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TRIPLE SEVEN

Top secret superyacht unveiled



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TRIPLE SEVEN

This 67.7 metre yacht resulted from a chance meeting between owners and designers and tangibly embodies the passion, dedication and thought that went into her design and build. Roger Lean-Vercoe tells her story.

Photography: interior, Stephane Bravin; underway, YPS/Peter Neumann



Above left: positioned to catch sea breezes, the lounge and bar on the aft lower deck form part of the beach club; Above right: the functional bridge

The story of the 67.7 metre motor yacht *Triple Seven* – recently delivered from Nobiskrug Shipyard in Rendsburg, Germany – began in unlikely fashion four years ago at the Fort Lauderdale Boat Show. Yacht designers and naval architects Frank E H Neubelt and Roland Krüger of Newcruise-Yacht Project+Design were relaxing in the Café del Mar together with Christian Schaefer of Nobiskrug after a long day at the show. Their conversation was focused on whether their visit to the show would find them a client, or whether their journey had been in vain. Dismally, their conclusions were tending towards the latter when their attention was drawn by a couple sitting at a nearby table, obviously visitors to the show, who were pouring over a stack of brochures from well-known superyacht builders. In view of their seeming mutual interest, Neubelt introduced himself and handed over a business card.

As it turned out, this was probably the most important card in the history of Newcruise, as the visitors were the owners of a significant superyacht who were discussing their new custom-built vessel. It had been a fortuitous meeting for all concerned. Neubelt and Krüger then spoke at length with their broker, Mark Hilpern from CNI, during the show, and on their return to Germany they were invited to meet the couple, together with their captain, Clive Golding, aboard their yacht. The yacht's owner spoke enthusiastically about his needs, showing himself to be both a knowledgeable and a highly discerning client. The outcome of the meeting was a request for an exterior design and interior layout proposal from Newcruise studio, which would be considered along with those from several other designers. The new yacht, of between 60 and 70 metres, was to have flowing lines and an elegant yet distinctive appearance that should lean more

to the conservatism of *Limitless* than the elevated grandeur of *Lady Moura*. At the same time the owner suggested that the exterior design might incorporate some of the spirit embodied in Formula 1 race cars, while the interior design should be contemporary with touches of classicism and also have a very individual character – a style that should impart the feel of holidays, rather than over-rich and stuffy formality. The clients were outdoor people, and the importance of sizeable and varied deck spaces was emphasised, as was the fact that the interior should be closely linked to the exterior with large windows that would promote a close affinity with the yacht's surroundings.

It was a clear and straightforward brief – and also a daunting task for Newcruise, whose largest design at that time was the 37 metre *White Heaven II*, but the studio put everything it had into developing plans that it hoped would



meet all the client's expectations. Tension was in the air at their next meeting when the

client unrolled the drawings into which Newcruse had invested so much energy and hope. but after a short silence, the words 'This is my boat. Let's look at a budget' gave the designers cause for celebration.

Over the next months, the yacht was further developed by the technical design team and engineers from Nobiskrug working closely with the Newcruse studio, who advised on a relatively narrow beam that would ensure good sea kindness and seakeeping. Hydrodynamics specialist SDC were commissioned to create a well optimised low resistance displacement hullform, while tests at the HSVA towing-tank in Hamburg showed that a bulbous bow would not only improve fuel economy, but would also give lift and dampen motion when the yacht's stern was at 45 degrees to a following sea – always a difficult point of sail.

Following the bid package being distributed to major European shipyards, the tender from Nobiskrug was accepted. While this yard, known for its commercial and military vessels and now part of the ThyssenKrupp group, has been active in shipbuilding since 1905 with over 700 vessels under its belt, this was to be the first yacht to be built entirely under its own auspices. Realising a vessel of 'yacht quality' from a commercially oriented yard is often a difficult task, but in this case there was little risk to the client in view of the fact that, working under the late Claus Kusch and his build management company, Nobiskrug had delivered the 92 metre *Tatoosh* in 2000, and have since refitted the 96 metre *Limitless* and the 46 metre *Ontario* (ex-*Falco*) – all premium products. The new vessel was assigned build number 777 and work got underway.

Throughout the yacht's construction she was always known by her build number 777, which in Germany is seen as a 'lucky' combination, so it surprised no one when, three years later, she emerged from her building shed with her build number adopted as her registered name. Her attractively sleek and low profile, with its high, seaworthy bow and stylish stern incorporating a large bathing platform/dock, topped by a highly styled, curvaceous superstructure with large, well-thought-out



Wooden shutters and a pale, wave-patterned carpet add to the beach house feel of the skylounge, which has access through wide doors to the extensive alfresco living area of the bridge deck



Despite its volume and uncluttered décor, the main salon has an overall feel of welcome intimacy with several zones for relaxing

deck spaces, gives her an appearance that will certainly turn heads. The Formula 1 connection is immediately seen in the two forward-facing air intakes that grace the extremities of the arch mast spanning the sundeck. An optional awning strung between the mast's open top offers shade to a central dining area. Known as the 'gazebo', this is the place for a snack, perhaps prepared on the adjacent barbecue, after a swim in the pool, just forward. While the mast bases offer a convenient dayhead, their main tasks are technical – holding the emergency generator and a switchboard room, and carrying ducts from the engine room for the intake air and suitably scrubbed generator exhausts.

Such facilities are much as you might expect on any yacht of this size, but this area also exemplifies the thought that was invested in the design. Firstly, as you admire the perfectly executed and highly curvaceous lines of the mast and bulwarks you might assume that this

steel-built yacht carries a good deal of weighty fairing. Not so. Following a lengthy discussion among the team members on optimal building methods, the Nobiskrug designers pioneered a new form of construction in which the majority of the curved exterior surfaces are moulded from composites and are attached to a steel sub-structure, thus saving weight aloft and also reducing the costs associated with the accurate bending and welding of steel plate and its subsequent fairing. Another advantage of this construction method was that the designers were able to create a totally concealed store for the compulsory SOLAS rescue boat and its cranes within the overhang that shades the bridge deck aft. The lightweight carbon-fibre cover slides aft manually to reveal the boat and its cranes – two of them so that the boat can be launched to either side of the yacht, and each powered by either mains or battery so that they can always be launched in emergency. At the other end of the sundeck, there is yet another

surprise. The yacht's owner was not interested in helicopter operations but, on the advice of Mark Hilpern, the circular sunbathing area forward of the pool has been engineered so that it can be replaced with a steel helipad should a future owner require it and, to this end, the surrounding structure carries all the requisite fire-fighting and support facilities.

The owner's requirement for extensive open-air facilities is also fulfilled in the remaining decks. One deck down, the bridge deck is a comprehensive outdoor living area – perhaps an alternative to the more youthful orientation of the sundeck – offering sophisticated dining around an oval table in addition to sunbathing and lounging on the sofa and chaise longues, while affording direct access through wide doors to the air-conditioned comfort of the sky lounge. If required, the whole of this deck can be shaded by awnings set on the stout carbon fibre poles that ring the deck.

TRIPLE SEVEN

LOA

67.7m

LWL

58.5m

Beam

12m

Draught

3.55m

Displacement

1,391 tonnes

Engines

2 x 1,760kW MTU 16V4000

M60 diesels

Propellers

2 x Piening fixed pitch

Speed (max/cruise)

17/15knots

Fuel capacity

190,000 litres

Range

10,000nm

Bow thruster

Schottel 195kW

Stabilisers

Quantum 4-fin QC1500

Zero Speed

Generators (main)

2 x 252kW MAN D2876

1x 171kW MAN D2866

Generator (emergency)

1x 100kW MAN

Watermakers

Idromar 2 x 20,000 litres

per day

Freshwater capacity

28,000 litres

Grey/black water capacity

23,000 litres

Sewage system

Hamann

Fire-control system

York Novenco

Security systems

Frankentek

Monitoring system

Bjorg Smart Chief II

Air-conditioning

Sick

Communication and navigation electronics

HST

Entertainment systems

Libra Solutions, London

Carpets

OT Oliver Treutlein GmbH

Owner and guests

12

Crew

18

Tenders

10m Chase;

7.5m Novurania Custom Line;

6m Nautica

Tender launching system

Hydromar

Passerelle

Hydromar

Paint

Awlgrip

Construction

Steel and composite

Classification

Germanischer Lloyd #100 A5,

CMCA, #MC 'Y', #UMS

Project management and owners' representative

Captain Clive Golding

Technical consultancy and technical project management

CME, Charlie Baker

Interior construction

FITZ, Germany

Naval architect

Nobiskrug/SDC

Exterior styling and layout

Newcruise-Yacht

Project+Design

Interior designer

Newcruise-Yacht Project+Design

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Nicholsons International

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E-mail: mh@can.enyachts.com

Yacht management

Camper Et Nicholsons

International

Charter broker

n/a

Charter rates

n/a

Builder/year

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Marine Systems)/2006

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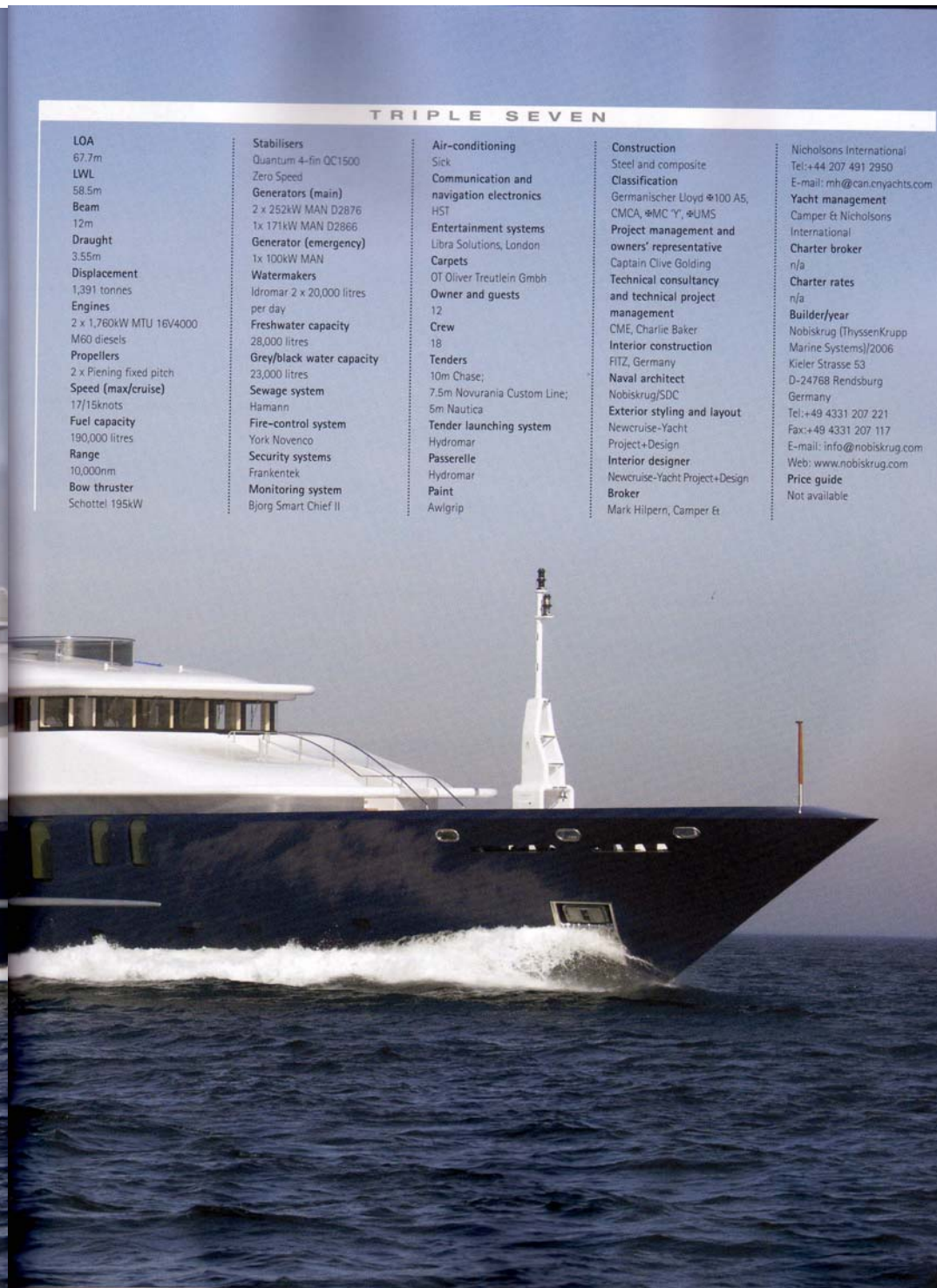
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E-mail: info@nobiskrug.com

Web: www.nobiskrug.com

Price guide

Not available





The third deck area, aft on the main deck, is an ideal base when the focus is on

watersports. Sunbeds are available conveniently close to the twin stairs leading down to the large bathing platform and tender dock; a circular bar positioned centrally between the doors to the saloon can be opened to deck by lowering its curved glass window; while a shaded seating area incorporating casual dining possibilities is available to those taking a break from the water, or merely gathering before a tender ride to the shore.

Triple Seven's deck layout certainly fulfils the design brief, but its real success is in offering such a wide variety of spaces that there will almost always be somewhere for owners or guests to do exactly what they want – either in the company of others or in solitude. All this has been achieved with elegance and practicality, without compromising the crew ability to run the ship. Just as important, it also provides the crew with their own private and very pleasant space on the foredeck, where two semicircles of seating extend around circular tables.

Most visitors would not at first notice it, but

there is an intriguing connection between the yacht's name and some of her more significant design details. On the exterior, the owner's suite has seven prominent windows on either side, each with a unique design in which the upper third makes a right angled curve inboard. The design intent of this was to pull light into the room vertically and horizontally, and also to enable a person sitting on the window-ledge seats to look upwards – but when seen from an oblique angle the windows themselves take on the shape of a seven.

While Neubelt and Krüger created the detailed design and oversaw the yacht's entire design package, the scale of this project caused them to expand their office to include Katharina Raczek, who joined the in-house interior design team. Raczek, a talented designer, brought new inspiration to the interior design, adding sophisticated detailing to both the decorative scheme and the design of the furniture. These new ideas and designs thrilled the owners, who had strong views on such matters, and this led to a very close working alliance between Raczek and the owner's wife, who was herself the source of a large number of ideas and suggestions.

In most respects *Triple Seven* follows the standard arrangement found in a modern yacht



Above: comfortable sofas form an 'L' shape around a television screen in the sky lounge
Right: a circular theme dominates the dining room, which is well lit by floor-to-ceiling windows





of this size – skylounge on the bridge deck, main saloon, dining room and master suite on the main deck and the guest accommodation positioned midships on the lower deck, with engine room and tender garages aft and crew accommodation and services forward. But the interior itself is emphatically not a standard one. Whatever your taste in interior design, you cannot fail to be impressed by the atmosphere created in the yacht by its highly talented designers. Falling within a narrow colour band, all the components of the interior are illuminated by light that pours in through huge windows while, by night, carefully placed downlighters and cornice lighting create a delightful atmosphere. Pale maple and sycamore wood with a variety of grain is contrasted here and there with darker items of furniture made from bleached wengé, all of which combines well with white walls, teak Venetian blinds and floors from the same

material, partially covered by white carpet. The angular, almost cubist, design style, softened by recognisable touches of art deco can best be described as 'modern classic, verging on the minimalist', yet at the same time it is comfortable and luxurious. Here and there are displays of more '7' symbolism, particularly in the shape of the cornice, which throughout the yacht creates the clear image of the number on external corners.

The combination of all these elements is perhaps best seen in the main deck saloon, which also offers a sense of huge volume, long sightlines and the clean, cool, uncluttered feel that is found throughout the yacht. Yet this volume and space do not remove the feel of cosiness, as the saloon's individual conversation and dining zones sit back into in alcoves that can divide guests into small intimate groups. There are four such areas – two groups of seating aft, facing each other

across the saloon, close enough so that they can either serve one or two centres of conversation. Then, forward of a narrows caused by the air trunking rising from the engine room are two further intimate areas divided by a central buffet – a dining room with its magnificent round table and a sitting/games area centred on a notable games table designed by Raczek. Each of these is laid out on a circular floorplan created by two bay windows that push out into the side decks and extended with rounded interior walls of quilted maple that are continued towards the room's centreline with an intriguing screen formed from three adjustable, vertically oriented aerofoils. This combination of layout and decoration creates a totally unique and highly effective style that is sure to attract wide admiration, while the quality of construction



Pale, muted neutrals and clever use of strong shapes and space gives the master suite a spacious, elegant feel. In the white Thassos marble-clad bathroom a Zen-style alcove complete with artwork provides a creative foil to the emergency escape



achieved by the German furniture-makers FITZ is quite extraordinary.

The skylounge, is found at the head of the circular stairway that rises sinuously from the sandstone-lined main lobby. The number seven can be found here too, this time subtly tooled into the vertical metal panels that divide the squared timber lining of the stairwell. Smaller in volume than the main saloon, the skylounge displays a beach-like informality with its wave-cut carpet, scalloped deckhead and papaya-bark wall coverings. As well as being a light and airy observation saloon offering panoramic views from its mass of windows, this room also serves as a cinema – its projector concealed in a cabinet and a huge screen rising from a chest set between the doors to the deck.

Sizeable guest cabins were not a priority for the owner, nevertheless the two doubles, the twin and a convertible twin/double on the lower deck (each pair of which can be united to form a suite) are not short of any luxury, sharing the same pale elegance and calm atmosphere as the remainder of the yacht. Two have en suite showers and two are equipped with a bath, while all are provided with sizeable wardrobes and dressing tables that double as writing desks.

Forward on the main deck, the master cabin is adjoined, in normal fashion, by a private study which opens through a cunningly concealed door in to the bedroom, but, unusually, the suite's main entrance from the

lobby by-passes this, to enter the bedroom directly. The office, which can also convert to a bedroom, can therefore be used without interruption from staff servicing the suite, while the privacy of the master bedroom is taken care of by a curved screen at the foot of the bed, which blocks the direct view into the room from the suite's main entrance. This curved screen matches a similar backdrop to the bed, creating a central circular space that encloses the bed, above which the deckhead rises in concentric tiers to a height of almost 2.5 metres. This impressive centrepiece is flanked to port by a chaise longue and dressing table, and to starboard by a sitting area from which doors open forward into two sizeable and well-fitted dressing rooms. Further doors open inwards from the dressing rooms to the centrally positioned bathroom that, stylishly lined with white Thassos marble, offers a pair of head and bidet compartments, double wash basins of hammered nickel, a shower compartment with steam option, and a two-person bath overlooked by a novel 'zen garden' set in an alcove which, in reality, is a well camouflaged emergency escape.

In the lower deck area of the stern, *Triple Seven's* designers and naval architects have created an informally decorated 'beach club', with a lounge, bar and gymnasium and direct access to a bathing platform that is easily large enough to accommodate a couple of sunloungers without blocking all other uses. This is certainly going to be a great daytime hang-out, especially for younger watersports-oriented guests who will enjoy the serious hi-fi

and large screen television. Conveniently, two stairways rise from the bathing platform to the aft deck where there are further rest and refreshment facilities. Inside, an interior passage leads forward from the beach club passing a door giving access to the larger of the two tender bays (one carrying a 10 metre tender and the other a 7.5 metre and four jet skis) before rising up stairs that emerge in the centre of the bar positioned between the main saloon's doors. While the route itself gives very convenient access from the yacht's interior to the bathing platform and tender bays, the stairs rising through the centre of the bar certainly creates a minor hazard for the barmen.

Another plus for *Triple Seven* is her excellent technical areas and crew facilities, no doubt partly a result of the fact that captain Clive Golding, the owner's building representative, was present throughout the entire build, as was the owner's technical project manager, Charlie Baker from CME. Without such input the yacht would surely not have been of quite the same high quality. The engine room in particular is of the highest standards: extremely spacious and beautifully constructed, with every element easily accessible in a multitude of well-arranged, purpose-oriented compartments.

Attention to detail is seen everywhere, particularly in the electrical wiring and the pipework, where every valve is clearly labelled and the flow direction clearly marked. Four-blade Quantum stabilisers offer a zero-speed facility to keep the yacht steady in an exposed anchorage, while under-rated MTU engines are set very low in the hull giving an almost



Skilful use is made of the different grain in pale maple and sycamore wood throughout the interior, and the delicate grain of white marble in the bathrooms





horizontal shaft line and releasing space in the lower deck engine room as storage and workshop areas. These engines, which give *Triple Seven* a 17 knot top speed and 15 knots at cruise, were specifically chosen for their long service intervals and low radiated heat that results in a much cooler engine room.

This same dedication extends to the bridge – a solidly functional area in which reliability is prized over novelty. A practical back-lit chart table and the ability to conceal some of the instrumentation by sliding covers when it is not

in use puts a crisp designer edge on the compartment whose bulkheads are clad in pale woodwork divided horizontally with metal highlights. To port, the communications room opens aft into a compartment crammed with complex entertainment technology neatly installed by Libra Solutions, while the exceptionally well-fitted captain's cabin fills the equivalent space to starboard. A further 10 crew cabins complete the crew accommodation for 18, who are provided with a very pleasant mess area on the lower deck. A commercially equipped galley on the main deck is connected to a pantry above and the two decks below by a dumb waiter, while other facilities include a

large laundry room, cold stores, freezer room, chilled garbage room and several store rooms.

There is no doubt that *Triple Seven* is one of the most notable new yacht launches of the year, a distinction made more noteworthy by the fact that both Nobiskrug and Newcruise-Yacht Project+Design were relative newcomers to a project of this size and complexity. The backing of experienced owners, superb team work, a high level of design flair, dedication and plain hard work, all combined with the knowledge of a highly qualified support team and a skilful furniture workshop to create a yacht that will surely be admired by everyone who sets foot on her. □

TRIPLE SEVEN

