

I don't know about you, but I for one am sick of endless
are commanded to leave our shoes at the dock for the c
intravenously until we are rolled off the passerelle at the

I've found a much more involving luxury yacht chart
And the Saudi oil minister.
although likely no

Pacific Yellow

Story: Barry Weldon
Photos: Colin Griffinson



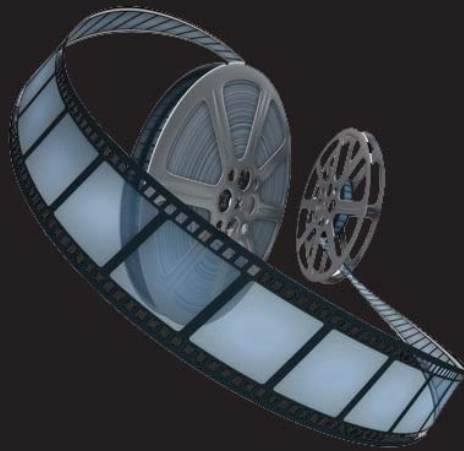
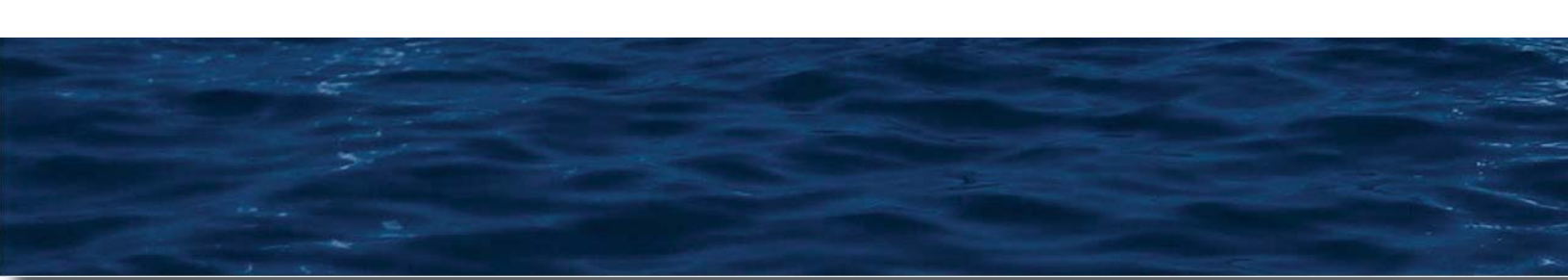
s \$150,000-a-week megayacht charters aboard shiny, cookie cutter gin palaces where we
duration before being suspended in a cashmere-coated oxygen chamber and fed caviar
e end of the week to a waiting hospice van.

er for about half that rate. Well, Uma Thurman found it.

Both are recent guests aboard the *Pacific Yellowfin*,
ot at the same time. But, one never knows.

wfin





Which is not to say there isn't caviar aboard *Pacific Yellowfin*. You just have to chew it yourself. In fact, gourmet sustenance is one of the many highlights of this inviting, charismatic charter yacht. But it wasn't always that way.

Built by the U.S. Army near the end of World War II, the *Pacific Yellowfin* was originally christened as JMP64 in 1943 when she slid down the ways at

Billings Shipyard in Deer Isle, Maine. As a Junior Mine Planter, she was to be used in protecting harbours off of the East Coast of the US.

As a freight/passenger design, the ship was versatile and could carry considerable tonnage. Many boats of the *Pacific Yellowfin's* type played an integral role in recapturing the Aleutian Islands off of Alaska.



Left: Captain Colin Griffinson bought *Pacific Yellowfin* in 2000 and had her interior professionally refit for luxury charter duty. The pilothouse practically screams long-range adventure on the high seas.

Below: The vessel's refit was begun by her previous owner. Griffinson owns a company which finishes the interior of luxury homes, so much of his expertise was applied throughout the interior.

Accommodations are available for up to twelve guests, including the VIP stateroom shown below, tucked away just behind the pilothouse.



Above: *Pacific Yellowfin* is one of the last wooden ships built for WWII. She was built for the United States Army, which operated approximately 127,000 ships during the war.



Following her active service, *Pacific Yellowfin* was sold to Clint Pelletier, a man of mystery who appears to have been involved in operations in Cuban waters during the time of the Bay of Pigs invasion.

After this intrigue, she was brought back to the U.S. and sold, becoming a static houseboat on the Sacramento River for approximately 20 years.

It wasn't until the 1980s that she was brought back into active service, after being bought by the Tacoma Tow Boat Company to carry out research for the US Navy. After several years of this she was purchased by oilman Pete Whittier who started the process of bringing her back into top-notch shape.

Whittier eventually sold *Pacific Yellowfin* to Colin Griffinson after years

Left: The main saloon speaks volumes about life onboard the 'Fin.



Left: Pacific Yellowfin offers a fleet of toys, from kayaks to sailing dinghies, aluminum landing craft and all-terrain motorcycles.

of discussion. Whittier was looking for a smaller vessel while Griffinson, the owner of a refurbished 72-foot salmon seiner, was looking for a larger one. The two men happily traded boats, each getting what he needed out of the deal.

With a 400-ton displacement, a 30-foot beam, 12-foot draft, this 120-foot converted freighter makes for a very solid luxury cruising platform. And this is where her story really gets interesting.



Above: *Fore!* Driving the infinite range is one of the charismatic onboard attractions available during a Pacific Yellowfin charter.

Uma Thurman was a recent guest.



Pacific Yellowfin's *twin Atlas Imperial 6-cylinder engines are original, with exposed pushrods and vavletrains. She carries 18,000 gallons of diesel.*

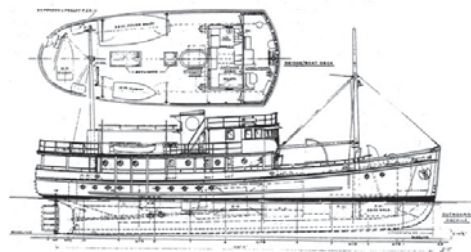
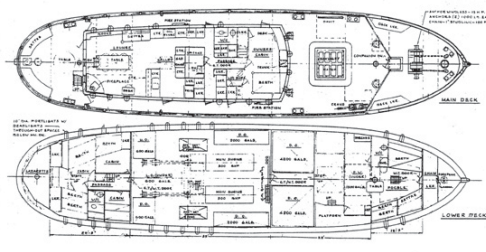


Griffinson has been chartering *Pacific Yellowfin* actively for the past seven years. He had originally planned the boat's refit for his own use, the chartering came about by demand. Fraser Yachts approached him about offering the boat for charter service, and *Pacific Yellowfin* now enjoys a busy charter schedule four months per year, now managed by Infinity Yacht Charters.

A typical charter onboard *Pacific Yellowfin* can best be described as an adventure expedition. Guests use the ship as a platform from which to launch all manner of fishing, hunting, hiking and cultural

junkets throughout the Pacific Northwest. Kayaks, sailboats, aluminum landing craft and a bevy of all terrain scooters make for a decidedly un-megayacht-like experience that's a lot of fun, to say the least, and puts charter guests directly in touch with all the Pacific Northwest has to offer. Arriving and departing by seaplane only adds to the experience.

Inside, she's not stuffy at all, unlike so many megayachts offered for charter. Her refit interior was decorated by Robert Ledingham from Vancouver and it looks like it simply grew from the hull's massive wooden ribs. There's a woodburning



stove in the saloon. The master head has exposed copper piping, another thing you won't see in cookie-cutter megayachts.

Griffinson's extensive refit of Pacific Yellowfin was aided by the fact that the Bellingham International Maritime Museum in Washington was able to unearth all of the original construction drawings of the vessel, an invaluable

resource. Her carvel hull construction and massive ship-sized scantlings further differentiate her from the typical charter yacht platform.

Pacific Yellowfin can accommodate up to twelve guests. Eight guests can enjoy everything the ship has to offer for around \$70,000 per week.

pacificyellowfin.com

For Sale: the motor yacht *Trudella*



The motor yacht *Trudella* was commissioned in 2007 and completed in the spring of 2009. Her hull was built in 1938 in Germany.

She is built as a gentleman's heavy cruiser with art deco design features in the interior. She has every conceivable modern design feature including climate control in every cabin, satellite TV, sat phone, sat nav, etc.



She can be viewed at www.mvtrudella.com. Interested parties can contact the agent at bquantum@eircom.net. The asking price is 980,000.00 euros.