giving this vessel an 815-nautical-mile range. Drop the speed to 10 knots, and the range reportedly jumps to 2,000-plus nm. ¶ From the thoughtful layout, which includes an elevator, to the delightful art deco decor, this Hargrave 108 serves notice that the builder can turn an owner’s dream into a seafaring reality. ¶

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