

THE ICE PALACE

*For her owners, Lürssen's 364ft
Tis is the best of all possible worlds*

PHOTOGRAPHY Klaus Jordan (exteriors);
Winch Media (interiors)





Explorers don't have to be blocky; ice-class doesn't have to mean ugly. Just ask Andrew Winch. "She's a full ice-class explorer ship, but dressed as a Côte d'Azur yacht. She is the perfect world cruising package," the designer enthuses. "She has two certified helicopter decks, helicopter refueling, two safety RIBs, a guest RIB, an open limo tender and a closed limo tender. But she is ice-class!"

According to Fort Lauderdale-based broker Rob Moran, *Tis* is built for owners who travel frequently between many of the world's great cities, slowing down occasionally to spend time at their country estate. It seems impossible that the 364-footer could be their first yacht. However, according to Moran, who negotiated the deal, it wasn't until they had cruised on other yachts that they felt ready to decide on their ideal platform for life aboard.

"I met them in Monaco in 2005 when they came to charter *Phoenix* and they became some of our best clients, chartering six to eight weeks a year," Moran says. "They chartered *Kismet* on a regular basis for three or four years and also *Northern Star*. In 2008, we had a meeting with them on *Kismet* and they began talking about building their own boat." His team started developing preliminary specifications.

"Sometime after that, while he was chartering *Northern Star* in



It's easy to imagine Scarlett O'Hara sweeping down the spectacular staircase from the sitting area on the owners' deck to the lower part of the two-story salon on the main deck. Top right: the hull received Lloyd's Register 1-D ice-class notation, meaning she can operate in first-year ice

the Balearics, he called and asked me to get 'the Lürssen guys' down for a meeting," Moran recalls. "They came and he signed a letter of intent for a 95 meter [311ft]. Then we got busy designing in earnest on a hull platform with which we were familiar." The project grew, however, and before long it was coming in at 100 meters (328ft) - big but still possible with the current hull envelope. "But then he and his wife asked for more things for their yacht. Suddenly we were looking at 111 meters [364ft], which would require a [wider] beam and new mechanicals. It was a whole different boat." In fact, *Tis* is completely custom from the keel up.

As the initial design work on the 311ft plan progressed, Moran introduced his clients to five design firms and showed them three other similar-sized yachts for which Moran's firm had managed construction: *Phoenix 2*, *Ace* and *Solandge*. "They selected Winch Design and we had signed the contract in Florence," Moran says. "Now we had to go back and say: 'Hold on, there's a new boat with 50 percent more gross tonnage.' The main driver for the growth in interior space was their request for a spectacular entrance and a spectacular staircase - a *Gone with the Wind* experience - and huge entertaining spaces."

Interestingly, although the length of the hull grew, the upper superstructure did not and this, Winch notes, created an even more elegant profile. "They wanted a classic-looking boat, not one that was trying to look as if it was going fast."

As I explore the high-volume yacht during the flurry of activity at her final fitting out, lead designer Julia Dean explains that the design theme is inspired by all of the owners' favorite places,



The central spiral staircase winds up through a four-story atrium



The owners visited the yard monthly during the near-four-year build. They requested the classical elegance of Claridge's, Bristol and Hermitage hotels in the interior details

including Provence, Tuscany, New York, London, Morocco, South East Asia and a Russian dacha. These disparate influences are carefully modulated and colors lightened to flow amid an overall backdrop of classical Parisian elegance; indeed some of the spaces rival Versailles for elegance, with Louis XIV to XVIII-inspired furniture on the main deck and carpet patterns mimicking those of Parisian salons from the era.

With a platform measuring 364ft by more than 60ft, and owner and guest spaces spread over five decks, there is substantial space to create rooms of differing use, a feature driven by the couple's desire to live aboard for months at a time. The yacht is set up to cater to a formal lifestyle and has a network of stairs, passages and lifts fore and aft on the port side so that crew can tend to the machine and guests simultaneously and nearly invisibly.

From the first time this project was glimpsed under construction in dry dock, its interior only roughly divided, the most astonishing element was clearly visible: the two-story main salon with a double staircase sweeping up to an informal sitting area on the owners' deck. The Large Passenger Yacht Code has strict rules when it comes to fire prevention and it is not easy to adhere to these regulations in an open two-story space. The designers' job, of course, is to ensure that owners and guests cannot notice any such difficulties.

The guest suites are spread over two decks, with four, including two very large ones, on the lower deck, positioned to suffer the least motion. Should conditions at sea become difficult, the starboard VIP, named the Dacha suite, is designed to be a sea

cabin for the owners. Four more guest suites are on the main deck, forward of the center of circulation.

The owners' suite is suitably grand, and with roft overhead heights. It comprises six rooms – seven if you count the owners' galley – including a private massage/hair salon. Two fixed balconies and a large covered forward terrace radiate off the cabin, while aft is an informal sitting room overlooking the salon below, and further aft a 50ft by 30ft al fresco dining space. Sliding-glass panels can turn it into a climate-controlled winter garden. There is a formal office located on the main deck opposite a formal dining salon. Positioning his office here gives it imposing status but also preserves the owners' deck above for relaxation.

Staircases are a Winch Design signature and the one aboard *Tis* could be the firm's magnum opus. For starters, there is the staggering size and elegance of the main deck lobby, all gleaming stone, columns and enormous windows at the base of a four-deck atrium soaring 50ft. The balustrades and handrails are gilded wrought iron, trailing leaves and flowers: Monaco's *Hôtel de Paris* pales in comparison. The adjacent elevator may be a hydraulic wonder that rises and falls silently through all the decks at the touch of a button, but Winch Design has given it the illusion of a 19th-century Parisian elevator, complete with a seat and gold leaf on the ceiling. "It's not a tube, it's a jewelry box," Winch says. Its glass walls and door face balconies at each landing, giving both the lift and the atrium a stunning sense of space. The metalwork by a German blacksmith is nonpareil.

Without doubt, certain elements are designed to impress, but the intimate space of the relaxation lobby in the spa and the

cozy cinema on the lower deck add a playfulness that some yachts of this size can lack.

A perfect example of an intimate space is the tea room perched on the uppermost deck, facing forward. Low windows, couch seating and sliding doors to small outside seating groups conjure up afternoons of quiet conversation over strawberries, finger sandwiches and cakes, the afternoon sun glinting off an enameled samovar. If anyone is missing from the party, hunt for them here, where the views go on forever. They may also be relaxing under the hand-painted, bas-relief lemon grove on the softly lit domed ceiling of the relaxation room centering the bridge deck spa. There is a mural of *Tis* at anchor and antiqued mirrors are framed like windows. The spa also features a beauty salon, hammam and massage room, and an expansive gym overlooking the swimming pool and attached glass-bottom spa pool with views of the sea. Swarovski crystals backed by tiny lights and embedded in the pool tiles shimmer day and night.

The beach club, meanwhile, functions as the yacht's water-level reception area and chill-out space. With mahogany paneling, couches, a dining or games table and a full bar, it seems far too refined to be called a man cave, but there are large screens for watching sports, a traditional banya and a sauna, so then again, perhaps it is. Sun loungers on the wide stern platform or the fold-down terrace off the sauna encourage relaxing in nature and give guests two platforms for diving into the sea. "The

beach club is large and impressive. They wanted to create a sense of welcome for guests, as it is often the yacht's front door," Winch says. "We spent a great deal of time discussing it. Sometimes he will have business associates on board and this will be their hang-out space."

Moran explains that partway through construction the owners chose to build the yacht to PYC standards so that they could carry more people with them without chartering a second boat, and with that decision came the need for a massive upsizing in freezer, cold and dry storage and water-making capacity. Lürssen's sales director Michael Breman says that shifting to PYC certification required "more life-saving appliances" and increasing the fire-fighting system.

Mechanically, *Tis* relies on a standard propulsion system with two main engines and three large gensets. She has a top speed of 18 knots and a 7,000nm range at 12 knots. She also has dynamic positioning. The keel was laid in 2015, so was not required to be Tier III compliant, although she is fitted with a HUG particulate filter exhaust system so could be converted. The owners insisted on a certain speed and low levels of noise and vibration, which was achieved, and then some.

Tis is a yacht designed to sail easily around the world, and her globally inspired decor appears as if it has been joyfully collected by a family that loves living on the sea - wherever they are in the world. ■

Chandeliers above the dining table in the formal dining salon are custom made by Czech crystal specialist Preciosa



Above: the owners have their own deck, where the ceiling height stretches to 10ft. Below: each guest cabin is named after a favorite city or region frequented by the owners. This one is called Provence



Around the world

Guests aboard *Tis* could be forgiven if they experience a bit of déjà vu when entering their cabins. At the owners' request, two of the suites reflect the classical elegance of Claridge's in London and The Carlyle in New York. All eight guest cabins represent places with special meaning to the owners: Marrakech, Provence, Tuscany, New York, Paris, London, the South China Sea and Russia. The themes are thorough, down to accent wood selections - walnut for the Russian dacha, mahogany with fruitwood inlays for Paris, wenge for New York, painted or antiqued surfaces for Provence. The style uses a hand-painted or "dragged brush" technique to add a richness to the doors and crown moldings while most of the wall surfaces are in framed upholstered panels. Every feature supports the location theme - for example, bamboo informs the lamps and mirrors of South China Sea, tiny rosettes and honeybees detail Provence and geometric mother-of-pearl inlays give flair to Marrakech.



SUNDECK

BRIDGE DECK

OWNERS' DECK

MAIN DECK

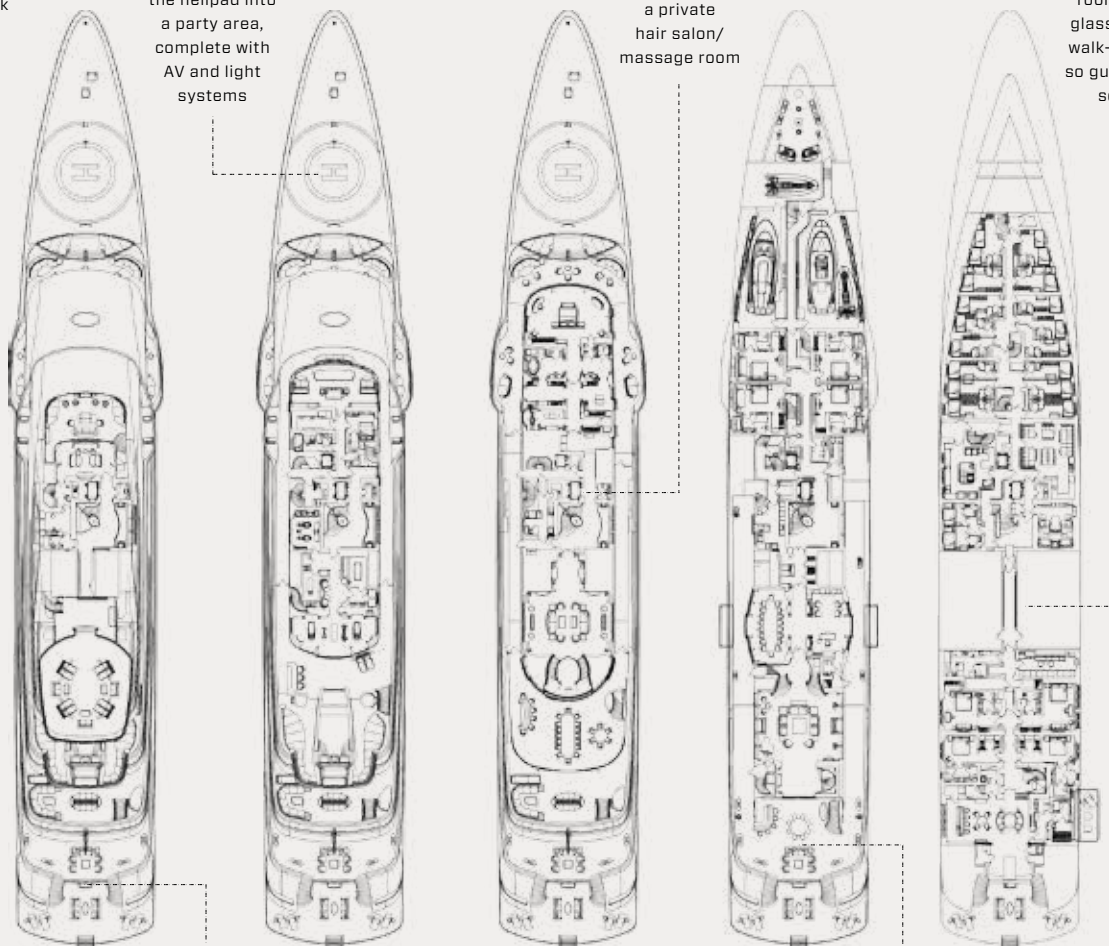
LOWER DECK

There is an additional deck (not shown here) below the lower deck

A tent can turn the helipad into a party area, complete with AV and light systems

The owner has seven rooms, including a private hair salon/massage room

The upper level of the engine room has a glass-walled walk-through so guests can see in



60ft
30ft
0ft

A large and impressive beach club opens to a wide stern platform

Winch Design's new outdoor teak and leather furniture line debuts on *Tis*

LOA 364' 2"

LWL 315' 6"

Beam 60' 4"

Draft (full load)
13' 8"

Gross tonnage
4,699GT

Engines

2 x MTU 20V
4000 M73

Speed max/cruise

18/12 knots

Range at 12 knots

7,000nm

Generators

3 x MTU 540kW;
1 x MTU 250kW

Fuel capacity

90,000 gallons

Freshwater capacity

13,200 gallons

Tenders

1 x 37' Wajer 38S;
1 x 37' Wajer 38L;
2 x 20' Fassmer
RIB 625

Owners/guests 18

Crew 38

Construction

Steel hull; aluminum superstructure

Classification

≈ 100A1 SSC
Passenger Yacht ≈
LMC, UMS,
ICE class 1-D

Naval architecture

Lürssen

Exterior styling

Winch Design

Interior design

Winch Design

Builder/year

Lürssen/2019
Bremen-Vegesack,
Germany
t: +49 (0)421
6604 166
e: yachts@
lurssen.com
w: lurssen.com