

MIAMI BOAT SHOW
AN INSIDER'S GUIDE

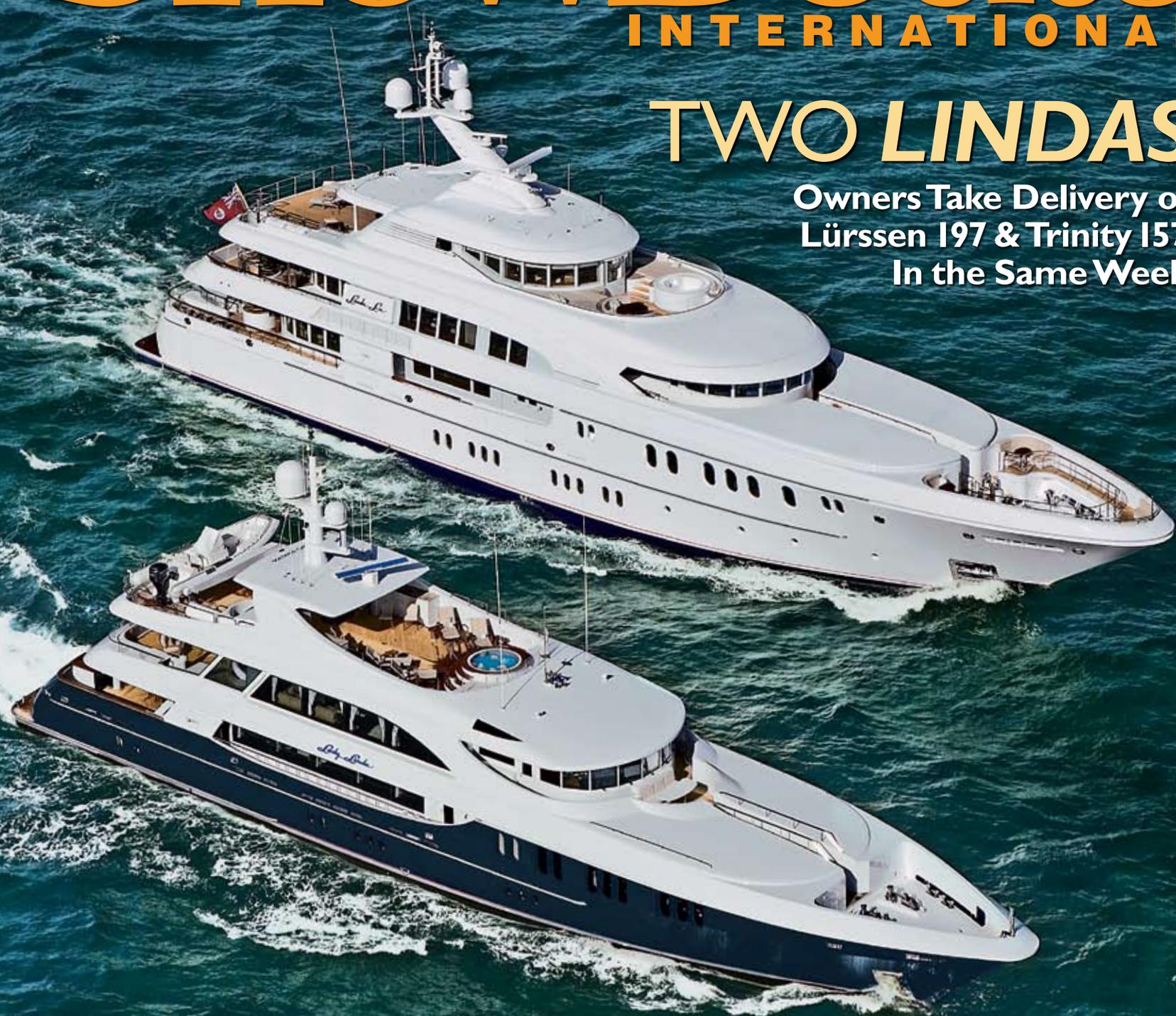
FEBRUARY 2007

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TWO LINDAS

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EXCLUSIVE

Nobiskrug's 219'
Triple Seven

Improving the Breed
Fuel-Efficient Hull Designs



If seven is indeed
a lucky number,
then Nobiskrug's
Hull No. 777
has good fortune
to share.

LADY LUCK

There is so much that is new and custom about the new, custom 219-footer (66.7-meter) out of Nobiskrug that it's easier to begin with a story about luck. The yacht's owners, now living in London and on the Côte d'Azur, are at home in many cultures. An astute business sense and good timing have brought them substantial success, and their yachting, which began with open sport boats, has risen to the building of two custom yachts.

Then there's the yard. Nobiskrug has a more-than-100-year history in commercial and passenger shipbuilding, although it nearly succumbed to financial ruin in 1986. Acquired by HDW in 1987 and limited by severe EU financial restructuring rules, the yard trimmed its workforce and »

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concentrated on repair and refit. Healthy again in the mid-nineties, Nobiskrug returned to new construction. Its first yacht project, built under contract to the late Claus Kusch, was 92-meter *Tatoosh* in 2000. Refits of 46-meter *Ontario* and 96-meter *Limitless* followed. In 2002, in order to redevelop the yard for large-yacht construction, Nobiskrug's Managing Director Peter Güldensupp recruited Christian Schäfer, formerly of Abeking & Rasmussen, as director of marketing and sales. During their first boat show in Fort Lauderdale they were having a drink with some friends at an oceanfront café when strangers at the next table began discussing building a yacht.

And then there's broker Mark Hilpern of Camper & Nicholsons in Antibes. Partnering with Mike Ringdahl, he built Castlemain into a powerful brokerage house in the go-go 1980s.



Above: The glass wall separating the aft main deck from the salon drops away into a round bar that links the two spaces.

Ringdahl's unexpected death was a terrible jolt. Hilpern sold the business and sailed off on his Hans Christian 43 to clear his head. Four years and an at-times harrowing circuit of the Pacific and Caribbean later, he realized that what made him happiest was putting people in the right boats. In 2002, he met with clients during the Fort Lauderdale boat show. Moving up from a series of sport boats, their ownership of the 55-meter Oceanfast *True Blue* brought them appreciation of the motor yacht lifestyle. As they relaxed at an oceanfront café and discussed the possibility of building a new yacht, two shipyard representatives at the next table quietly offered them their cards.

Also consider the fates of Frank Neubelt and partner Roland Krueger of Newcruise Yacht Projects & Design. This German firm was primarily known for sailing yachts; its principal is a

passionate sailor. In 2000, Dutch builder Moonen asked them to design a 38-meter. *White Heaven III*, Moonen's largest boat to date, won a ShowBoats International Award in 2002, and suddenly Newcruise was in the motor yacht design business. Neubelt believed he would specialize in 40-meter yachts, but when neighboring Nobiskrug asked for large concept sketches to display at the 2002 boat shows, he let his imagination run wild and his lines grow to 60 and 70 meters.

"So I went to see the men who had given us their cards," said Hilpern. "I wasn't really expecting anything, but I wanted to see their stand. They pulled out these sketches, and the odd thing was, they were basically the boat my client was describing to me. It was uncanny."

Over the next few months, Newcruise and Nobiskrug's in-house design and engineering team developed a concept based



upon Hilpern's briefing: long, elegant lines, large outside deck spaces more like outside rooms and inside spaces that feel connected to the outside.

At the first presentation, Neubelt recalls that the owner asked how he could bring more elegance to the profile. "Just cut one deck off," I said. "Can you live with less interior?" He answered immediately that he preferred living on deck. Then he began to talk about his vision of getting light into the ship. I thought how lucky I would be to have this couple for clients," Neubelt said.

The owners gently began to get the designers, builder and broker to think of them as a team. They hosted the next meeting at their home in Cannes to expose the design team to their casual, yet refined style. Next the owner pulled out his own sketches. "He goes to a show and sketches everything he likes," commented Neubelt. Soon a profile the owner describes as "unique and recognizable but not too extreme," began to take shape.

Joining the program was Clive Golding, who had driven several high-profile Feadships before taking the helm of *True Blue*. He was instrumental in convincing the owners to explore the idea of a full-displacement yacht. Golding connected immediately with Newcruise on issues of ample engine-room space and with Nobiskrug on a preference for steel over aluminum for its ability to allow unsupported spaces and bigger window openings.

Nobiskrug brought to the party renowned German engineering, which manifests itself not only in an awesome two-level, three-stage compartment of engine and machinery »

From top: The salon's center section features a clubby lounge and dining in the round facing floor-to-ceiling windows; the floating spiral stairway.





Above: The master suite offers a simple Zen-like retreat with contrasting shapes and textures.

spaces, but also in hull design and construction methodology. “From the beginning, we wanted to make an extremely low-resistance hull, but one with significant volume and tankage,” said Schäfer. “When you can get good fuel at a good price, you want to take advantage of it. *Triple Seven* can carry more than 46,000 gallons of fuel,” he noted.

The yacht’s efficiency begins with a bulbous bow and narrow entry that stays deep yet fine moving aft. The efficiency of the hull shows in her performance figures: At 100 percent power from her 16V4000 MTUs, she reaches 17 knots; cut power 15 percent, and she slows only half a knot. At 42 percent power, she makes 14 knots. At this cruising speed,

she has a range of 10,000 nautical miles.

During the design phase, it became clear that steel was going to be problematic for welding the shapes Newcruise and the owner were busy sketching. The solution lay in a novel proposal by Managing Director Jan Ehlers to use composites as bulwarks and coachroofs. Although the yacht’s structure is entirely steel, above the level of the main deck, head steel is merely the framework to which a curvaceous, weight-saving composite skin is attached. The use of composites allows such features as triple curves on the undersides of the aft- and side-deck overheads, beautiful compound curves on the forward superstructure and the innovative carbon-fiber cover over the rescue boat. All of the built-in external furniture is formed of composite over steel framing as well. Ehlers, who is also an engineer, was involved with developing this solution for the top deck of the HDW/Lürssen build *Al Salamah*.

“We used the advantage of the slenderness of a steel structure and its better fire integrity and combined it with a GRP skin for freedom of shape and enhanced quality of finish. The extent to which we have used this hybrid technique on *Triple Seven* is unique,” said Schäfer. The composite sections were typically constructed over male forms. Once all the engineering was completed, the GRP construction was actually faster than cutting and pre-bending metal and fairing the results, plus it was accomplished simultaneously outside of the main construction hall.

“It’s not the approach for boats with high-volume superstructures, or boats that will have stability issues,” noted Ehlers, “but for this project with large open decks, it was perfect.”

With suggestions for design, mechanical and interior

details continuously evolving, Hilpern says the keys to the project's success were Golding's diplomatic skills and the addition of surveyor Charlie Baker of UK-based Consultant Marine Engineers to the team. "A lot of what we were doing with the superstructure engineering was totally new ground," said Hilpern. "Baker helped the yard work out the kinks and guided the certification process."

Initially, Newcruise was responsible for only the styling. That was before the owners met interior designer Katharina Raczek, who had recently joined Newcruise. "The wife had intended to be very involved with the interior design. She met Katharina, and they were amazingly and immediately on the same wavelength," said Hilpern. Its contract expanded, Newcruise could now work out interior and exterior details with seamless efficiency. Still, the owners themselves contributed hundreds of hours to the design effort and amassed a collection of 3,000 material samples in the process.

The pieces of the project fell into place as smoothly as the tumblers of a combination lock. One day the owner noticed the yard's project number for his unnamed boat was 777. In most cultures, including the one into which he was born and the ones in which he has lived, seven is considered an extremely fortunate number foretelling great success and satisfaction. Would three sevens in the project number bring three times the luck? Rather than argue with fate, he announced the boat would henceforth be called *Triple Seven*.

Naming the yacht had an unexpected codifying effect on the contemporary design themes for the interior—design details from windows to crown moldings to stainless steel details began to take shape, literally, around the number.

Undoubtedly, the most striking manifestations are the seven windows forward on the main deck. These slabs of curved and tinted bulletproof glass arch up the raised hull sides from just above main-deck level, where the superstructure broadens to full beam, and notch into what appears to be the joint with the bridge deck above. Looking ever so much like giant sevens, these portlights bring abundant light into the owner's suite. This suite's innovations extend to the traffic pattern—the owner's office/library is a separate room rather than an enlarged hallway. A bleached wengé desk slides partially into the wall when not needed, becoming a small table. Given its own adjacent bathroom, this suite could function as a separate cabin and, in fact, has a hidden foldout bed. Curved walls in the stateroom—where the portlights are so large they »

Below: The primary outdoor dining area is abaft the bridge-deck's salon-cum-cinema.



double as window seats—give personality to the large space and create a hidden security closet. Bleached sycamore wall panels separated by eighth-inch gaps seem to float off the substrate and add lightness to the room. Some of the panels are treated to a metalized lacquer finish for contrast and to harmonize with the brushed nickel hardware. Behind the curved wall at the head of the bed are his-and-hers dressing areas linked by an enormous bath that seems carved out of a single block of pale, Portuguese marble.

The yacht's center of circulation is a floating spiral staircase of natural sycamore and anigre. Diffused light spilling from behind the stair column washes across etched nickel panels. On closer inspection, the "etching" is the number seven repeated thousands of times. "The craftsman doing the metalwork for the boat came up with

Below: A hatch opening below *Triple Seven's* logo reveals the yacht's beach club, a complete lounge on the waterline.



it," said Krueger, who became a fixture at the yard during the build. "He showed me a sample and I said, 'Let's go for it.' Even though he had to make all those sevens by hand, he wanted to do it. That kind of enthusiasm brought something special to the project."

The yacht's substantial 39-foot beam also brought something special, and when it came to the interior, the Newcruise team exploited it, giving new meaning to the term "open plan." The salon stretches from the foyer to the aft deck with no intervening columns, just two waists nipping into the space midway at the plenums and again at the aft end. A circular bar located between glass doors to the aft deck occupies most of the aft end of the main deck's superstructure. A glass wall at the back of the bar drops into the structure, allowing service to the aft deck as well as the salon. With the glass lowered and the doors open, the design creates a flowing, indoor-outdoor living space more than one-third the overall length of the vessel. To keep such a vast space from resembling a bowling lane, Newcruise subtly divided the space into six usage areas, from an open sun-pad area most aft to the substantial covered aft deck and outdoor cinema, the circular bar, a formal seating area and, finally, to *Triple Seven's* signature spaces, a circular dining area to port and the equally circular casual lounge to starboard, each fronting floor-to-ceiling windows overlooking the side decks. Bulwarks are notched out at this point to provide clear views.

Not to put too fine a point on the owner's joy in outdoor living, *Triple Seven* is a tri-deck yacht; the sun deck bears no enclosures save a dayhead and room for the emergency generator. Between the two substantial air trunks, however, a retractable awning creates a shaded gazebo with tables for dining. »





Taking pride of place forward is a large, round sun pad recessed into the top of the coachroof. Snatch the cushions off the sun pad and you have what Golding calls the "helipuck," a circular helicopter landing pad with a certified 18-ton crash

load. Next aft are more sun pads and an enormous Jacuzzi that holds 3.6 tons of water when filled.

Exemplifying the latest trend in large yachts, *Triple Seven* has a beach club astern of her engine room and tender garages, just a few steps from the sea. This teak-clad casual space incorporates a lounging area with a bar, exercise equipment and a separate bathroom, in essence replacing a gymnasium that might have occupied a fourth deck had not the owner demanded a more "elegant" profile.

So, are three sevens an indicator of good luck? It would seem triply so. Newcruise now reports three projects over 110 feet on its order book, and Nobiskrug, part of ThyssenKrupp Marine Systems since 2005, is building three new yachts. Hull No. 778 unites the same lucky team to elaborate the themes created for 777 in a 240-footer for the same fortunate owners. Meanwhile, the modern, new 145-meter construction hall triggered by the *Triple Seven* contract has gained a reputation as one of the most sophisticated facilities of its kind in Europe. □

READER'S RESOURCE Nobiskrug GmbH, Kieler Strasse 53, D-24768 Rendsburg, Germany, tel: +49 4331 207 221, fax: +49 4331 207 117, www.nobiskrug.com

Builder: Nobiskrug GmbH

Year launched: 2006

Naval architecture: Nobiskrug/
ThyssenKrupp Marine Systems
Interior design: Newcruise Yacht
Projects & Design

Exterior styling: Newcruise Yacht
Projects & Design

Classification/certification:

Germanischer Lloyd 100 A5 CMCA

MC Y UMS

LOA: 218'9" (66.70 m)

Beam: 39'4" (12.00 m)

Draft: 11'7" (3.55 m)

Max. displacement: 1,391 tn

Max. speed: 17 kn

Cruising speed: 15 kn

Hull material: Steel

Superstructure material: Steel/GRP

Fuel capacity: 48,872 U.S. gal

(185,000 L)

Freshwater capacity: 7,318 U.S. gal
(27,700 L)

Engines: 2x MTU 16V4000 M60,
2,360 hp each @ 1,800 rpm

Gear box: ZF

Propellers: Piening, 5-blade, fixed

Generators: 2x MAN D2876 @ 338 hp,
1x MAN D2866 @ 229 hp, 1x MAN
@ 134 hp

Shore power converter: 250-kVA
transformer

Watermakers: 2x 5,283 U.S. gal
(20,000 L) per day

Air conditioning: SICK

Stabilizers: Quantum 4-fin QC1500
ZeroSpeed w/pitch control

Bow thruster: SCHOTTLE, 195 kW

Hydraulic system: Prinz Hydraulic

Paint: Awlgrip

Anchor windlass and capacity: Muir
VRC 20000, 40 kW

Passerelle: Hydromar

Davits/crane: Hydromar

Tenders: 33' (10 m) Chase, 25' (7.5 m)
Novurania Custom Line, 16' (5 m)
Nautica

Entertainment system installed by:
Libra Solutions

Security system: 11-camera CCTV,
proximity card entry control

Radar: Racal-Decca BridgeMaster,
X- and S-band

Electronic chartplotter: ECDIS

Autopilot: C. Plath

Gyrocompass: C. Plath/Furuno
Satellite Compass

GPS: 2x Leica

Satcom: 2x Satcom C, 2x Iridium, 1x
Fleet 77, 3x GSM Triband

Depth/wind/log instruments: B&G,
C. Plath

Monitoring system: HDW-Hagenuk-
Schiffstechnik/Bjerge

