

# NISI 1700 XPRESSO



## WEEKEND MEGAYACHT

The midsize NISI 1700 Xpresso feels much larger than her dimensions, and may be a boat for today's world. By Jason Y. Wood

If there was ever a yacht built for these global times, the NISI 1700 Xpresso is it. Measuring less than 60 feet long, this boat offers a striking profile that melds a salty feel with European cool. She was assembled by Chinese craftsmen at Tricon Marine from plans by American firm Setzer Yacht Design, and is powered by British Ultrajet jet drives matched to Caterpillar diesels.

### ACCOMMODATIONS:

We climbed the steps from the swim platform to the teak-decked cockpit and greeted a megayacht world created in miniature. In the shaded cockpit, an inlaid table awaits alfresco meals with guests on a broad settee across the transom. A stepladder to the flying bridge beckons, while a hatch inlaid with a teak compass rose seals engine-room access. Entering the saloon through gleaming stainless steel-framed glass pocket doors that disappear on demand we found an inviting L-shaped settee to starboard facing built-in cabinets to port. A concealed sink and two-burner cooktop mean this is the galley, working in tandem with a covered electric grill in the cockpit.

The helm station is forward in the saloon and to starboard, accompanied by Treben electric helm and companion seats (that flip to bolsters). The helm dash is equipped with a pair of Simrad multifunction displays, flanked by controls for Humphree interceptors and a Side Power bow thruster. We liked that half-orb of a compass prominently plunked inline with the wheel, while the Ultrajet joystick and engine controls were right at hand. An undulating chaise longue is built in to port and will keep your companions comfortable. Just don't be surprised if they don't stay awake too long.

On the accommodations deck, an amidships master makes the most of this hull's slab-sided design and stretches over the full beam. The berth is situated on an angle to make it accessible from both sides and free up floor space, but the remarkable effect is to have such an airy room in less than 60 feet of hull. The glass-walled master head is to port, or to the right as you enter, and its see-through design takes advantage of the huge hullside windows. There's a huge shower compartment and separate head compartment, and curtains ensure privacy for the modest.

A lower vestibule has pantry lockers and counterspace, as well as a fridge. Forward from there is a guest stateroom in the bow that

also offers excellent floor space and a hanging locker. It shares a head with the other guest stateroom, a single to port.

### CONSTRUCTION:

The NISI 1700 is built using copious amounts of carbon fiber to ensure lightweight, rigid construction. The metallic-blue hull fairly gleams in the summer sun, and a large polished-stainless steel anchor plate protects the plumb bow from damage. An interesting flying bridge is compact and yet had plenty of room for a helm with chair and a couple of companions on a lounge to port—to me, it fit the boat's profile and design brief, as did a striking art deco radar arch that holds the Simrad broadband radome, Intellian satellite-TV dome, and VHF antennas.

The fit and finish of the interior looked impeccable to me, and when I got into the engine room I was glad to see the rigging and finish of this space was up to snuff as well. Groco strainers, Parker-Racor fuel-water separators, and a Cummins Onan genset, all served to reinforce my confidence that service would not be an issue. The engine room was absolutely enormous, with a huge open space above the jet drives—large enough for me to make note of it to the captain. And then I saw the Lehr outboard on a bracket stowed aft. The boat had plenty of room for a tender garage over the jet drives, but it hadn't been included in this build.

### PERFORMANCE:

With well over 2,200 horsepower spinning out of those two big Caterpillar diesels, this boat fairly moves across the water, touching 37 knots on our test with a full crew and gear for a summer cruise onboard (she had just returned from a weeklong Down East voyage when we met her for a sea trial). The Xpresso is aptly named as she prefers to get up on plane and cruise at 30 to 33 knots. The Setzer-designed hull responded well to the helm, and ran flat through turns at a fast cruise—the flying bridge is the place to be underway. With this combination of speed and accommodations, the NISI 1700 would serve an owner who is looking for a megayacht feel yet has to get to the office on Monday morning. □

NISI Yachts, 305-777-2138; [www.nisiyachts.com](http://www.nisiyachts.com)

LOA: 59'8"  
 BEAM: 16'4"  
 DRAFT: 2'4"  
 DISPL.: 50,500 lb. (dry)  
 FUEL: 832 gal.  
 WATER: 200 gal.  
 TEST POWER: 2/1,136-hp CAT C18 ACERT diesels  
 OPTIONAL POWER: 2/715-hp Cummins Zeus; 2/700-hp Volvo Penta IPS900s; 2/900-hp Volvo Penta IPS1200s  
 TRANSMISSION: Ultrajet  
 GENERATOR: 11.5-kW Cummins Onan  
 BASE PRICE: \$1,800,000

**TEST CONDITIONS:**  
 Air temperature: 72°F; humidity: 66%; seas: 1-2'; load: 410 gal. fuel, 160 gal. water, 4 persons, 500 lb. gear. Speeds are two-way averages measured with Simrad GPS. GPH taken via Caterpillar engine display. Range is based on 90 percent of advertised fuel capacity. Sound levels measured at the helm. 65 dB(A) is the level of normal conversation.

**NOTEWORTHY OPTIONS:**  
 Metallic hull paint, Hydraulic swim platform, ABT Trac fin stabilizers. Option pricing available upon request.

RPM	KNOTS	GPH	RANGE	dB(A)
800	5.7	1.6	2,668	80
900	7.2	3.8	1,419	81
1200	9.3	14.8	471	70
1500	11.0	28.8	286	74
1800	15.4	51.2	225	74
2100	25.8	77.8	248	82
2200	30.7	91.2	252	85
2300	35.0	102.6	255	87
2361	37.0	113.4	244	86