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INTERNATIONAL



**WESTPORT 112'**

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**BUCKING THE SYSTEM**

# WESTPORT 112'

STORY STAFF REPORT PHOTOS WESTPORT

IT'S SAFE TO SAY THAT BUSINESS IS BOOMING AT WESTPORT. IN 2003 THE YARD DELIVERED EIGHT YACHTS OVER 98' AND RECORDED \$30 MILLION IN SALES AT A RECENT BOAT SHOW. BUYERS ARE ATTRACTED TO THE YARD'S HIGH-QUALITY YACHTS AND SHORT BUILD PERIOD THAT RESULTS FROM WESTPORT'S SEMI-PRODUCTION SPECIALIZATION. SO WHAT HAPPENS WHEN A FIRST TIME YACHT BUYER PURCHASES A WESTPORT AND WRITES UP A LIST OF "IMPROVEMENTS" THAT AMOUNTS TO 106 CHANGE ORDERS?





“**F**

hey said ‘no,’” said Buz Divosta, who wanted to upgrade his Westport 112’ halfway through its build stage. His changes weren’t monolithic—no modifications to the hull mold—but they were nevertheless significant. For example, on his 112’ *Betty Jane* he wanted a hard top over the flybridge, widened aft deck doors and a saloon without a bar.

The Westport execs still resisted the changes until Divosta let money do the talking. “I told them I’d pay for every change, so in the end they conceded,” he said. In fact, Westport has incorporated 85 percent of his modifications into the 112’ model line. Even though he bucked the system, the buyer believes Westport should continue building on a production basis. “I know their process works because in a way that’s what I did throughout my construction career,” said Divosta, who builds condos in Florida.

Removing the bar created more space in the full-beam saloon

“If you put value into your product, find a niche, satisfy your customers and establish a good reputation, success will follow.”

After looking at the Westport team it’s easy to see why there is so much value in their products. Pedigree has a lot to do with it: naval architect Jack Sarin designs all of Westport’s hulls and styling is by Greg Marshall.

Company founder Rick Rust has been working with fiberglass since the early Seventies, and his current partner is Bayliner founder and industry legend Orin Edson. Westport’s in-house engineer Taylor Olson worked in Sarin’s office for nine years and has been involved with every Westport yacht since 1991.

Westport uses conventional and high-tech materials and construction techniques to create a tough, yet lightweight hull. “We use linear PVC foam core to make it tough enough to absorb and

distribute impact energy, and in the superstructure and decks we use lighter and stiffer cores,” Olson said. “In some of the upper structures we add a fair amount of carbon fiber to give stiffness to the decks while keeping the weight down.”

The yacht is fast, quiet and vibration-free. Hi-tech mounts suspend the engines and other machinery, including the 65- and 50-kW Northern Lights generators. The engine room is also sound dampened with a combination of fiberglass, barrier materials and a perforated, white powder-coated aluminum liner on the ceiling and bulkheads.

The boat goes 25 knots with twin 2000 hp MTU 16V2000s. Four-inch Aquamet shafts hold the 48”, five-bladed Nibrals props, which have slight pockets. “To reduce draft while enhancing performance, the propeller tunnels are carefully designed to improve water flow into the props and give the hull added hydro-dynamic lift,” Olson says. “And our underwater exhaust treatment is unique because the exhaust gas is directed outboard at the chine to prevent interference with the props.”

Westport doesn’t cut corners when it comes to standard equipment. Jastram power steering at the pilothouse, flybridge, port and starboard wing stations controls the urethane rudders as well as the 40 hp Wesmar hydraulic bowthruster. Other top-of-the-line features include: Nautical Structures 2000-EX davit with Novurania bridle; four Marquipt boarding ladders; extensive Furuno navigation equipment; Crown helm chairs; Whirlpool and U-Line appliances; Sony entertainment equipment; and Polk surround-sound speakers.

The yard’s proprietary Vessel Information & Control (VIC) system, which is displayed on 15” LCD monitors in the pilothouse

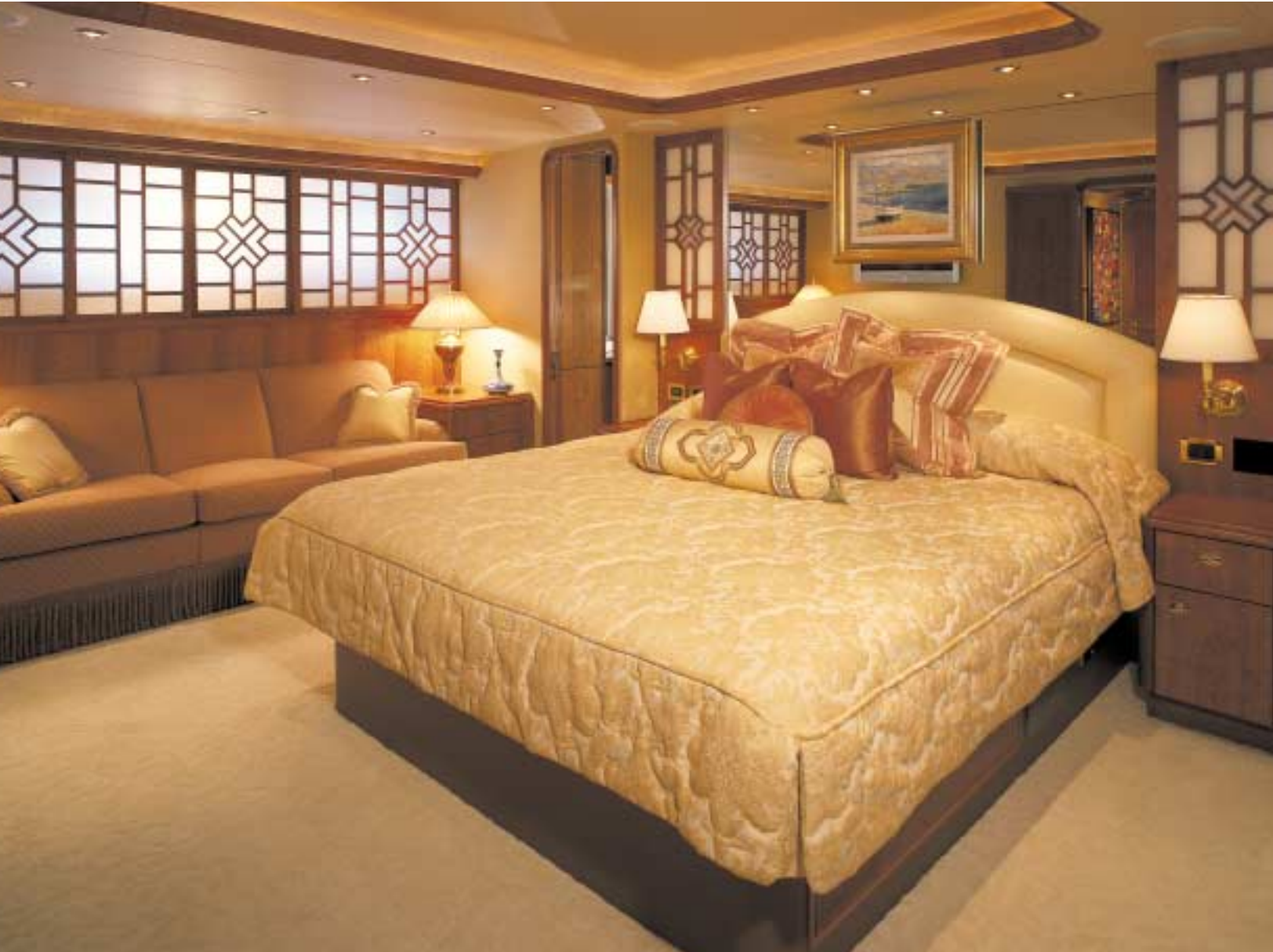


A guest cabin (above) and master bath, awash in marble



## TECHNICAL SPECIFICATIONS

LOA:	112'
Beam:	23'9"
Draft:	5'6"
Fuel:	5500 gallons
Water:	1025 gallons
Engines:	2x 2000 hp MTU 16V2000
Top Speed:	26 knots
Range @ 12 Knots:	2500 NM



Above, lots of room and a queen bed in the VIP

and crew galley, monitors all eight bilge pumps; two graywater pumps; 14 heat sensors; 13 smoke alarms; four CO alarms; the security system that covers the entire yacht; air conditioning; tank levels; and even the double Jenn-Air grill on the flybridge.

The décor of the 112' is for mass appeal—nothing too modern, nothing too traditional. Bulkheads are covered with a combination of cherry veneers and Majillite; headliners are easily removable 3M Thinsulate covered with vinyl; soles are covered with stain-resistant carpeting; and bathrooms have marble vanities and floors. All interior doors are solid cherry framed with madrona burl, and counter tops are granite in the country kitchen, cherry in the saloon, and Corian in the crew quarters. Divosta had the Corian bar on the expansive aft deck lowered so it could be more of an alfresco breakfast table. In the full-beam main saloon the removal of the bar leaves an abundance of space in between the sitting areas.

Downstairs the guest foyer has a Crema Marfil marble sole, custom cherry wall console and overhead mirror. Accommodations include two guest staterooms between a queen berth in the bow and a full-beam master suite midships. Marble tile, Kohler fixtures and Headhunter Royal Flush toilets are in each

The 112' has plenty of outdoor seating areas

bathroom and the master's has a Kohler whirlpool and marble by Jeff Homchick. Each stateroom has a complete entertainment system, aromatic cedar closets and cherry soffits. The crew quarters for six are located aft of the engine room and are finished to guest standards.

Westport builds turnkey yachts so owners—after completing a 16-hour orientation—can get out on the water immediately. Before she was handed over to Divosta, *Betty Jane* was stocked with 12 place settings of fine china, silver and stemware in the dining room. Nickel plated Jado Oriental soap dishes, toilet paper holders and robe hooks and all the necessary sundries were already in the bathrooms.

When the owner's family sailed away from Westport they headed straight down the West Coast and through the Panama Canal, where they found the flat water and rustic landscape the perfect environment for lots of relaxation under the flybridge hardtop. "It took a lot of convincing for them to design a hardtop," he says. "But they agreed and now it's like having another room. When we were in the Canal we had lunch there every day,



hundred | plus  
westport 112'



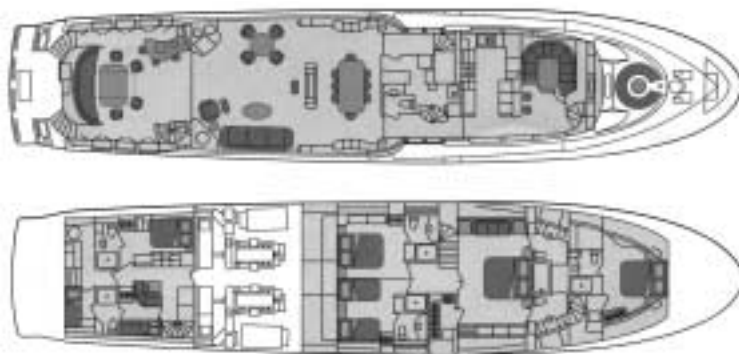
A large hot tub graces the flybridge



Trim lines enhance the 112's aerial profile



Pilothouse has a huge leather settee with excellent views



and we could look out and see the people, yet they couldn't see us. It was if we were in another world."

The pilothouse is also a great place for guests to gather. Along with having a full set of navigation equipment, the large leather settee has excellent views in air-conditioned comfort. "I really love the pilothouse," Taylor Olson says. "It is by far my favorite space on the boat. The visibility you have from all angles gives an excellent sense of space."

Divosta's delight with *Betty Jane* certainly pleased Westport's Taylor Olson. "We appreciated the input Buz gave us during and after his build," he said. "He took interest in the construction and in our manufacturing process. He was able to help us improve some of our work flow, which, at the end of the day, enables us to provide value to our customers." ■ □

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