



HAPPY HOLIDAYS

Lürssen's spectacular *Saint Nicolas* is imbued with the spirit of family fun

A yacht's name generally falls into one of two categories: frivolous or serious. The former may sound cool or catchy, but the latter actually says something, usually about the owner. Naming a yacht after a holy entity definitely falls into the second group. Saint Nicholas, in Orthodox Christianity, is known as the patron saint of all who travel by land or sea. Legends about the saint tell of his love for children, his kindness and the miracles attributed to him. In the Protestant West, where the invocation of saints was suppressed, he became popularly known as Santa Claus. So what better name for a family yacht where part of the observation deck, perhaps the most privileged location on board, is given over to a children's playroom?

Saint Nicolas is the second hull in a mini-series of three 70-meter yachts designed by Espen Øino and built by Lürssen. *Apoise*, *Saint Nicolas* and *Martha Ann* began life under the code names Marlin, Nemo and Shark when an American investor approached the German shipyard with a view to building three steel and aluminum vessels, each with classic interior styling by François Zuretti. The idea was that the first two would be sold to finance the third, which he would keep for himself, thus capitalizing on the burgeoning demand for large yachts while build slots are in short supply.

Six months before *Saint Nicolas* (project Nemo) was due for completion, the vessel acquired its current owner. As his first superyacht and on the recommendation of a personal friend, the owner approached Burgess Yachts to broker the deal, and negotiations began in September 2006. Alan Dale of Burgess was appointed project manager for the owner's side. His first job as project manager was to source a build captain, and in November 2006, Mark Faulkner joined the team. The yacht was delivered on schedule at the end of May 2007—a remarkable achievement in view of the owner's late entry. »



STORY BY
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Justin Ratcliffe (inset)



Above: Gold fabrics and the marquetry-worked wood frames of the coffee tables create a gentleman's club atmosphere. Right: A Steinway grand piano sits elegantly in a corner of the main salon.



THE YACHT'S ENTIRE INTERIOR WAS CONSTRUCTED WITH A VIEW TO TAKING IT APART AGAIN.

“It wasn’t a straightforward procedure, as taking over a project six months before completion is a major undertaking,” says Dale. “But we developed a good rapport with the owner, who made decisions quickly, and so we were able to finish on time. As a first-time owner, the process was made somewhat easier as he had no preconceived ideas of what to expect.”

Although the basic interior layout remained unchanged, the new owner requested some minor, yet significant changes to suit his own taste and lifestyle. This meant converting the covered area of the observation deck, a space originally destined for use as a gym, into the aforementioned playroom for his two children and their friends. Somewhat formal by most standards for its function (I, for one, never had a marble-topped bar in my play den), there is no denying the superb panoramic view four decks above water level. A concession in terms of décor to its young inmates is a pile of plush cushions in cheerful hues of magenta, turquoise, burnt sienna and gold on a fish-patterned silk rug with soft furnishings to match. There is also a sleek new iMac computer and a PlayStation game console. The gym was relocated to a semi-enclosed area on the top sun deck, where it replaces a bar unit. Other changes include the removal of a hatch in the aft main deck for lowering a Harley Davidson into the tender garage, and the conversion of two double guest cabins into twin singles with Pullman beds on the lower accommodations deck.

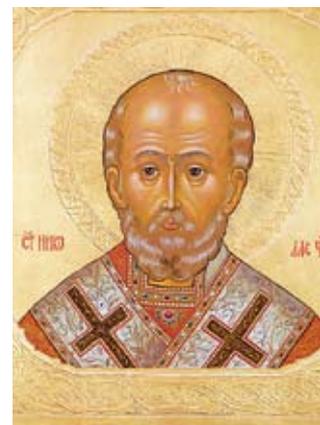
The core interior styling is pure Zuretti and reflects the designer’s flair for subtle, yet intricate detailing in the marquetry, engraved glass and marble inlays, and his penchant for exotic materials such as parchment, palm, mother-of-pearl, shagreen, bamboo and buffalo hide. The outfitters were Dubai-based Greenline Yacht Interiors, whose competitive bid for all three vessels meant air-freighting the finished furniture items 3,000 miles to the Lürssen Rendsburg yard for assembly by a Greenline team. The quality result must have come as a relief to Lürssen, which is more accustomed to working with interior subcontractors closer to home in Europe.

Interestingly, the entire interior was constructed with a view to taking it apart again. This not only makes for easier access to hard-to-get-to places behind panels for maintenance, but also facilitates future refitting. (This is the first time this writer has come across such a design feature.) »

Clockwise from top left: the bridge-deck bar; gold drape tassels in the main salon; marble inlay in the bridge-deck foyer; a Venetian glass wall sconce; Saint Nicholas detail; the Steinway; the main dining room.



Justin Ratcliffe (this page, 7)





Above: one of the conversation areas in the upper-deck salon. Right: The glass elevator shaft is the focal point of the richly appointed entrance lobby.

Soft furnishings, loose furniture and accessories were supplied by the owner in conjunction with Vittoria Design, a firm of decorators in Sardinia, Italy, that worked with the owner on his land-based properties. As the firm's first yacht project, the vessel's interior decoration involved something of a learning curve. But again, the choice of delicate tones and textures combines seamlessly with Zuretti's classic styling.

At 70.2 meters (230 feet) overall with a 12.8-meter beam and weighing in at just under 2,000 tons, *Saint Nicolas* is a high-volume vessel with no shortage of interior and exterior space. When I visited the yacht in La Ciotat in the south of France, where she was undergoing some warranty work after a six-week cruise to the Maldives, I was shown around by her captain, Darryl Chalmers, who pointed out another advantage of having so much volume to play with.

"One of the strongest design aspects of this boat is the way the crew can move around virtually unseen and get their job done without interfering with the guests," he says. "The engine room and other technical spaces are very well laid out, so it's an easy boat to run and maintain despite the fact that there's so much of it to keep clean."

This thoughtful layout means, for example, service stairways and corridors that are wide enough for two crewmembers to pass each other comfortably, a large dumbwaiter that can take a serving trolley from tank level to the observation deck, double doors in the main and upper-deck pantries



to contain noise and possible galley odors, a service room on the lower deck adjoining the guest lobby with a shell door for loading supplies or off-loading garbage, and a professionally appointed laundry room with maintenance access behind the washers and dryers. The tank-level crew quarters themselves include a majestic full-beam dinette and lounge, crew computer station (although there is Wi-Fi throughout the yacht and a dedicated VSAT dome for crew use, so as not to compromise the owner's bandwidth) and a gym. Not surprisingly, this makes for both a well-run boat and a contented crew.

Having a playroom on the observation deck means the children have direct access to the 10,000-liter-capacity pool on the aft deck equipped with active current or fountain feature. Adjoining the pool is a full-service bar with



Above: the elegant master suite on the main deck forward. Left: The owner's stunning bathroom, lined in white marble and jade onyx, features a spa bath at its center.



soft, upholstered stools that sit in the water, which gives a whole new meaning to the “wet bar” concept. A gleaming Fisher & Paykel gas barbecue mounted on cantilevers can be folded down and hidden away in the port bulwark when not in use. The open deck section is furnished with fixed sun beds with copious storage room underneath that can be tilted in both directions to follow the sun’s rays. This area can also be used as a touch-and-go platform by a small helicopter in medevac situations.

The interior living functions become progressively more formal as you descend from the upper decks. According to Captain Chalmers, the owner and guests make regular use of the bridge-deck TV lounge and bar area, with its marble and walnut latticework flooring and beautifully inlaid

circular antique dining table. Although flanked by full-aspect windows on three sides, the door access from the dining area to the aft deck is limited, so there is a second table on the open deck. (Having glass doors that opened more fully would have resolved this need for two dining tables by creating a protected open-air area.) Amidships on the same deck level, there is a starboard VIP cabin off the lobby and access to the bridge and captain’s cabin.

One deck below is the main lobby, which sets the tone for the rest of the yacht as the first glimpse of the interior for arriving guests. American walnut paneling and laser-cut marble marquetry paving frame the glass elevator shaft, which has a marble lion passant inlaid into its base. Forward is the owner’s suite, entered via two fluted Corinthian columns into his private study. The master cabin itself is an oasis of burl walnut paneling and hand-tufted cream carpeting. The white marble and jade onyx-lined bathroom features a central spa bath and enamel washbasins with a decorative gold-leaf wreath along their border (a detail that is subtly varied in each of the guest cabins). A vanity mirror facing the window cleverly slides down into the onyx-topped cabinetry to be covered by a matching strip of stone. Four steps lead up to a forward observation lounge, something of a misnomer as it overlooks the forepeak and provides as much opportunity for the crew to look in as for the owner to look out. While smoked or one-way glass would have been a partial solution, the central cabinet with its redundant pop-up television screen was »



The original owner specified tried-and-tested equipment and controls on the bridges aboard all three of the yachts in the mini-series.

due to be removed during the yacht's stay in La Ciotat and the area will be used as a massage parlor—all the nice need for additional privacy.

A central bar unit, where pride of place is occupied by a magnificent copper and bronze coffee machine by Fratelli Fazzini of Verona, Italy, acts as a divider between the main salon and dining room. An immense Venetian glass chandelier of acanthus leaves over the dining table (for which the deckhead was reinforced) and matching wall sconces illuminate the dining room. The salon provides two comfortable seating areas and a Steinway grand piano in classic gentleman's club style.

In addition to the VIP cabin on the main deck, there are two double and two twin guest cabins on the lower deck, plus a small staff cabin for the owner's entourage. Each cabin and bathroom is decorated with the same walnut paneling and a variety of rich fabrics and marbles similar to those used in the VIP and owner's suites. A final detail

worthy of note is that many of the mirrors in the bathrooms and dayheads have been "antiqued" with a patina that resembles tarnish—an effect that caused no end of consternation to the crew responsible for cleaning them when they first came aboard.

In the engine room, I spoke with chief engineer Stuart Barnes who pointed out several intelligent features designed to make the day-to-day running of the yacht as maintenance-free as possible. The fueling and bunkering valves, for example, are remote-controlled so that one man can operate them via computer. Instead of the standard Alfa Laval oil purifiers, Westfalia Separator units were installed because they are more compact and occupy less space. The three soft-start generators are frequency controlled to avoid power surges, and the exhaust is passed through a purifier that "cooks" off diesel particles, which means no unsightly soot on the upper decks. The pump system for recirculating the pool water is also operated by touch screen, and the water is treated with bromine instead of chlorine to avoid noxious odors. The start-up air for generators and main engines is set at 200 bar, 10 times the normal pressure, which means the air cylinders are proportionally smaller and take up less space.

These tried-and-tested solutions are in line with the original American client's specification that the engine room equipment be simple and reliable rather than high-tech. They are also typical of North European attention to the kind of engineering details so often overlooked by other boatbuilders. When combined with the near fanatical regard for quality and finish aboard *Saint Nicolas*, it is clear why Lürssen is one of the premier superyacht brands in the world. ☺

READER'S RESOURCE

Lürssen Yachts
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www.lurssen.com

(For security reasons, Burgess Yachts requested that no GA be published.)

BUILDER: Lürssen

YEAR LAUNCHED: 2007

LOA: 230'3" (70.20 m)

LWL: 208'2" (63.46 m)

BEAM: 41'10" (12.80 m)

DRAFT: 11'5" (3.50 m)

MAX. DISPLACEMENT: 1,626 tn

MAX. SPEED: 15.5 kn

CRUISE SPEED: 12 kn

RANGE: 4,000 nm @ 12 kn

NAVAL ARCHITECTURE:

Lürssen Yachts

INTERIOR DESIGN:

François Zuretti

EXTERIOR STYLING:

Espen Øino

CLASSIFICATION/CERTIFICATION:

Lloyd's #100 A1 SSC Yacht
Mono G6, #LMC UMS,
MCA Large Yacht Code
compliant

OWNER'S PROJECT MANAGER:

Alan Dale of Burgess

BUILDER'S PROJECT MANAGER:

Dietrich Kirchner of
Lürssen Rendsburg

HULL MATERIAL: Steel

SUPERSTRUCTURE MATERIAL:

Aluminum

MAIN ENGINES: 2x Caterpillar

3512B DITA, 2,012 hp @
1600 rpm

GEARBOX: Reintjes

PROPELLERS: 5-blade,

fixed-pitch Piening

SHAFTS: Piening

STEERING GEAR: Rolls-Royce,

semi-balanced rudder

EXHAUST SYSTEMS: ETB

FUEL CAPACITY: 52,834 U.S. gal
(200,000 L)

STABILIZERS: Quantum

ZeroSpeed

WINDLASS: Muir, VRC20000

BOW THRUSTER: Brunvoll

BSV320 268-hp CPP

PASSERELLE/BATHING LADDER:

Staalart

CRANES: FUCHS

EXTERIOR PAINT: Awlgrip,
Florakis

FRESHWATER CAPACITY:

7,397 U.S. gal (28,000 L)

WATERMAKERS: 2x HEM,
4,755 U.S. gal (18,000 L)

per day

SEWAGE SYSTEM: Holland

Marine

GENERATORS: 3x Caterpillar

C18 DITA, 404 hp, 1500

rpm, 350 kVA

SHORE POWER CONVERTER:

JOVYATLAS, 2x 125 kVA

CONTROL AND MONITORING

SYSTEMS: Stein Sohn,

Vista Alarm System

FIRE CONTROL SYSTEM:

Marioff, Hi-Fog w/Tyco

alarm system

AIR CONDITIONING: Heinen &
Hopman

COMMUNICATION SYSTEMS:

Sailor GMDSS A3, 2x VSat

NAVIGATION EQUIPMENT:

Raytheon IBS, X-band/
S-band radar and ECDIS

GALLEY EQUIPMENT: Natson

REFRIGERATION: Heinen &

Hopman

ENTERTAINMENT SYSTEMS:

Advanced New Technology,

satellite TV using Sea Tel

w/Creston Controls

INTERIOR FURNITURE

MANUFACTURERS: Greenline,

Würzburger, R&M

NOISE/VIBRATION LEVELS:

45 to 55 dB

TENDERS: 26' (8 m) Vikal

Limo, 26' (8 m) Royal

Denship Sports Tender,

21' (6.5 m) Nautica RIB