

2009 GLOBAL
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ANNIVERSARY

ShowBoats

INTERNATIONAL

Sliver thin
Silver 73-meter,
27-knot
Rocket from Hanseatic Marine



FIRST LOOK

- Nobiskrug's stunning 74-meter *Siren*
- Pershing 80

HOT TRENDS IN COOL POOLS

DECEMBER/JANUARY 2009

Siren Song

**Nobiskrug launches
an alluring, expanded
follow-up to 777**



WITH HER SUPERB ENGINEERING, sleek profile and meticulous interior styling, the 73.5-meter (242-foot) motor yacht *Siren* is every bit as enticing as the seductive bird-women of Greek mythology whose enchanting songs mariners found impossible to resist. The vessel is the second offering from the team of Kristal Waters (the company that commissioned her), the Hamburg-based German design firm Newcruise and Nobiskrug shipyard, whose combined efforts also gave rise to her predecessor, 777. Named after its build number and pronounced “Triple Seven,” this first yacht sold upon completion, by which time Hull No. 778 was already well under way. Slightly larger, at just over 73 meters, 778 was christened *Siren* and delivered last May by Nobiskrug in Rendsburg, Germany.

Underlying the decision by the Kristal Waters team to build *Siren* was a desire to spearhead the development of a new language in yacht design. They wanted to see yachts that were sleeker and less cluttered, but still unmistakably stylish. Of course, *Siren* has more interior volume than her predecessor, but Clive Golding, director of Kristal Waters, is at pains to point out that this was not the primary objective.

“We had a very different concept of what constituted a yacht compared with what was readily available at the time,” he explains. “As

boats are becoming larger and gaining volume, I find that many of them have sacrificed proportion and aesthetic appeal. We prefer a balance of indoor and outdoor living space designed for comfort and entertainment purposes.”

By way of illustration, Golding waves an arm in the direction of the huge swim platform that can accommodate several recliners, while sitting inside *Siren’s* beach club, finished in a calming waxed oak and bleached teak. Sporting large tender garages, the yacht houses a 12-meter, 6.5-ton, »

Captain Charles Menzies and Caroline Bennett (inset, opposite)



This page and opposite: The owners wanted a clean, contemporary look, says Newcruise designer Katharina Raczek. They were influenced by land-based architecture. The main woods are dark-stained oak for the soles and bleached and whitewashed maple for the walls.

side-loading Novamarine tender, in addition to a 7.5-meter tender and a five-meter rescue boat.

“Because yachts are getting bigger, they spend less and less time in port, so a comfortable tender is a top priority,” says Golding. “An eight-meter, semi-rigid inflatable just doesn’t cut it anymore.”

On the inside, there is an elevator between the lower and upper decks and a cutting-edge cinema room equipped with a 104-inch screen that can be adjusted to fit film format and avoid those annoying black edges. The design brief stipulated a cabin on the bridge deck in addition to the four guest cabins on the lower deck.

One of the most ingenious innovations designed to make the most of the interior space was inherited from 777. The master suite takes up a third or more of the main

deck and includes a study that can be converted into an independent double cabin by way of electrically operated sliding panels that come out of a disguised dressing room and a bed that folds down from the bulkhead. The transformation is surprisingly complete, thanks to details such as reading lights that are revealed when the bed is lowered, and the final effect accords perfectly with the main cabin’s décor. Indeed, when the studio cabin is in use, the occupants have the best seat in the house because the bed overlooks a fold-down private terrace. Here again we find an intelligent design feature.

“Nobody wants to look at a floor on their wall,” says Golding. So to avoid seeing the teak decking of the terrace when closed, silk shoji screens can be pulled across to disguise the opening when not in use. (The same screens, >

Klaus Jordan (bottom; opposite: top; bottom right); Justin Ratcliffe (opposite: details, 2)





UNDERLYING THE DECISION BY THE KRISTAL WATERS TEAM TO BUILD *SIREN* WAS A DESIRE TO SPEARHEAD THE DEVELOPMENT OF A NEW LANGUAGE IN YACHT DESIGN.



The master suite, top, takes up a third or more of the main deck and includes a study that can be converted into an independent double cabin, above. When in use, the studio cabin overlooks the fold-down terrace, above right. Shoji screens conceal the terrace when not in use.

which light up inside as they are closed, are used to create a partition between the dining room and the main salon.) If the owner or his guests simply want to maintain the AC temperature inside the cabin but keep the sea view, then sliding glass doors can close off the terrace. When *Siren* was in the design phase, Newcruise was among the first to come up with a private terrace feature, and it is perhaps the best-engineered example of the feature to date. It includes a concealed locker to house the guardrails and furniture.

Katharina Raczek, head of interior design and a junior partner at Newcruise, explains the reasoning behind the interior concept.

“The owners wanted a very clean and contemporary look and were very influenced by land-based architecture,” she

begins. “At the beginning the style was more minimalist, but at a certain point we relaxed the look because we wanted it to be cozy as well as calming.”

One vital aspect that Raczek believes contributed to the success of the project is that Newcruise was responsible for both the interior and exterior styling.

“The final look flows together and works so well,” she says, “because we were pursuing a single design philosophy.”

The result is an interior superbly outfitted by Fitz Interiors that is contemporary and clean but also welcoming and easy on the eye. The main woods used are dark-brown-stained oak for the soles and bleached and whitewashed maple or bird’s-eye maple for the walls, plus furniture items in zebrano stained gray. To ensure uniform veneers, more than 700 trees were >

Klaus Jordan (4)



One feature designer Raczek believes contributed to the success of the project is that Newcruise handled both the interior and exterior styling. "The final look flows together and works so well because we were pursuing a single design philosophy," she says.

examined before the 30 or so required to complete the interior finally were selected. With the exception of a few barstools, virtually all the furniture is bespoke, to Raczek's own designs, such as the ingenious games table with its intricate Makassar inlay in the skylounge.

Marble and other stones range from ebano patinato for the bar unit that divides the main salon and the exterior aft deck, to mocca cream sandstone, emperador and nero assoluto marbles in the bathrooms. Vinaxia sandstone on the walls in the dayheads has an almost napped feel to it, not unlike suede. Carpets are of hand-knotted wool and silk or (strangely) nettle fibers.

Mention should also be made of the high-quality detailing, such as the pearl-embroidered cushions and bedcover in the master suite. Another example is the

glass midsection in the dining table that can be raised or lowered at the touch of a button to provide a backlit centerpiece that also comes in handy during buffets (it can be extended to form a banquet table for 22 guests). When not in use, the dark-brown glass mimics perfectly the tabletop. For this, Raczek experimented with different types and tints of glass until she found just the right shade of taupe when the feature is illuminated. Much of this quality is thanks to the fact that Newcruise relies on local suppliers that can be visited regularly for reviewing materials and samples.

The massive, full-aspect windows on the main deck are a dominant interior feature that lend more of an apartment look to the interior. This feeling is reinforced by the sliding horizontal screens instead of vertical blinds. Big windows also mean that visibility from the wheelhouse meets with the requirements for Germanischer Lloyd certification. These large windows and narrow mullions are the result of both the hull and superstructure being constructed of steel, except for some non-structural fiberglass components.

According to Golding, a concerted effort was made *not* to use aluminum because steel has several advantages as a construction material, not least that it is more resistant to fire and less susceptible to corrosion problems. It is also much heavier, but weight control was not a priority aboard a full-displacement yacht that has bathrooms lined with 20 millimeters of marble.

Engineer Roland Krueger of Newcruise says one of the most challenging aspects of the design was the circular »



Klaus Jordan (left: upper, lower; bottom right); Justin Ratcliffe (right: upper 2)

Right: *Siren's* interior and exterior spaces flow together as one design unit.



helipad, which is hinged across its diameter and is opened or closed via a hydraulic ram. Part of the problem was that when open, the overhanging half of the platform is

unsupported, so the hinge mechanism had to be extremely robust to withstand the regulatory crash loads. This multifunctional feature also serves as a sunbathing platform, a dance floor and even as a bandstand.

There is not usually much scope for innovation in the wheelhouse, which has to be practical first and pretty second. But here again, *Siren* is an exception. The captain and Golding spent considerable time arranging the instrument panel so that essential functions are grouped in the center, and others can be covered by two electrically operated glass covers when not in use to lend a more uniform appearance to the console. This involved building a full-size mock-up of the wheelhouse.

"I'd say we got it ninety-nine percent right," says Captain Charles Menzies. "There's just one trackball that sometimes I wish was in another place." ☺

READER'S RESOURCE

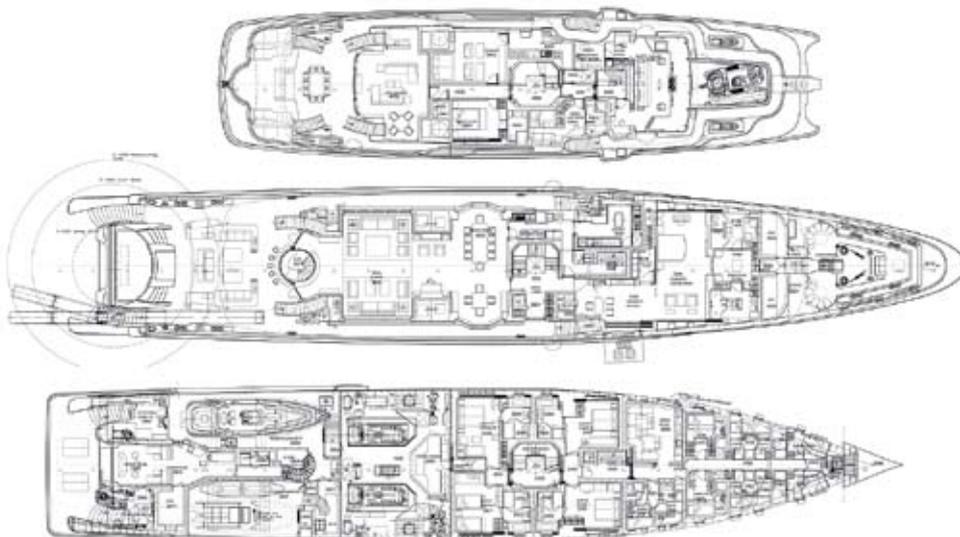
Nobiskrug
Kieler Str. 53
D-24768 Rendsburg
Germany
tel: +49 4331 207 350
fax: +49 4331 207 117
www.nobiskrug.com

BUILDER: Nobiskrug
YEAR LAUNCHED: 2008
NAVAL ARCHITECTURE: SDC/Nobiskrug
INTERIOR DESIGN: Newcruise
EXTERIOR STYLING: Newcruise
MARINE ENGINEERING: Charlie Baker, 777 Yacht Group Company
LOA: 242' (73.5 m)
BEAM: 40' (12 m)
DRAFT: 11'8" (3.55 m)
MAX. DISPLACEMENT: 1,667 tn
MAX. SPEED: 17.5 kn
CRUISE SPEED: 15 kn
RANGE AT CRUISE: 5,000 nm @ 15 kn/7,300 nm @ 14 kn

ENGINES: 2x MTU 16V4000 M60, 2,360 bhp @ 1800 rpm
PROPELLERS: Piening, 5-bladed
GENERATORS: 2x 252-kW MAN D2876 LE 301, 171-kW MAN D2866 LXE 30
CLASSIFICATION/CERTIFICATION: Germanischer Lloyd
#100 A5, CMCA, #MC Y, #AUT (UMS)
FUEL CAPACITY: 44,909 U.S. gal (170,000 L)
FRESHWATER CAPACITY: 9,774 U.S. gal (37,000 L)
HULL MATERIAL: Steel

SUPERSTRUCTURE MATERIAL: Steel (w/some non-structural composite sections)
EMERGENCY GENERATOR: MAN, 100 kW
SHORE POWER CONVERTER: 200 kVA
AIR CONDITIONING: Sick
WATERMAKERS: 2x Idromar, 5,283 U.S. gal (20,000 L) per day
STABILIZERS: Quantum four-fin QC1500 ZeroSpeed system w/pitch control
BOW THRUSTER: Schottel, 195 kW

HYDRAULIC SYSTEM: Nobiskrug/Hydromar
PAINT: Awlgrip
HORNS: Kahlenberg
ANCHOR WINDLASS AND CAPACITY: 2x Steen, 9,000 kg
PASSERELLE: Hydromar
DAVITS/CRANE AND LOAD CAPACITY: Hydromar, 6,500 kg, 3,400 kg, 1,500 kg
TENDERS: 12m Novamarine, 7.5m Novurania Custom Line, 5m Nautica
ENTERTAINMENT SYSTEM
INSTALLED BY: Radio Koch
SECURITY SYSTEM: Radio Koch
RADAR: 2x BridgeMaster (X-band and S-band)
ELECTRONIC CHARTPLOTTER: 2x ECDIS 2000
AUTOPILOT: Sperry Marine
GYROCOMPASS: Sperry Marine
GPS: 2x MX DGPS
SATCOM: Thrane & Thrane (Fleet Broadband), 2x Sailor Sat-C
MAGNETIC COMPASS: Furuno satellite compass
SSB: Sailor
DEPTH FINDER: 2x Furuno
WIND INSTRUMENTS: B&G
MONITORING SYSTEM: Bjørge Smart Chief II



Klaus Jordan (top)