



SIREN

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Designed to put function ahead of form, this 74 metre yacht from the Nobiskrug yard combines the extensive experience of her owners with good looks and a warm but modern interior style. The result is simply spectacular



Extensive deck areas follow an inside/outside theme for al fresco dining and relaxation, while the circular platform converts to a helipad. Further, the platform is wired for sound and lights so can double as a stage

When enthusiastic yacht owners decide to build five significant motor yachts, there must be a slight temptation to simplify life and keep the design of the individual vessels much the same. More than one owner has taken this route in recent years, but the owners of the 74 metre *Siren*, launched recently from the Nobiskrug shipyard where they had previously built the 66.7 metre *Triple Seven*, cared more about perfection than ease. *Triple Seven* was sold on to a Russian client immediately after delivery, and while this was good for business, the downside of this was that her original owners were unable to spend quality time on the yacht that they had created.

They had, however, got to know the yacht extremely well during its construction and because of this they were able to ensure that their next delivery – hull number 778 – would represent a significant design progression.

The process of developing the exterior design of the new yacht was approached in much the same way as the design for *Triple Seven*. Working with yacht designers and partners Frank E. H. Neubelt and Roland Krueger of the Hamburg-based Newcruise-yacht project+design (who created *Triple Seven*), the owner again sought a fresh and elegant exterior style that would not only be easily recognisable but would also have its

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own character. Given a free hand, they concentrated on a sleek, sporty layout that would echo the timeless elegance of a true 'gentleman's yacht'. They were, however, absolutely clear from the start that this new yacht should be 'functional' rather than 'fashionable', and because of this they rejected the trend towards some of the more futuristic and minimalist profiles that were on the boards of other designers. Hull 778 was designed to be an eminently seaworthy vessel with exterior styling that would meet the test of time.

They succeeded. The resulting yacht, named *Siren* for her seductive looks, has a high, powerful bow section and a sheerline that dips to main deck level just forward of midships. Her compact superstructure, with just one enclosed deck above the main deck, ensures an attractive profile and large deck spaces.

Like most of their yachting peers, *Siren's* owners are attracted to an outdoors lifestyle, so the overall concept of the yacht's layout was to create well thought-out areas of open deck and allow these to flow seamlessly into her interior spaces. The main deck, for instance, is the place to welcome guests, and it subsequently provides an area for them to relax, sunbathe and converse – or perhaps even enjoy a dance or a concert staged on the semicircular raised

area aft – with little distinction being drawn between the design and furnishings of its interior and exterior areas. Twin doors, between which a circular bar is positioned, divide the two areas, which both offer several groupings of settees and easy chairs where guests can relax and chat. Because the functions of the two areas are much the same, and the saloon's huge windows offer an interior brightness and almost equal views as the open deck, the choice of location is dependent on the prevailing weather. To further blur the distinction between inside and out, the circular bar positioned between the saloon's doors features a huge semicircular window that lowers so that direct service can be given to guests inside or outside.

The vast saloon (almost 18 metres long by 9 metres wide at its widest) offers much more than just a conversation area. Forward of the sitting area, a narrow section (imposed by air ducts ascending from the engine room) combines the functions of a bookshelf-lined library, guest study and television area. Forward again, the dining area can be closed off from the saloon and library at the press of a button, when double sliding doors (fitted with internal lighting to illuminate their translucent horsehair panels) glide out from the walls.





In a tacit acknowledgement that it is sometimes necessary to eat indoors, this room has been given three huge, floor-to-ceiling bay windows at either beam that, in combination with the see-through guardrails that replace solid bulwarks on the side decks, give a real connection with the sea. Very practically, there are two tables, a four-seater to starboard and a 10-seater to port, the latter with an intriguing central panel of glass that can be raised and illuminated, so as to give variety and interest to table settings. By fitting a leaf between the two, the enlarged table seats 22 diners in comfort.

The immediate impact of this enormous saloon is visual. Katharina Raczek, the principal interior designer of Newcruise, describes the

style that she developed with the owners as 'reduced design'. Strikingly modern, crisp and angular with a muted palette of pale colours, its style is distanced from minimalism by both its comfort and detail. Oak was chosen for the floors for its interesting grain and ready acceptance of a dark stain that would enable it to provide a necessary contrast with the white furniture, the bleached maple walls and the white deckheads. Another of the designer's interesting techniques is her use of light, particularly in the join between wall and ceiling that would normally be covered with a cornice. Here, Raczek has used a narrow, evenly distributed band of light to divide one from the other, thus creating the effect of a disengaged

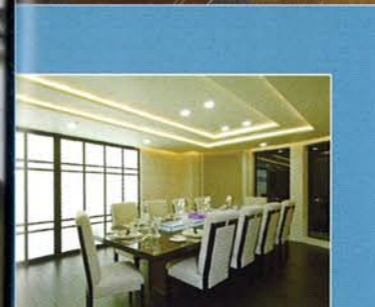


Katharina Raczek, the principal designer at Newcruise, worked on a basis of 'reduced design'. Modern, crisp and angular elements are softened by details and comfort, while clever use of lighting, artworks and cushions introduce warmth and calm to the main social areas

ceiling floating above the walls, a treatment also used at the edges of the double rectangle of raised panels in the ceiling itself, a detail followed throughout the rest of the interior. In this pale decorative scheme, colour and warmth is introduced in the cushions and artworks, a design technique that makes it simple to change the entire character of the room without disrupting its more costly fixed elements. The result is a calm and sensational

Just forward of the saloon is the yacht's main entrance lobby, which connects to the deck through an attractive, glazed sliding door. This

would not look out of place in a house, but is actually sufficiently strong for Lloyd's to approve it for main deck use without demanding further external protection. As a result, the marble-floored lobby is flooded with light, further emphasising its understated decoration. The lacquered and pearled walls, one of Raczek's many effects, are incised by regular grooves – an incredibly difficult finish to perfect – but they were so well made by interior manufacturer, Fitz, that they almost conceal the doors to a day head and shoe locker. At the lobby's inboard side a stairway, whose handrail and individual treads appear to float on light, winds around the central lift shaft that serves the decks above and below.



The dining area comprises two tables that can be joined to seat up to 22 guests. The area can be closed off from the main saloon at the touch of a button, with illuminated screens complementing large port-and-starboard bay windows.

At first, it is the sense of space, brightness and cutting-edge design that is impressive, then the real magic is revealed

The forward part of this main deck is filled with the master suite. This area is entered in traditional manner through a study that progresses into the bedroom, which extends to port to fill the yacht's whole beam – a huge open space bounded by silk-covered walls. The bed, covered by a modern pearl embroidered bedspread, faces double doors that open into a sizeable wardrobe-lined dressing room, from which his-and-hers bathrooms, clad in pale crema marfil stone, open to port and starboard – hers featuring a double-sized bath and shower, his with an enormous shower and freestanding basin clad respectively in well-chosen emperador and nero absoluto stone. At first, it is the sense of space, brightness and cutting-edge design that is impressive, then the real magic is revealed. In the study, a large portion of the wall from floor to ceiling hinges down and outwards at the press of a button, forming a balcony over the sea while, after a few discreet levers are thrown, a double bed folds out from a hidden compartment in the opposite wall. What a place to sleep in the fresh air! The main portion of the bedroom, with its even larger double bed, can either provide an alternative sleeping space or, in view of the study's small shower room, this area can be divided off from the main bedroom with a sliding door, to provide a spare 'family cabin'.

More refreshingly clean design is seen in the four comfortably spacious guest cabins (three doubles and one twin, the aft pair fitted with an additional settee bed) that open from the guest lobby on the lower deck. On this deck, the walls are of bleached maple, book-matched to give an interesting striped effect that might be taken for silk, while their sizeable limestone-clad bathrooms are fitted with both a bath and shower. All have televisions and iPod docks – necessities of modern life – as well as luxurious details such as custom light fittings, notepaper folders and other individually designed accessories that match the overall decorative scheme, demonstrating the design effort invested here. The last guest cabin, located two decks above on the bridge deck, is smaller and has no bath in its en suite. These

seeming disadvantages are compensated by its elevation and the wide views from its large windows, while the fact that there is no starboard side deck (unlike the port side of this deck) means that there are no privacy issues.

Apart from its working areas, the bridge deck is otherwise devoted to relaxation. Its aft portion, designed with the same inside/outside philosophy as the main deck below, offers an upper saloon that is united through wide glass doors with the open deck beyond which, shaded by a particularly high overhead, gives an open feel. Between them, these two complimentary areas offer outside pursuits such as sunbathing, lounging and alfresco dining, while the enclosed air-conditioned space adds a bar, settees, a custom-designed games table and television. For cinema enthusiasts, however, the real thrill will be found in the adjacent cinema room that offers super-comfortable day-bed seating, surround sound, digital projection and a screen that adjusts to the frame size.

The last deck mentioned, but probably the one that will see most use, is the sun deck, where the centrally positioned mast (housing a day head and shower, and the emergency generator) effectively divides the area into four 'chill-out areas', each particularly well conceived and designed. The aft area, shaded with sturdy canvas awnings set on rigid carbon poles, appears at first to be a comfortable day lounge. After sundown, it transforms into an open-air cinema with projection onto the aft side of the mast and, of course, all the trappings of surround sound. To port of the mast is a bar, while on its forward side is a glass-fronted spa pool with a waterfall backdrop that can be illuminated with ever-changing colours. This is flanked by a pair of sunbeds, while three further cushioned areas just forward, one of them a more secluded circular arena built out onto the forward slope of the superstructure, could accommodate the yacht's full complement of guests with ease. Completing the circuit of the mast, one encounters another surprise – a small dining alcove on its starboard side has a fashionably healthy teriyaki grill built into its surface.



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LOA	LWL	Beam	Draught	Displacement
74m	65m	12.5m	3.6m	1,512 tonnes
Main engines 2 x 1760kW MTU 16V 4000 M60	Range at 15/14 knots 5,000nm/7,300nm	2 x 252kW MAN D2876 LE 301 1x 171kW MAN D2866 LXE 30	37,000 litres Oil tankage (new/waste) 4,500 litres/2,000 litres	Steen, 2 x 9 tonne Fire control system Siemens/York Novenco
Propellers Pfeiling, 5 bladed fixed pitch	Bow thruster Schottel 195kW	Generator (emergency) MAN 125kW	Sewage system Hamann	Monitoring system Bjorge Moland
Speed (max/cruise) 17.5/15 knots	Stabilisers Quantum 1500ZS/4 (4-fin zero-speed)	Watermakers Idromar, 2 x 20,000 litres per day	Steering gear Van Der Velden	Air conditioning Sick
Fuel capacity 170,000 litres	Generators (main)	Freshwater capacity	Windlass	Communication/navigation

electronics Sailor, SeaTel, Panasonic, BFG, Sperry, Furuno, Racal-Decca	Tender launching system Hydromar	CMCA, BMC Y 8/AUT (HMS), MCA LYZ	Design Interior designer Newerise Yacht Projects Et Design	Winter € 300,000 per week High € 250,000 per week Summer € 125,000 per week
Entertainment systems Denon, Sharp, NEC, Kaleidescape	Passerelle/bathing ladder Hydromar/Nobiskrug	Owner's project manager Clive Golding	Sales broker n/a	Builder/Year Nobiskrug/2008
Owner and guests 12/16	Exterior paint Awigrip	Build captain Charles Menzies	For charter Camper & Nicholson's International, Monaco	Kieler Str. 53, D-24768 Reedstrug, Germany Tel: +49 (0) 4331 267 359 E-mail: info@nobiskrug.com Web: www.nobiskrug.com
Crew 17	Construction Steel hull & steel/composite superstructure and sections	Consultant engineers 777 Yacht Group Company	Charter rates	Price guide Not available
Tenders 1 x 12m Chase, 1 x 7.5m Novurania	Classification Germanischer Lloyd 8100A5	Naval Architect SBE Et Nobiskrug		
		Exterior styling Newerise Yacht Projects Et		

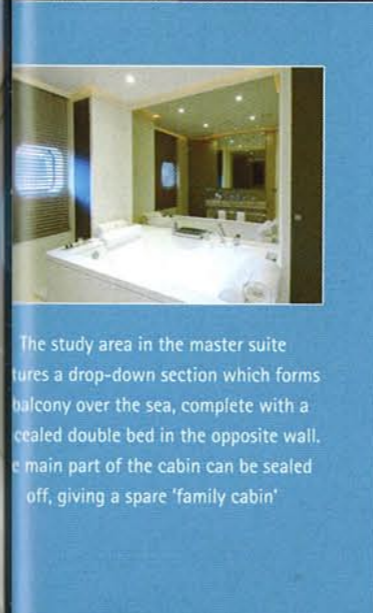


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What else could one possibly want? The answer is, of course, 'the ability to swim in the sea', providing that plague of the Mediterranean – jellyfish – are not hovering. *Siren* provides an answer to both of these wishes with her 'Beach Club'. One of the design upgrades from *Triple Seven* was to increase the size of the stern bathing platform and this now offers 45 square metres of teak accessible from the main deck aft down two shallow stairways. Close to the waterline, entry to the water is easy and once the plunge has been taken there is no need to worry about sea creatures – the yacht carries a jellyfish net. On the platform itself, there is plenty of room for sun loungers, chairs, a table and, following the principle of integrating outside and inside areas, a huge transom flap opens upwards to reveal a shady relaxation area with bar, settee, head and a massage room. For those who still have energy to burn, this area also contains a running machine, weights and an exercise bar located in the passageway leading forward and up a flight of stairs to the main saloon. Well-conceived waterside areas such as this are very much in fashion, so one should look out for even more design development in the next hull being built for this owner.

No mention has yet been made of the yacht's tenders, and that is because they are so well stored that guests will not even be aware of them until they appear on demand. As is fitting for a yacht whose 3.6 metre draught may force her to the outer reaches of an anchorage, *Siren* carries two fast and seaworthy tenders – a 12 metre Chase powered by a pair of 300hp Volvos whose bow seating area can be almost completely enclosed by a spray awning, and a 7.5 metre Novurania CustomLine powered by a Yanmar 315hp diesel. These, together with a well-chosen array of personal watercraft and a pair of Laser Pico sailing dinghies, are stored in garages either side of the Beach Club, from where they are launched athwartships by a pair of gantry cranes. The smaller MCA rescue boat, a 5 metre Nautica, is stowed in a hard-topped locker just forward of the bridge.

Another of *Siren's* concealed facilities is her folding helipad located at the aft of the main deck (which offers the best rotor clearance). It is neatly stored within the semicircular 'dance-and-concert' deck that hinges upwards and aft to form a landing pad decked in synthetic teak. This area is wired for lights and speakers and makes a great dance floor or stage without risk of damaging a real teak deck.



The study area in the master suite features a drop-down section which forms balcony over the sea, complete with a concealed double bed in the opposite wall. The main part of the cabin can be sealed off, giving a spare 'family cabin'





Practicality was a priority in the building of *Siren*, so the engine room and soundproofed control rooms have been built with the crew in mind. Storage is close at hand and there is enough space to fashion parts for repairs

The high standards of *Siren's* decks and guest areas are matched by her crew, service and technical areas. The bridge is state-of-the-art and gimmick-free, while the double-decker machinery room and soundproofed control room gives engineers the space to maintain and store spare parts close by and, if necessary, to manufacture fittings to make repairs. Twin 1,760kW MTU M60 diesels, derated for better fuel efficiency, drive a straightforward power train that uses ZF gearboxes and a pair of five-blade, fixed-pitch propellers from Piening, while a Schottel 195kW bow thruster adds fingertip manoeuvrability when docking.

Crew and service facilities are top quality too. The professionally equipped galley, on the port side of the main deck, is adjoined by a spacious servery from where a dumb waiter

rises to a similar facility on the deck above. The captain is accommodated behind the bridge, while the 17-strong crew have eight single and twin-bunked cabins adjacent to a large mess on the lower deck, as well as a television lounge with seating on the tween deck below, where there is also a laundry and store rooms. Crew have an area on the foredeck, with twin semicircles of seating and tables, accessed from their accommodation passageway. Some might think such crew features excessive, but a contented crew makes for a successful yacht.

Siren is one of 2008's most significant launches. She has been used extensively by her owners and this experience will be invested in their next yacht, *Sapphire*, which is being built at Nobiskrug. Created by the same designers, it should also be a very special yacht. □

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