

YACHTS INTERNATIONAL



164' VITRUVIUS EXUMA
IS THIS MOTORYACHT WITH
SAILING CREDENTIALS
A GAME CHANGER?

150' RICHMOND STATUS QUO
SEA TRIAL SHOWCASES
SUPERB ABILITY

NORTHCOAST 125
US SHIPYARD REACHES OUT
TO THE WORLD THROUGH DESIGN

BIMINI GAME CLUB
OLD FAVORITE
SHOWS NEW GAME FACE

THE
FORT LAUDERDALE
INTERNATIONAL
BOAT SHOW
MEGAYACHTS TO TENDERS
HUNDREDS OF REASONS TO GO

Modern
Masterpiece
THE **223' NOBISKRUG
SYCARA V**
DELVES INTO "PURE DETAIL"

{ WORK IN PROGRESS }



ON THE 2011 HORIZON

We checked on the progress of two different projects from two very different shipyards in China and on France's Atlantic shore. Both yachts are slated to cruise the world's oceans starting in 2011. Bruce Maxwell paid a visit to Tricon Marine. The builder's previous project, the Argos 92, was featured in *Yachts International* last year after a noted debut in Fort Lauderdale. Renaud Jourdon checked on rejuvenated Couach, which has resumed construction of an ambitious flagship after a few months of turmoil.



Hello, NISI 2400, Hello, Zhuhai

Has anybody tried building a 78-footer to superyacht standards before? Tricon Marine's CEO Christos Livadas decided to give it a go.

Like a few other passionate boat owners, he went, in the quest for perfection, from ordering custom vessels to creating his own yard. Livadas first came up with the intriguing Argos 92 Gulfstream concept, which has many innovative features. But the experience of having his own yard naturally led to other ideas, and the NISI 2400 is the latest result. Livadas cited 5th century BC Greek historian Herodotus to expand on the subject of his newest venture: "If a man insisted always on being serious, and never allowed himself a bit of fun, he would go mad without knowing it."

The NISI 2400 is, however, a quite serious work in progress. The first vessel in this series is expected to debut in Hong Kong later this year, and arrive in the United States early 2011.

Conceived largely by owner Livadas, but with exciting styling and naval architecture in collaboration with America's Ward Setzer, this is a breakthrough. Nobody has built, under 78' (or 24 m), to commercial RINA and MCA certification before.

The yacht has stateroom accommodations for eight guests and two crew, and engine options range from twin Cat C18s with ZF-POD or Volvo IPS to three 600-hp Cummins Zeus. Depending on one's choice, top speed is 28 to 33 knots, cruise about 25 knots and range about 1,500 nm at 9 knots.

Livadas lists "a plumb bow, an observation deck atop a covered wheelhouse cloaking 21st century engineering, a wave-piercing hull,

pod propulsion, stabilizers and the cutting-edge SkyHook system" as principal features.

He chose Zhuhai, a specialist yacht production zone on the China coast near Nevada-style gambling mecca Macau, to set up Tricon Marine. Tricon stands for "three continents," and NISI simply means "island" in Greek.

It is probably one of the only places in the world where projects with such ambitious parameters can be attempted. Expertise is fairly high, and growing daily. Costs are relatively low. China and Taiwan together are the largest force in modern-day boatbuilding after Europe and America. This, some say, is the future. China recently replaced Japan as the No. 2 economy after America, and with a burgeoning 1.3 billion population, could become a significant buyer of pleasure boats itself.

When we visited the Tricon Marine yard again recently to see how the NISI 2400 was coming along, we drove through a bevy of pleasure-boat sheds whose names are well-known in the West. General Manager George Mei met us. For seven years he was with Kingship, another Chinese yard, which has become a regular at Monaco and Fort Lauderdale.

"There are a thousand things different in this boat, compared to a usual production 80-footer," he said. "Take the fuel system and hydraulics, for example. They are high-quality stainless steel. Cupro nickel and copper integrated with PPR is used in other piping, and all wiring is carefully certified by Italy's RINA rating agency, which has

its Asian headquarters in nearby Hong Kong.

"The engine room has first-class fire insulation, and sophisticated monitoring systems are used throughout the whole vessel, as you would expect on a superyacht.

"Similar attention is paid to sound abatement in various areas. In the salon and master suite, you can see what we call a floating floor. It is set up with a rubber underlay, so that noise and any vibration are less discernable.

"Curved sliding salon doors with electronic controls, fitted into an invisible frame, are another feature. Lighting is advanced LED. Each cabin has a touchscreen allowing different light intensities. Guests can basically program whatever they like in terms of entertainment and so forth, and iPods are provided.

"The whole boat is a small superyacht, with systems to match much bigger vessels.

"Any wood is waterproof treated before being installed, and for a different feel we have laid doubly thick teak decks across the beam, rather than bow to stern. It looks very good. Cabinets are varnished fore and aft, and sideways, with multilayers, rather than giving a quick lick to whatever is showing, as so often happens.

"We use carbon fiber in the sun beds and settees to save weight, and just look at how many there are in this remarkable layout. I'm counting five, but some can be covered, of course, to stay out of the sun.

"The tender slides into the aft garage, which opens hydraulically, and is retrieved by winch. Special metallic paint is used on the hull, which is a nice hazelnut color with a mocha mast.

"I could go on, but in general, I am really very pleased with this vessel, and we will see how it received by the market. Another NISI 84 is already getting under way, and we are starting a series of All Ocean Yachts 90s, so a further shed is planned beyond the present four bays."

For more information, visit triconmarine.com

STORY Bruce Maxwell



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