

# ISLAND SEEKING

*The new NISI 2400 from Tricon Marine offers boaters a spacious, stable and brightly lit ride that's easy on fuel*

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“NISI is the first motor yacht under 24-metres to qualify for the stringent requirements of the MCA charter rules”

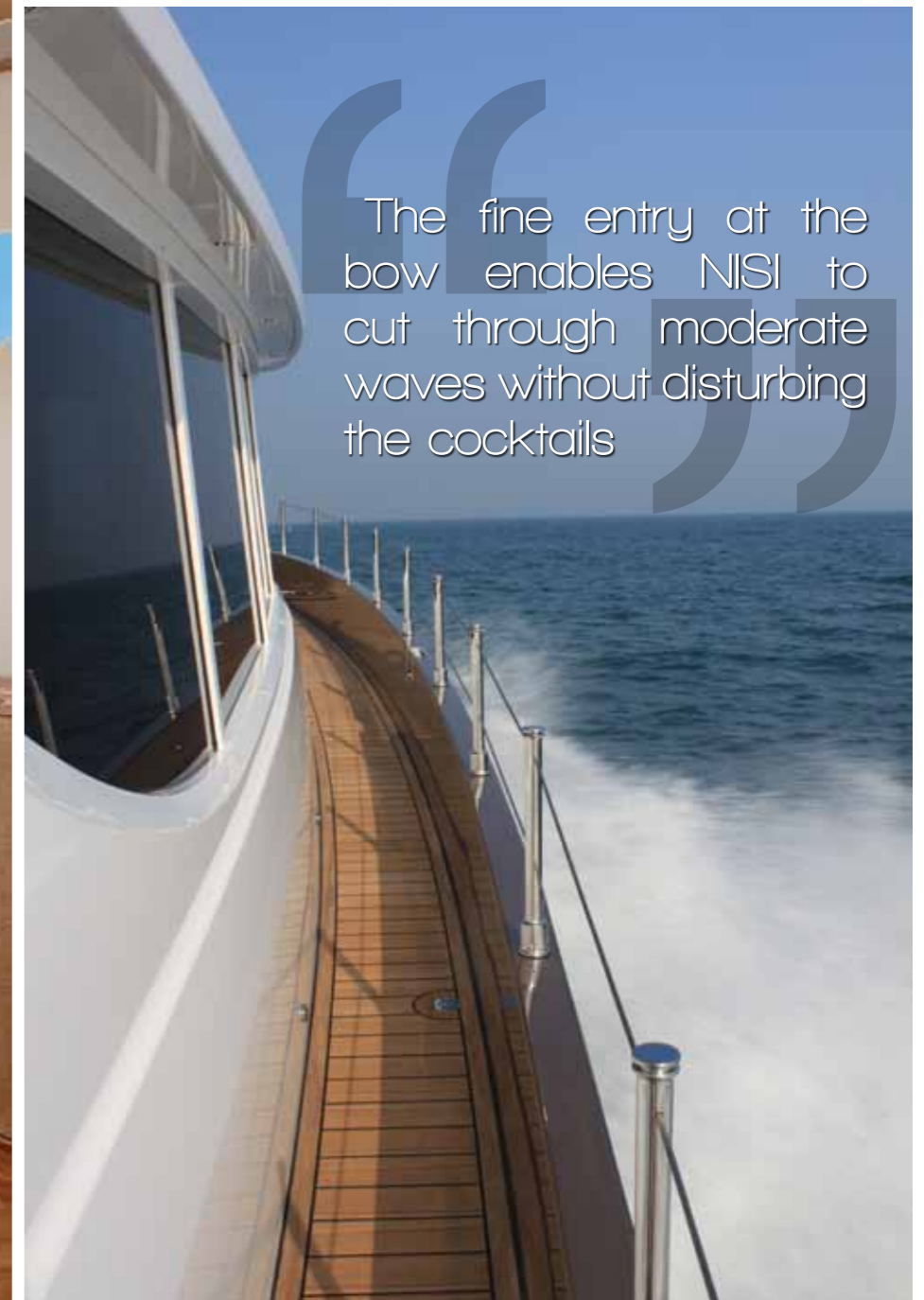
*The main saloon.*

► **THERE IS A MOVE TOWARDS USING SEMI-DISPLACEMENT HULLS FOR MOTOR YACHTS TO MEET THE PERCEIVED DEMAND FOR ECONOMICAL PERFORMANCE AND A LONGER RANGE.** They are a sort of halfway house between the heavy displacement yacht and the planing motor yacht, which sounds like a great solution but can produce a very wet boat at low speeds. And, such boats tend to meet a brick wall of performance at a little over 20 knots. Now, a builder in China has come up with a new generation of semi-displacement design to introduce a yacht that is the closest to perfection that I have found in years of doing sea trials. NISI from Tricon Marine is a yacht that combines brilliant seaworthiness, exciting speeds, a luxurious yet practical style, and the highest quality.

The hull design is the key to this performance. Tricon turned to Setzer Yacht Design for this, and the result is a slim hull with a very fine entry that flattens out as it runs aft. This is combined with a sharp turn of the bilge that converts into a chine forward. There is a skeg for directional stability and a plumb bow that adds to the waterline length. The narrow hull does compromise the accommodation space, but what they have lost in the beam they have made up by having a very compact engine installation that allows more of the length for accommodation.

Combine this unique 24-metre hull with an advanced propulsion system comprising three 600-horsepower Cummins diesels coupled to the Zeus Pod Drive, and you have the recipe for performance. NISI might be a semi-displacement hull, but she can top out at 30 knots. This gives that unique combination: a yacht that can operate comfortably at modest speeds and yet give the excitement of speed when you need it.

Matching speed to seaworthiness is the difficult part of any design but the fine entry at the bow enables NISI to cut through moderate waves without disturbing the cocktails. In larger waves, there is some lift at the bow but the ride remains level and controlled, and there is a distinct absence of spray, suggesting that everything is under control. Even when you push the yacht hard and you think you have overdone it, NISI comes up smiling, making this a very forgiving design. In following seas, the yacht runs well but in rough seas there might be a need for throttle control to get the bow to lift. It is wonderful the way that NISI responds to the throttle making you feel really in control of any situation. In beam seas, the stabilisers take control of the motion. Even without the stabilisers, the ride is still controlled and comfortable.



“The fine entry at the bow enables NISI to cut through moderate waves without disturbing the cocktails”



*Top: The NISI 2400 at speed; Above: the flybridge helm.*

*Photo: Ryan Swift*



The whole of this deck saloon is surrounded by large square windows and subdued strip lights

The advantages of the triple engine machinery installation are many. There is the compact size and these smaller engines are cheaper and lighter than a pair of heavier diesels. There is redundancy built into the systems so the yacht can run happily on one or two out of three engines. This is the propulsion system of the future and it is a wonder that other builders have not taken up this option.

Another benefit of the pod drives is that they can be coupled into a joystick system so there is the benefit of precise harbour manoeuvring. A bow thruster is fitted and it might be useful in strong winds but the joystick control linked to the rotating pod drives does everything you ask of it.

The narrow hull does comprise the interior space compared with other wide beam yachts and the two side by side double guest cabins have beds that only have access from one side. An alternative solution would be to replace these doubles with a double and a single to get more useable space. There is no compromise in the full-width master suite, and this has a wonderful spacious feel that is enhanced by the use of large mirrors and light colours for the decor. The style here is stunning and inviting with large side windows for light and limed wood with a warm tone making a nice contrast to the lighter colours. The bathroom and closets are generously sized. In the bow, there is a VIP cabin that follows a similar style but on a smaller scale.

NISI has a dedicated laundry room at the foot of the stairs to the accommodation and there is extra storage and access to services under the deck. A large fridge/freezer gives extra food storage for longer voyages. The crew has a twin bunk cabin just forward of the engine compartment with access from the deck above. These quarters are finished in the same style as the guest cabins.

Up at main deck level the main part of the saloon is given over to a combined lounge/dining area that is fitted with a rising table. The whole of this deck saloon is surrounded by large square windows and subdued strip



The galley station on the main deck is very open and shares space with the rest of the yacht.



*The master cabin – tasteful and brightly lit.*

lights run the length of the saloon and extend out into the cockpit overhang to link the two areas together. This link is also made by the automatic sliding doors that move in an eerily quiet automated way, another one of the dedicated design features that are seen throughout NISI.

The galley located in the forward part of the saloon is well-equipped for serious cooking and is surrounded with serving counters, one of which can double up as a chart table for the helm on the opposite side. The helm is on the port side with two electrically adjustable black leather seats. Most of the instrumentation can be made to disappear from view but when the dash is raised, there are two large navigation displays linked to a Furuno Navnet system for the radar and the electronic chart. A third screen takes care of the monitoring system for all the onboard systems and there is a range of subsidiary displays and controls. Visibility through the vertical windows is good with a notable lack of reflections but the tinted glass at the side might affect night vision.

The cockpit is divided between the seating and the rear sunbed with a passage where a curved ladder gives access to the flybridge. You walk through the arch of the mast structure to find a private space where the helm is on the centreline and there are sun loungers at the sides. Here you have a commanding view for berthing and a wind in your hair ride during fine conditions.

The quality comes out in the some of the design details. NISI has a specially-designed,

balanced anchor to ensure that the anchor stows cleanly every time after use. Fold away bollards, mounted on the low bulwarks have been developed so that they do not intrude when not in use and the deck hatch forward is styled with an inlaid star-shaped design. NISI is the first motor yacht under 24-metres to qualify for the stringent requirements of the MCA charter rules and you see this quality everywhere you look.

The overall style is appealing and inviting, but it is the performance that is a real eye-opener. NISI can produce speeds of up to 30 knots with the 1800 horsepower installed, and this speed is combined with superb seaworthiness, far in advance of what might be achieved with a planing hull. NISI can operate comfortably at any speed up to this



#### TECHNICAL SPECIFICATIONS – NISI 2400

|                                      |  |
|--------------------------------------|--|
| LOA                                  | 23.60 metres                                     |
| LWL                                  | 22.50 metres                                     |
| Beam                                 | 5.75 metres                                      |
| Draught                              | 1.12 metres                                      |
| Displacement (light)                 | 36.6 tonnes                                      |
| Engines                              | 3 x 600 hp Cummins diesels                       |
| Drive type                           | Zeus Pod Drives                                  |
| Speed (max/cruise)                   | 30/21  |
| Range at 9 knots                     | 1500 miles                                       |
| Fuel capacity                        | 5334 litres                                      |
| Bow thruster                         | American Bow Thruster plus joystick              |
| Generators                           | Cummins Onan 2 x 17 kW                           |
| Watermakers (Manf, litres per day)   | Aqua Whisper                                     |
| Freshwater capacity                  | 1272 litres                                      |
| Communication/navigation electronics | Furuno Navnet                                    |
| Entertainment systems                | Samsung  |
| Owner and guests (number)            | 8  |
| Crew (number)                        | 2  |
| Construction                         | Advanced composites                              |
| Classification                       | RINA Charter and MCA Commercial                  |
| Naval architect (name/company)       | Setzer Design group                              |
| Interior designer (name/company)     | Tricon and Setzer                                |
| Price guide                          | Basic US\$3.6 million<br>As tested \$4.5 million |

30 knot maximum, so that you have the advantage of economical yachting at modest speeds or the thrill of higher speeds depending on your choice. No other yacht tested in recent years was able to perform like this so if you are serious about performance and seaworthiness in your yacht, then the NISI is a good starting point.

Reliable operation has been the key to the development of this design so that it can be self-sufficient for long-range cruising. At a speed of ten knots, this yacht has a range of over 1500 miles – at 21 knots, she burns 250 litres per hour. The fuel tank holds 5334 litres and a water-maker copes with the fresh water requirements on a long cruise.

NISI represents evolution rather than revolution in design with many of the improvements made possible by a combination of modern technology and sound seamanlike principles. NISI has a great style with a strong hint of tradition, it has good accommodation and the extended sea trial through the lively waters of Hong Kong showed that this yacht had what is probably the best seaworthiness in its class. NISI has redefined the art of luxury motor yacht design and what may surprise many is that she was built in China. NISI should help considerably to put China on the map as a serious yacht building nation and Tricon Marine at the top of the list of quality yacht builders. ■■■

[www.triconmarine.com](http://www.triconmarine.com)