

Norwegian Queen II

by Trinity Yachts and Evan K Marshall

The Norwegian Queen II, easily one of the most eagerly awaited yachts currently under construction at Trinity, marks somewhat of a new departure for this leading American yacht builder. Previously better known for yachts with a more classical and traditional interior, Trinity is buzzing with excitement about its first ultra contemporary yacht design project, in collaboration with interior designer Evan Marshall, which is set for delivery in late 2007.

The last twelve months have been a year of change at Trinity Yachts, a company which has grown into a megayacht force to be reckoned with in little over a decade. Tragedy struck their boatyard when Hurricane Katrina also did in August 2005. The company's New Orleans base of operations was effectively destroyed, but the Trinity spirit has proved as resilient as its boats: all the yachts inside the boatyard at the time the hurricane struck, including the widely lauded Zoom Zoom Zoom, survived the storm intact.

Thankfully the entire Trinity team also emerged from the disaster unscathed, although many, including Vice President John Dane, had lost their homes and belongings to the storm.

The company has since bounced back from its darkest hour however with incredible speed. A new Trinity boatyard was promptly purchased in Gulfport, Mississippi and yachts from the boatyard were deftly navigated there through hurricane debris-littered canals. Owners showed incredible understanding and goodwill and business is not only back to normal, but booming. Trinity currently has 18 orders on its books, half of which are from repeat clients.

The contract for the 164' (49.9m) Norwegian Queen II was not long signed when Katrina hit. The yacht was at the early planning stages back then, but "she's a boat now," says Trinity Vice President, William "Billy" S. Smith III. "She's at the walkthrough stage. The hull is quite far along now."

The Norwegian Queen II is the latest aluminium hulled Trinity yacht, a detail which has become somewhat of a company hallmark. "We expected to be doing a lot more steel hulls," Smith admits, but aluminium hulls, which draw less water than steel, have their advantages. "Aluminium allows clients to stay under the 500 ton mark, and to therefore avoid the extra paperwork and crewing regulations that go with that. There's also a quality of ride our clients are looking for.

It's not all about speed." Two 2,250 hp Caterpillar engines, allow the Norwegian Queen to reach a maximum speed of 21 knots and to cruise at up to 19.5 knots. Smith has noticed a preference amongst clients for such more powerful engines.

"A speed of 18-20 knots increases the radius of destinations available and also reduces relocation time.

Owners often prefer daylight passages, too, and a powerful engine also allows them to stay ahead of, or catch up with, the weather," Smith adds.

Understanding how the owner eventually intends to use the boat, a factor which Smith refers to as the "mission profile", is an essential part of the design process.

"From our point of view, if an owner is opting for a custom build, it means they aren't satisfied with what's already out there. In order to exceed their expectations, we really try to understand what they're looking for in a boat.

For instance, most North American owners would like to be able to visit the Bahamas, which limits the draft to a maximum of 8 feet."

Indeed, the Norwegian Queen has a draft of 7'6", which will allow it to venture into



A lateral view rendering of the Norwegian Queen II





Evan Marshall's striking vision of the main deck dining room and saloon

The stunning spiral staircase



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such shallow waters. Smith sums up the Trinity approach by saying "we believe it's important to make a yacht as versatile as you can in order to maximize the owner's ability to have fun".

The tri-deck Norwegian Queen has clearly been designed with fun very much in mind, and all parties involved, Trinity, Evan Marshall and, of course, the owner, have not been afraid to break with convention to achieve the desired result, which is a stylish, spacious and light-filled yacht.

The exterior of the yacht resembles Zoom Zoom Zoom. Evan Marshall, the London-based interior designer who worked on both Zoom Zoom Zoom and the Norwegian Queen, had a hand in the exterior styling, modifying the windows and opting for sleeker boards to create a more contemporary profile. Upon boarding the Norwegian Queen, guests arrive in a foyer, the walls of which are lined with sumptuous black ostrich leather panels.

Marshall has made extensive use of wall and bulkhead padding and panelling, using both leather and fabric, in order to create a soft feel throughout the yacht. Separated from the foyer by a 10ft wide floor to ceiling sheet of transparent glass with glued-on coloured glass motifs is the bright and spacious full beam open dining area. The dining table has a Murano glass base and the sideboards are also Murano, decorated with swirling features.

Marshall has taken advantage of a product called CeeLite, a lighting device in the form of thin plastic film, to backlight both sideboards and table to dramatic effect. Immediately adjacent to the dining area on the main deck is the main saloon, furnished in pearlised off-white lacquer, with an aft oriented bar area.

The colour scheme used throughout the yacht is largely composed of whites, reds and blacks, as well as glass, and artworks have been specially commissioned to blend in with the surrounds.

Spanish painter, Felix Mas, has provided the canvases, some of which ingeniously conceal plasma television screens, while glass sculptures with underlit daises, shaped to match the sculpture's contours, appear to glow with light.

The tri-deck layout means that the dining area does not have to be closed off while the crew prepares the table: guests can instead enjoy an aperitif in the striking skylounge on the pilot house deck above.

Decorated with black carpeting, black leather furnishings and lashings of red, the skylounge is sure to be one of the interior highlights of a yacht that sets new standards of style.

Another much admired detail is the split level master state room on the main deck, an innovation Marshall first introduced on Zoom Zoom Zoom, which is flooded with light via forward facing windows.

The same decorated glass panels used in the dining room also grace the entrance and closet doors. The master bathroom is delightfully unconventional.

The 'his and hers' arrangement has been replaced with a single spacious bathroom, including a large Jacuzzi framed with vertical superstructure windows and an enormous single shower stall, for a bright and spacious feel.

Marshall has also managed to translate the same sense of light into the area below deck, where there are four guest staterooms - three doubles, one with Jacuzzi, and one twin - as well as crew cabins sleeping up to ten.

Portholes have been cleverly encased within larger oval windows, fitted with backlit



The innovative split-level master stateroom features an informal seating area with artwork by Felix Mas

etched glass. These enhanced portholes give the impression of a larger flood of light, which is natural or artificial depending on the time of day, and help to create a very special airy feeling while down below.

The Norwegian Queen also softens the lines between crew and guest areas.

Not only are the guest staterooms and crew deck connected via a practical watertight bulkhead for easier servicing, but the galley also features a dinette area to allow guests to interact with and observe the chef at work in what effectively becomes a display kitchen.

The Norwegian Queen II is capped off with an alluring sundeck, featuring a hot tub, sun pads and loungers, a bar area and the convenience of a day head so that guests do not have to go below deck to have access to bathroom facilities.

Smith is also quick to point out the Norwegian Queen's very large swim platforms, which feature sockets for umbrellas for daytime basking in the sun.

"People do find the swim platforms magical," Smith says, "but particularly at night".

Ambient lighting after dark transforms the platform into a nocturnal sea gazing idyll. "The swim platforms actually enhance the performance of the yacht as well. They're not appendages, but an extension of the hull," Smith adds.

Evan Marshall

also clearly shares Smith's enthusiasm for the Norwegian Queen II, describing the project as "a lot of fun". "This is a special, unique boat," Marshall added, "which will herald a new perspective of Trinity and introduce the company to a wider audience. It really shows how Trinity can very efficiently deliver on a wide variety of styles".

Eighty percent of Trinity's current clients are North American, but the number of enquiries and commissions from abroad has been steadily rising.

The more contemporary and European feel of the Norwegian Queen II is sure to fuel this trend and to reinforce this American yacht builder's status as a global player in the world of megayachts.

TECHNICAL SPECIFICATIONS

LOA	49,9 m (164 ft.)
Beam	8,6 m (28 ft.)
Draft	maximum 2,28 m (7 ft., 6 in.)
Displacement	206 tons lightship
Speed	(max/cruising) 21 knots / 19.5 knots
Construction	Aluminum
Accommodations	10 guests in 5 staterooms, 9-10 crew in 5 cabins
Fuel capacity	39,368 liters (10,400 US gallons)
Freshwater	11,356 liters (3,000 US gallons)
Air-conditioning	Marine Air 36 ton
Propulsion	2 x Caterpillar 3512B; 2,250hp each
Reduction gears	Reintjes, 3:1 ratio
Generators	2 x 80kW Northern Lights
Watermaker	2 x Filtration Concepts: 9,463 liters/day (2,500 gallons/day) each
Stabilizers	Quantum 2x active fin with digital controls
Bowthruster	Quantum 90hp
Anchors	2 x 180 kg (397 lb.) each
Windlasses	Muir VRC 8000
Davit	Nautical Structure: 1,588 kg(3,500 lb.) capacity
Electronics	Radar: 2 x, Autopilot, GPS, Plotter, Radios: SSB/VHF 2 x, Depth sounder, Wind instruments, Satcom, GMDSS
Paint system	Awlgrip
Classification	ABS Maltese Cross A-1 Yachting Service, AMS, MCA Compliant
Delivery year	2007
Naval architect	Trinity Yachts, LLC
Interior design	Evan K Marshall 4 Calico Row Plantation Wharf York Road London SW11 3YH Phone +(44)020 7801 9245 www.evankmarshall.com - info@evankmarshall.com
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