

# RAISING THE BAR

Citadel Yachts 92' | *Miss Lisa*

Citadel Yachts' second steel-hull expedition cruiser boasts the same robust construction as its predecessor, embellished with significant exterior styling refinements and, as evidence of the yard's coming of age, a splendid new interior by designer Joseph Artese.

STORY Jerry Stansfield | PHOTOS Neil Rabinowitz







mensions, but with more than a few significant changes. Most visible of these is the conventionally angled pilothouse windshield, an alteration to the aluminum superstructure that imparts a more elongated appearance compared with the reversed-windshield treatment of the first 92. A closer look reveals varnished teak cap rails and teak exterior decks—attractive finish details that serve as a prelude to the traditional styling within. Like her predecessor, *Miss Lisa* features remarkably fair hull surfaces, a reflection of Citadel’s mastery at welding curved steel plates to form a virtually flawless substrate for the showy Flag Blue Awlgrip finish.

Another departure from the design of the original 92 was the installation of dual main engines. Proponents on either side will forever debate the attributes of twin or single engines, but the owners of *Miss Lisa* opted for the safety margin inherent in twins, their superior maneuverability in concert with the yacht’s bow and stern thrusters, their compatibility with gear ratios that reduce cruise rpm for quieter operation, a lighter maintenance schedule and longer engine life.

If the owners’ preference for a long cruising range and superior seakeeping ability in their next yacht was a reflection of their New England

roots, so in all likelihood was their choice of a traditionally nautical interior theme...and their selection of fellow Yankee Joseph Artese to develop an appropriate design. A prolific designer of sailing yacht interiors, Artese brought to this project extensive experience in styling and arrangement. And he addressed a breadth of physical imperatives—hull motion, access, storage and ventilation among them—that carry equivalent weight when planning the interior spaces aboard a motoryacht of ocean-going mettle. Accordingly, *Miss Lisa*’s interior balances function and style without compromising either. Better yet, it meets a specific set of requirements as articulated by the owners while delivering a broader appeal, essential for preserving its value at resale time.

Their busy professional lives and social calendars notwithstanding, the owners planned to spend a good deal of time on board, Artese noted, “So the yacht would be a home and an office as well as an active but informal social setting.” For this reason, he added, they were attracted to the main-deck arrangement of the original 92, in particular its enormous galley with central island and good-sized dinette, and specified a similar layout for their boat, complete with Wolf and Sub-Zero appliances. And while the adjoining

**OPPOSITE:** *Miss Lisa*’s salon arrangement offers a casual atmosphere for relaxation, entertaining or business gatherings. **BELOW:** The immense open galley and adjoining banquette form an attractive focal point for informal socializing.

W

hen your goal is to build a motoryacht with the range and wherewithal to complete ocean crossings, and a level of onboard comfort to make every voyage worthwhile, where do you start?

For the eventual owners of *Miss Lisa*, step one was to specify a steel-hull expedition-style yacht. An experienced cruising couple, they found themselves attracted to the idea of a robust, go-anywhere vessel with a full displacement hull, which although slower than the yacht they previously owned, could deliver both transatlantic range and a refined onboard ambience. “We didn’t want to compromise comfort, safety, quiet operation and stability for the sake of speed,” the owner said, adding, “We wanted the feel of a large yacht in a hull of less than 100 feet, so we chose a displacement design, and built out a list of specifications more like that of a 150-footer.”

Their search for a builder led them to Citadel Yachts (at the time known as Aleutian Yachts), one of the rare American builders specializing in displacement designs and steel hull construction—exactly the kind of platform the owners had in mind. They inspected the yard’s previous and inaugural build, a 92’ single-engine expedition cruiser, and after comparing it with offerings from other builders, the owners contracted for the construction of *Miss Lisa*, a yacht of the same hull form and di-





main-deck salon with its large windows offers an equally inviting environment for relaxing and socializing, it's a safe bet that the galley area will become a favored venue for gatherings of family, friends and associates.

The primary wood throughout the interior is anigre, selected for its tone, consistent and subtle grain, and its abundance as a non-threatened species. Project Manager Mark Masciarotte enlisted the services of Offshore Interiors, a British Columbia specialist in high-end cabinetry for large yachts, to craft *Miss Lisa's* intricate joinery, a process that began with the creation of tooling for the approximately 30 custom moldings used throughout the interior. In order to maximize consistency of tone and to minimize waste, the environmentally conscious owners encouraged the use of micro-laminated stock for curved and otherwise complex components. Patterned area rugs soften the teak and maple soles at main- and bridge-deck levels and complement the traditional ambience.

**CLOCKWISE FROM BELOW:**  
Large view windows brighten the full-beam master suite. Detailed anigre paneling, cabinetry and mouldings key-note guest accommodations and the bridge-deck lounge.

*Miss Lisa's* accommodation plan features a main-deck master suite, with a VIP and two guest suites one level below. Although the owner, himself a licensed captain, and his wife, an accomplished designer who played an active role in developing the interior themes, plan to operate their yacht a good part of the time, they agreed with Masciarotte's recommendation to include two additional cabins—each finished to guest standards and fitted with a large fixed lower berth and a Pullman berth—and a compact lounge/galley just aft of the main guest area for use as a crew accommodation or for additional guests.

The deckhouse at bridge level encloses a single, uninterrupted space whose additional large windows and absence of obstructing bulkheads emphasize its already generous dimensions. With only a waist-high television cabinet separating the helm area from the skylounge just aft, guests can enjoy a virtually 360-degree view and a bright, airy ambience for social gatherings or business conferences. Forward, an observers' banquette



and dual Stidd helm chairs face a broad console and an impressive array of navigation electronics, engineered by Radio Holland to include a chart plotter, FLIR, IntelliSea monitoring system, two radars, closed-circuit security TV and a phalanx of five Hatteland monitors to display all data in any desired sequence. A second helm station occupies the sundeck just above, and as an alternative to fixed wing stations, two hard-wired remote consoles—one at the Portuguese bridge and the other aft on the boat deck—control engines, rudders and thrusters as they allow the helmsman complete mobility and visibility for docking and close-quarters maneuvering.

Exterior finishes and fit-out are consistent with the yacht's offshore-capable demeanor. Massive 10-inch elliptical teak cap rails define bulwarks and deck contours, and match the scale of oversized cleats, bollards and capstans, all of mirror-polished stainless steel. Compared to Citadel's first 92, *Miss Lisa* features an extended boat deck capable of securing a diesel waterjet-driven, 22-foot Novurania tender. The







**ABOVE:** Raised lounges allow seated guests to enjoy a panoramic view from the bridge deck. **OPPOSITE:** Teak decking and varnished caprails complete Miss Lisa's traditional appeal.

4,500-pound-capacity crane by Steelhead Marine is positioned not only to deploy the tender, but also to facilitate loading stores through a large weathertight hatch aft on the main deck. Appropriately, the gleaming white below-deck spaces aboard *Miss Lisa* provide direct, easy access and stowage volume commensurate with the provisioning demands of a lengthy ocean voyage. Plumbing and conduits, routed high as they pass through utility compartments, don't interfere with precious storage space. Piping for seawater systems is copper nickel to resist corrosion.

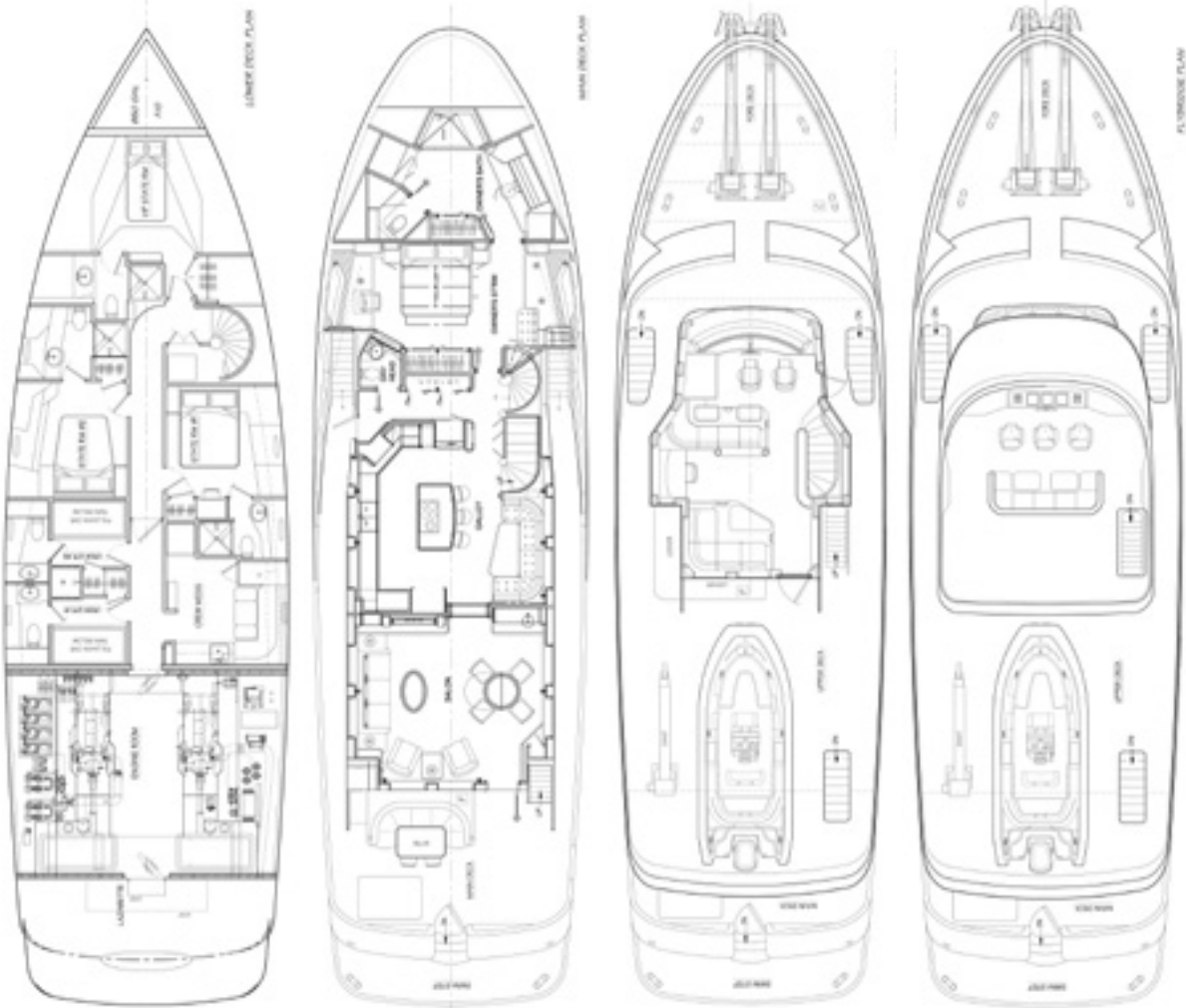
The hull, whose form is inspired by a Pacific Ocean tuna seiner design, features hard chines and a bottom that rises gently toward the stern to produce an agreeably small wake, evidence of its quiet, efficient ride. Abbreviated fin-like appendages house each propeller shaft to protect the running gear from submerged hazards; keel

shoes also provide a lower bearing for each rudderstock. Each stabilizer fin's fixed component trails into an articulating section that pivots for effective roll-damping. Together, these stabilizer units easily can support the yacht's entire weight, a priceless attribute in case of grounding on a distant shoal.

"It's the right boat for the times," concluded *Miss Lisa*'s owner. "It's economical to operate, and can be run easily with a crew of two. Joe [Artese] did a great job on an amazing interior, and with the depth of his knowledge and experience, Mark [Masciarotte] was our secret weapon on this project." Following the yacht's arrival in South Florida and a series of short cruises to the Keys and Bahamian ports, *Miss Lisa* will head north for a summer of cruising New England waters. After that, who knows? Given her robust construction and admirable range, her owners face few limitations in time or destination. ■

# Citadel Yachts 92' Miss Lisa

LOA: 92'	FUEL CAPACITY: 7,200 GAL.
BEAM: 25'	WATER CAPACITY: 920 GAL.
DRAFT: 12'	GREY WATER CAPACITY: 350 GAL.
DISPLACEMENT (FULL LOAD): 193 L.T.	BLACK WATER CAPACITY: 460 GAL.
DISPLACEMENT (LIGHT SHIP): 170 L.T.	MAX SPEED: 12.3 KNOTS
HULL: STEEL	CRUISING SPEED: 10 KNOTS
PILOTHOUSE & MAST: ALUMINUM	RANGE: 3,650 NM
ENGINES: 2 x CATERPILLAR C18 B – 600 BHP @1,800 RPM	NAVAL ARCHITECTURE: DENNIS ALS
REDUCTION GEAR: 2 x TWIN DISC 4.0:1	INTERIOR DESIGN: JOSEPH ARTESE DESIGN/OWNER
GENERATORS: 2 x NORTHERN LIGHTS 40 kW	BUILDER: CITADEL YACHTS – USA
STABILIZERS: NAIAD AT-ANCHOR, 16 SQ.-FOOT FINS	



FOR MORE INFORMATION, VISIT  
CITADELYACHTS.COM

