

NISI 2400 LIFE'S A BEACH...

After years of seeking the perfect floating beach club, we may have discovered something very close in the NISI 2400. It's the nautical embodiment of the spirit of Café Del Mar, Nikki Beach and Miami South Beach... it's naturally quite special. By: **Craig Barnett** Images: **Courtesy of NISI**







The panoramic views from NISI's salon are simply breathtaking.

R

Regular readers of the magazine will be familiar with our penchant for new and exciting projects. It takes a revolution to excite us. Simply changing the upholstery palette, remodelling a porthole, replacing the refrigerator door and declaring 'the evolution of the model' will not do. Concepts that push the boundaries, yachts that refuse to conform to traditional genres, and fresh new approaches are what sustain us... and so, at the Miami Boat Show in February we feasted upon the NISI 2400.

The nautical embodiment of the spirit of Nikki Beach, Café Del Mar and South Beach Miami, the 2400 is best described as an achingly cool floating beach house. Whether acting as a zen-like retreat with a spa-like atmosphere, or picking up the pace for a party, one can't help but feel each NISI owner should find a new wardrobe of white linen in the closet on purchase. Light and 'floaty', yet incorporating many clever design features, cutting edge technology, a triple pod propulsion package and superb accommodation, NISI have set a very high standard with this the first in a new line.

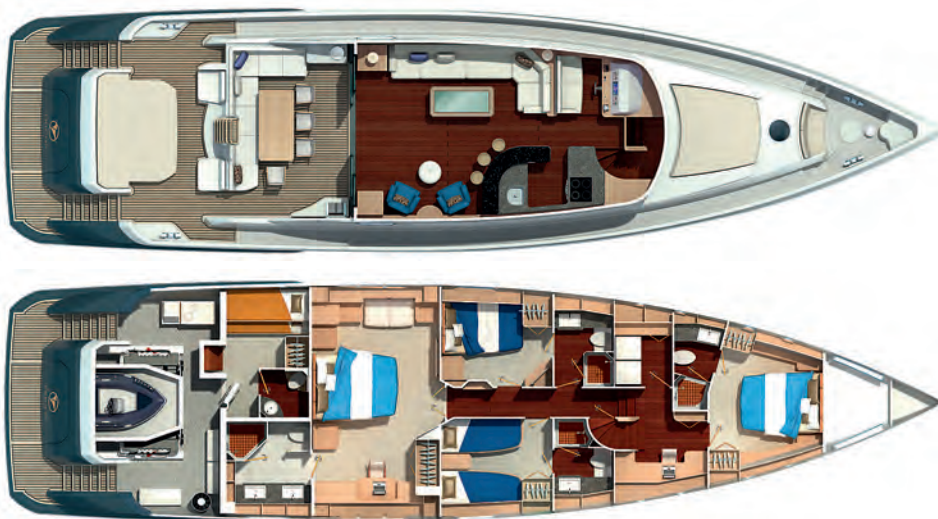
A young and excitingly ambitious yard that describes itself as 'tri-continental' – European owned, Bahamian-based, with production completed in China – the 2400 is the second yacht launched by the company. A radical departure from the custom expedition yacht sold under Tricon, the NISI 2400 is the first realisation of a series of designs that don't slot easily

NISI 2400

LOA: 78 (23.6M)
 LWL: 74 (22.5M)
 BEAM: 19 (5.75M)
 DRAFT: 3.6 (1.12M)
 DISPLACEMENT: 80,000LB (36.6 TON) DRY
 FUEL: 1,409 GALLONS (5,334L)
 ACCOMMODATION: 8 GUEST, 2 CREW
 CONCEPT & DESIGN: TRICON MARINE
 AND SETZER DESIGN GROUP

CLASSIFICATION:
 RINA CHARTER + MCA COMMERCIAL (MGN 280)
 TOP SPEED: 28KT
 RANGE: 1,500NM @ 9 KNOTS
 ENGINES: 2 x 1,000HP CAT-C18/ZF-POD OR
 CUMMINS/ZEUS 3 x 600HP

WWW.NISIYACHTS.COM



POD PROPULSION RELEASES SPACE, ENSURING THE ACCOMMODATION IS AS WELL PROPORTIONED AS THE SALON

into predetermined pigeon-holes. Designed by NISI Yachts in collaboration with Setzer Design Group of North Carolina, the 2400 – and future offerings, which includes a 32ft fashionable take on a classic cruiser, a 60ft reverse bow catamaran and a 41m cutting-edge tri-deck – all share an exuberant approach to contemporary yacht design.

The most obvious of NISI's design signatures is her plumb bow, which pierces waves with great aplomb. As a semi-custom series build, unusual for a market sector that traditionally relies on high volume production runs, the NISI 2400 feels very much like a 'pocket superyacht' and many features reinforce this impression. One such example is the bright stainless hawsehole that accents the bow and acts as a cassette for the anchor, not something you'll spot on any other 78-footer in your local marina. Other superyacht features include; the vertical pilothouse windows, a transparent sole in the engine room, a TRAC stabiliser system and... the yacht has been built to both RINA and MCA Commercial certification! A \$400,000 (USD) exercise in demonstrating the capability of the yard.

Given such regulations are not required of yachts less than 80ft, NISI suggest this has never been attempted before and logically conclude that it could well be the most highly spec'd boat of its size built to date. In keeping with the 'effortless' theme, NISI have ensured 'heavy duty' safety systems like fire doors are incorporated in a way that enhances rather than de-



Open and airy, the salon and cockpit combine effortlessly, while designer touches accent both internal and external spaces.



The owner's cabin continues the spa atmosphere and even features a tub under the starboard banquette.

tracts from the yacht's aesthetics and guest experience. The guardrails are a case in point; electing to use the thinner steel-rope guards commonly found on sailing yachts, rather than traditional stainless steel tubing which would detract from the view in the salon, the rails can be increased in height, as per MCA and RINA requirements, when making a passage. Indeed passages are what this unit was built for, with a 1,500 mile range at 9 knots, she'll happily cruise from the Hamptons in the summer, to winter in Miami and make extended forays into the Caribbean. When a more sprightly turn of pace is required however, the burners on the triple 600hp Cummins/Zeus (or twin 1,000hp Cummins hooked up to Zeus drives) are turned up she achieves a top speed somewhere between 28-30 knots. Slicing cleanly through head seas that would have other yachts detained in harbour, it's certainly a hull and propulsion package that is well tuned.

In addition to offering great performance, manoeuvrability, smoothness and low noise pollution, pods also translate into addition space for accommodation... but we'll get to that in a little while. Starting our tour of the 2400 at the stern, we board on the broad teak lined bathing platform and are met with the NISI logo emblazoned on the transom plate. Below this, in a carbonfibre garage, lies the eleven-foot jet RIB tender and under the starboard side of the dual staircases that rise to the cockpit, lies access to the engine room and crew quarters. The engine room itself is compact, but as the triple Cummins/Zeus require little space, there's plenty of room to work around them. Of particular delight for engineers will be the transpa-

rent sole, which provides easy sight of the plumbing, valves and cables running beneath it. The crew quarters, finished to the same standard with the same materials as the guest accommodation, is comfortable and demonstrates how highly the owner values a happy crew. Back up in the cockpit, playfully nicknamed South Beach by the NISI crew, a large aft sunpad extends over the transom, its cream leatherette complimenting the bronze hull. Other fixed lounge furniture includes two aft facing banquettes flanking the staircase to the flybridge, with a large L-shaped sofa wrapping around a solid teak topped dining table – all served by a wet bar to port and grille to starboard. Well considered in layout for both relaxing and entertaining, the exterior spaces enjoy an integrated sound system and LED mood lighting. LED lighting is indeed used throughout the entire yacht to minimise the draw on power and heat generation.

The powder coated custom stair to the fly comprises of under lit steps protruding off a central 'spinal column'. Resembling a whalebone skeleton, and with handrails starting at the mid-point, it's a signature design that is both aesthetically pleasing and practically designed. The flybridge itself, compact on this model, features two loungers with accompanying occasional tables and a central helm station with an alternating back rest that converts into an aft facing seat. The observation deck (as perhaps more accurately described by NISI), offers little in terms of entertainment space and is instead designed as a vantage point or private place to slip off to with a good book. It is suggested however that on future models the fly could extend over the entire pilothouse roof, which will dramatically raise the real estate on offer.

Descending back to the cockpit we stepped inside. Where many yachts strive earnestly to create a connection between the yacht interior and outside world, the NISI achieves this effortlessly. Quarterlight picture windows retract into the bulkhead, allowing unhindered access between the cockpit and a salon that is so well lit there is no discernable change in light. Slim mullions and a minimalist superstructure ensure an almost 360-degree appreciation of panoramic vistas, and coupled with a six-pane skylight above the helm, light floods in to fill the space. Continuing NISI's policy of 'pocket superyacht', underfoot the teak parquet sole floats on almost 50mm of rubber insulation, dramatically reducing vibration and noise. The selection of natural materials and fabrics continues throughout with soft alcantra suede liners, a durable white fabric for upholstery, marble countertops in the open galley and whitewashed teak cabinetry. Accented with glass and stainless steel features like the variable height sculpted coffee/dining table and folding faucet for the washbasin, the result is a minimalist beach house feel... with simply fantastic views.



The plumb bow and vertical pilothouse windows give this 78' the pocket yacht profile.





At the helm, located on the portside ahead of a raised daybed, the pilot is afforded 'best in class' visibility and touch screen monitors that belie the state-of-the-art systems fitted to the yacht. The ability to select zones or cabins on the yacht, and monitoring or alter any of the electrical systems is literally at your fingertips. Of course the helm also features fly-by-wire throttles and the joystick control commensurate with whichever pod package you've elected to fit. To starboard an open staircase leads down to a secondary housekeeping station, complete with laundry and refrigeration/freezer units. Open to the skylights above, this lobby is afforded a fantastic atrium. A generous VIP cabin occupies the forepeak. Finished with natural fabrics and cocooned in deeply padded liners, it is as welcoming as a fluffy duvet, and enjoys a full-length mirror, plenty of stowage space and a designer en-suite. Further guest cabins, a double to port and single to starboard, flank the white suede lined corridor that leads to the impressive door that guards the master stateroom. And guards is the right word... Protected by an electronic entry keypad, the thick bulkhead door can seal the suite off for use as a panic room if required, though any assailant would no doubt be delayed anyway by admiring the door itself. Made up of thousands of individual strips of wood and reportedly taking 500-man-hours to complete, the door's fascia is a piece of art in itself and arguably the most obvious testament to the advantages of building the yacht in China – less expensive craftsmanship translates into higher specifications.

Inside the master stateroom one is met with the kind of bedchamber usually reserved for grand megayachts. Light from NISI's signature six-pane portlight is reflected by the huge mirrors that flank the fur-lined headboard and are positioned above the bed itself. The whitewashed oak cabinetry and teak sole continue throughout the yacht and the vanity/bureau to port is matched by a day bed to port... but lift the cushions and below the daybed sits a spa bath, a truly decadent luxury. Also to starboard stands the spa-style en-suite, with dual washbasins, a large walk-in shower and designer faucets. For a sub-80ft yacht, it has to be the best master cabin we've seen.

In conclusion, NISI 2400 has so much to offer and does so with a serious sense of style. We haven't even mentioned the foredeck with sunpad, banquette and teak parquetry on the chain locker hatch, the flip up cleats and a hundred other details that ensure you fall instantly in love with this yacht... it almost makes you want to get married just to honeymoon on it. Built and styled by the owner of NISI, Christos Livadas and his new bride Krina, it represents the perfect blend of an experienced yachtsman, a developed sense of fun, style and romance... and appropriately, the start of a long and exciting journey. ●

NISI's compact observation deck is a great spot to retreat to with a good book for some quiet time.

