

SIREN

Successor to *Triple Seven* and commissioned by passionate and prolific superyacht owners, *Siren* is one of the most important launches of 2008

RIGHT AND BELOW The designers of the 73,5 metre *Siren* were asked to apply fresh and innovative thinking to the interaction between indoor and outdoor spaces.





TOP AND ABOVE
The sun deck's glass-fronted spa pool has a dazzling waterfall that can be illuminated with different colours.
RIGHT The aft upper deck carries the yacht's main open-air dining table and extends forward into the sky lounge, where seating, a bar, television and a games table are on offer.



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 73.5-metre motor yacht *Siren*, recently launched from the Nobiskrug shipyard where they had previously built the 66.7-metre *Triple Seven*, cared more about perfection than ease.

Their first vessel, *Triple Seven*, was sold on to a Russian client immediately after delivery, and while this was good for business, the downside 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 boat extremely well during its construction and therefore 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 Projects + Design, who created *Triple Seven*, the owners again sought a new, fresh and elegant exterior style that would not only be easily recognisable but would also have its own strong

ABOVE The bar on the aft main deck exemplifies the yacht's many clever design features. It has two serving counters - one for guests enjoying the open air and another for those in the saloon.



which connects to the deck through an attractive, fully 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 pearlised walls, one of Raczek's many special effects, are incised by regular grooves - an incredibly difficult finish to achieve with perfection - 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 up and down around the central lift shaft that serves the decks above and below.

The forward part of this main deck is filled with the master suite, an area that is entered in traditional manner through a study that progresses on 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 free-standing 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, but then the real magic is revealed. In the study, a huge portion of the wall from floor to

ABOVE AND TOP
Two of the brightly
designed four double
guest cabins have
additional sofa beds.



ceiling hinges down and outwards at the press of a button, forming a balcony over the sea, while, after a few almost invisible 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 and watch the sun rise or set! 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'.

Further refreshingly clean design is seen in the four comfortably spacious guest cabins - three doubles and one twin, the aft pair fitted with an additional sofa bed - which 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 en suites 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. But these seeming disadvantages are more than compensated for by its elevation and the wide views from its large windows, while the absence of a 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 a sky lounge that is united through wide glass doors with the open deck beyond. Shaded by a particularly high overhead, this gives a wonderfully open feel. Between them, these two complementary areas offer outside pursuits such as sunbathing, lounging and alfresco dining, while the enclosed air-conditioned space adds a bar, sofas, a custom-designed games table and television. For cinema enthusiasts, however, the real thrill will be found in the adjacent cinema room, which provides super-comfortable day-bed seating, surround-sound, digital projection and a professional screen surround that automatically adjusts to the frame size.

The last deck to be 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



LEFT AND BELOW
The Beach Club provides easy access to the huge stern bathing platform and the sea, while its other facilities include a gymnasium and massage room.

Well-conceived waterside areas are presently very much in fashion so one should look out for even more design development in the next hull being built for these owners

worry about sea creatures – the yacht carries a jellyfish net that keeps the beasts at bay. On the platform itself there is plenty of room to set up sun loungers, chairs and a table and – here is the good bit – following the principle of integrating outside and inside areas, a huge transom flap opens upwards to reveal a cool and shady relaxation area with bar, sofa, day 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 presently very much in fashion so one should look out for even more design development in the next hull being built for these owners.

So far, no mention has 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 if by magic. As is fitting for a yacht whose 3.6-metre draught may force her to the outer reaches of an anchorage, *Siren* carries two huge, fast and eminently 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 Novurania CustomLine 7.5-metre 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 two huge garages on either side of the Beach Club from where they are launched athwartships by a pair of gantry cranes. The smaller MCA rescue boat, a five-metre Nautica, is stowed along with its launching crane in a hard-topped locker just forward of the bridge.

Another concealed and so far unmentioned facility is the yacht's helipad. While it is difficult to hide something quite so prominent, this has been done very effectively with a 'folding helipad' – a feature that is likely to be adopted on yachts that wish to have an emergency landing facility rather than a permanently embarked helicopter. *Siren's* helipad is at the very aft portion of the main deck, which offers the best rotor clearance – essential if the pilot is not used to deck landings. It is neatly concealed within the semicircular 'dance and concert deck' that hinges upwards and aft to form a circular landing pad decked in synthetic teak. Even if helicopter operations are not envisaged, this opened area is wired for lights and speakers and makes a great dance floor or concert platform without worries about damaging a real teak deck.

'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 merely a comfortable day lounge, but after sundown it transforms into an open-air cinema with projection on to 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 a more secluded circular arena built out on to 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. What else could one possibly want?

The answer to that question is, of course, 'the ability to swim in the sea', provided that the plague of the Mediterranean – jellyfish – is 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 a huge 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





SPECIFICATION

LOA	73.5m (241ft 2in)
LWL	65.0m (213ft 3in)
Beam (max)	12.5m (41ft 2in)
Draught (loaded)	3.6m (11ft 10in)
Displacement	1,512 tonnes
Gross tonnage	1,585
Main engines	2 x 1760kW MTU 16V 4000 M60 diesels
Gearbox	ZF
Propellers	Piening, 5 blade, fixed pitch
Shafts	Piening
Steering gear	Van Der Velden
Exhaust systems	Halyard
Speed (max/cruise)	17.5/15 knots
Fuel capacity	170,000 litres
Range at 15/14 knots	5,000nm/7,300nm
Stabilisers	Quantum 1500ZS/4, 4-fin zero speed
Windlasses	2 x 9-tonne Steen,
Bowthruster	195KW Schottel
Water capacity	37,000 litres
Watermakers	2 x Idromar, 20,000 litres per day
Sewage system	Hamann
Generators	2 x 252kW MAN D2876 LE 301 1 x 171kW MAN D2866 LXE 30

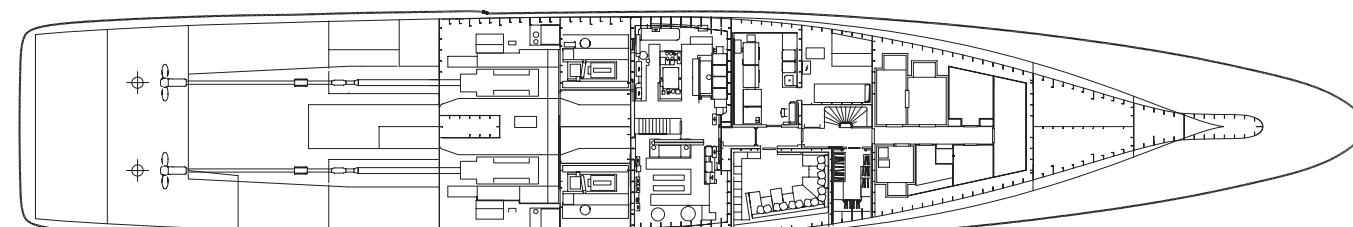
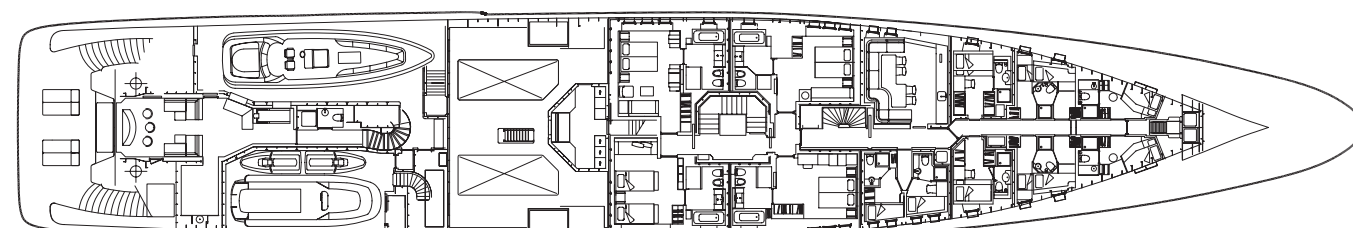
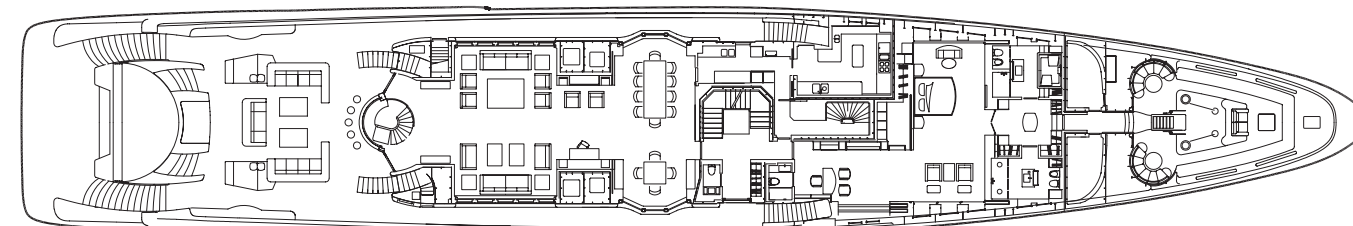
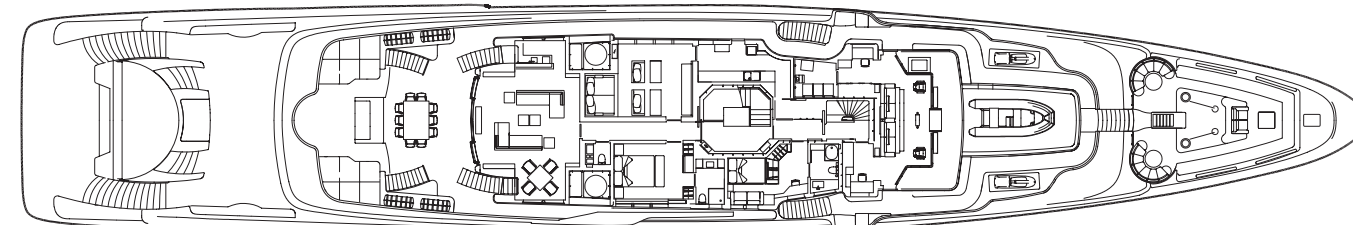
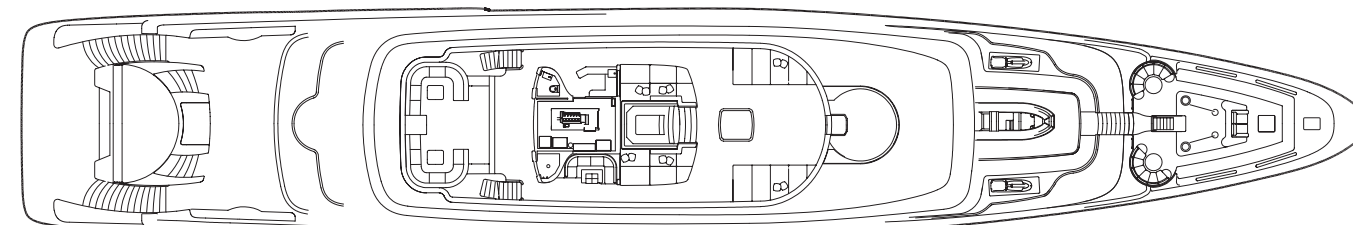
ABOVE The yacht's helicopter pad, at the furthest point aft on the main deck, is wired for lights and sound so that it can also be used as a dance floor or concert platform.

Given the level of construction and design excellence seen in the decks and guest areas it will come as no surprise that the crew, service and technical areas meet these same high standards. The bridge is state of the art and gimmick free, while the vast double-decker machinery room, overlooked by a well soundproofed control room, gives engineers the space not only to maintain but also to store spare parts conveniently close and, if necessary, to manufacture fittings to make emergency repairs. Twin 1,760kW MTU M60 diesels, de-rated for better fuel efficiency, drive a straightforward power train that makes use of ZF gearboxes and a pair of five-blade, fixed-pitch propellers from Piening, while a Schottel 195kW bowthruster adds fingertip manoeuvrability when docking.

The professionally equipped galley on the port side of the main deck is the sole province of the chef and is adjoined by a spacious servery from where a food lift 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 next to a large mess on the lower deck. In addition, the crew have a completely sumptuous television lounge with bed-sized seating on the 'tween deck below, where there is also a huge laundry and the usual storerooms. Perhaps best of all, the crew have their own deck area on the fore deck, accessed directly from their accommodation passageway and providing twin semicircles of seating and tables. Some owners might think such crew features excessive, but there is no doubt that a contented crew makes for a successful yacht.

Following in the wake of her predecessor *Triple Seven*, *Siren* is undoubtedly one of the most significant launches of 2008. She has already been used extensively by her owners, and this experience will surely be invested in their next yacht, *Sapphire*, which is nearing completion at Nobiskrug. Created by the same design team, this should be another very special yacht.

Emergency generator	125kW MAN	Navigation equipment	Sperry, Furuno, Racal-Decca, B&G	Crew	17 – in 1 x double cabin, 5 x twin-bunked & 5 x single cabins	Exterior paint	Awlgrip	Interior designer	Newcruise – Yacht Projects + Design
Monitoring system	Bjorge Moland	Interior furniture	Fitz, Oldenburger	Tenders	1 x 12m Chase, 1 x 7.5m Novurania, 1 x Nautica 5m rescue boat	Construction	Steel hull & steel/composite superstructure	Exterior stylist	Newcruise – Yacht Projects + Design
Fire control system	Siemens/York Novenco	Owners and guests	12/16 – in master suite with double pullman, 1 x VIP;	Cranes	Hydromar	Consultant engineers	777 Yacht Group Company	Naval architect	SDC & Nobiskrug
Air-conditioning	Sick	1 x twin cabin with sofa bed &		Passerelle	Hydromar	Classification	Germanischer Lloyd 100 A5, CMCA, 100 Y, AUT (UMS).	Builder/year	Nobiskrug/2008
Communication systems	Sailor, Sea Tel, Panasonic	3 x doubles cabins, 1 with sofa bed					MCA, LY2 compliant		







designer's interesting techniques is her use of light, particularly in the join between wall and ceiling, which would normally be covered with a cornice. Here, Raczek uses a narrow, evenly distributed band of light to divide one from the other, thus creating the effect of a disengaged ceiling floating above the walls. This treatment is 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 predominantly pale decorative scheme, colour and warmth are introduced in the carefully chosen cushions and artworks, a technique that makes it relatively simple to change the entire character of the room without disrupting its more costly fixed elements. The result is a calm and truly sensational room which, because photographs are unable to capture its subtle tones and detailing fully, just has to be seen in the flesh to be appreciated properly.

Forward of the saloon is the yacht's main entrance lobby,

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 - while undesirable - it is sometimes necessary to eat indoors, this room has been given three huge floor-to-ceiling bay windows at either beam which, 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 10 centimetres and illuminated to give variety and interest to the table settings. By fitting a leaf between the two, the enlarged table can seat 22 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 its plethora of well-thought-out detailing. Oak was chosen for the floors because of its appealing 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

ABOVE, TOP AND RIGHT The master suite offers the delightful experience of sleeping in a bed opposite a balcony over the sea.





PREVIOUS PAGES

The magnificent main saloon can be closed off from the dining area with screens of translucent horsehair. The room's crisp, angular style, with a palette of muted colours, is described as 'reduced design'. FAR LEFT A total of 22 people can be seated when the dining room's two tables are joined together. LEFT The sky lounge.

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 immediately rejected the trend towards some of the more futuristic and minimalist profiles that were on the boards of other designers. Hull 778 was, quite emphatically, designed to be an eminently seaworthy vessel with exterior styling that would meet the test of time.

They succeeded. The resulting yacht, named *Siren* on account of her seductive looks, has a high, powerful bow section and a sheer line that dips down to main-deck level just forward of midships. Her attractively compact superstructure, with just one enclosed deck above the main deck, ensures an attractive profile and extremely large open 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 the interior spaces. The main deck, for instance, is the place to welcome guests, and it subsequently provides an area

in which they can relax, sunbathe and converse – or perhaps even enjoy a dance or a concert 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 groups of sofas and easy chairs where guests can pass a convivial hour. Because the functions of the two areas are much the same, and the saloon's huge windows offer an interior brightness and views almost equal to those from the open deck, the choice of location is very much dependent on the prevailing weather. To blur the distinction between inside and out further, the circular bar positioned between the saloon's doors features a huge semicircular window that can be lowered so that direct service can be given to guests, both inside and outside.

The vast saloon – almost 18 metres long and nine metres at its widest – offers much more than just a conversation area. Forward of the sitting room, a narrows (imposed by air ducts ascending from the engine room to the upper decks) combines the functions of a bookshelf-lined library, guest study and television area. Forward again, the dining room can be

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