

Photography -
Tom van Oossanen, Michael Baginski & Klaus Jordan

tour de force

When you own a superyacht and a professional cycling team, combining your passions can be difficult. But a new 85m Lürssen, with gym and spa facilities for elite athletes and room for 20-plus guests, is a game changer, says Marilyn Mower

A

reti's full beam decks and profile signal that she has room to host a crowd, or a peloton even. Her owner is a former Olympic cyclist and long-time competitor at the highest levels of road cycling. Now, among other endeavours, he sponsors a world-class team and he likes nothing better than getting his professional riders together to train and to enjoy the sports lifestyle, which does not preclude the occasional beer.

That was the nexus for his recently delivered yacht, complete with convivial bar and beer tap, and why he decided to have it built to the demanding rules of the Passenger Yacht Code (PYC). "He loves to be surrounded by family and friends and, of course, his team," relates Andrew Winch, whose firm created both the exterior styling and the interior design of the 85 metre. "On his last yacht [a 60.35 metre Trinity], which had the maximum accommodation under MCA, inviting the team meant he often found people sleeping on airbeds or sofas. He wanted more accommodation with this yacht, which is how we came to the PYC notation. It is our third or fourth PYC build and, although it is the shortest one overall, it measures more than 2,800 gross tonnes and allows billeting 22 among the owner, guest and staff quarters and 28 crew."

Lürssen is well acquainted with the safety-focused PYC, having built 12 yachts compliant with the code. *Areti* is the smallest yacht built according to the rules to date. "In general, the major challenge based on the large number of passengers was to combine the rules and regulations of the Passenger Yacht Code with the owner's requirements concerning the design and functionality of the vessel," says the builder's spokesperson, Sylke auf dem Graben.

Areti's keel laying, in February 2015, came after some of the first PYC yachts had finessed the rough edges off the new code, resulting in a few more superyacht-friendly modifications. However, PYC ramped up regulations regarding the embarkation of passengers and escape routes for guests and crew. The layout of *Areti*'s main deck alone shows eight escape hatches and four stairways for crew. Add to this such requirements as a mandatory sick bay with an isolated HVAC system, a safety station, a pressurised sea water fire-fighting system and required single cabins for officers, and you have more hurdles than a track and field event. "The corresponding components, such as the crane beams for launching the liferafts, are located on the aft decks, which are the main social areas for the owners and guests. Therefore, it was essential for us to integrate the equipment as invisibly as possible and to guarantee safe operation at the same time," Auf dem Graben says. ▶



Handsome is the word for Winch Design's exterior styling of Areti. She has ample deck spaces where the owner's 20-plus professional cyclist guests can relax. Right: the 12 person spa pool on the bridge deck, with

surrounding sunpads, is aft of a gym, where some serious conditioning work can take place. Below and opposite page: up again is the sundeck relaxing area that contains a giant sunpad and forward-facing sofas to afford great views





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And, of course, the yacht still has to be the pinnacle of relaxation, a source of calm and a place where nearly two dozen people can find a place to unwind. Which is why Winch Design started with the spa. “This isn’t your typical girl spa,” says Winch. “It’s a toning spa for athletes. It had to be designed like an important sports facility and it has its own spa manager.”

So what does a toning spa for athletes include? A 5.68 square metre steam room for starters and an eight square metre sauna. These are off a 20 square metre sauna/steam lobby covered in mosaics by Andjelka Radojevic that features a 12 seat spa pool, a full-depth plunge pool chilled to 8°C and an ice fountain. The sauna comes complete with a selection of birch and eucalyptus twigs for smoking on the small brazier. Experience showers offer multi-temperature, light, acoustic and aroma settings to simulate a Niagara Falls or a Caribbean storm. On the opposite side of the hull is a hair salon, a massage room and a pair of hydrotherapy showers, including a horizontal Vichy shower that pummels the body with water jets in computer-controlled sequence. Add to this a 24.65 square metre “wet lounge” with a teak floor that connects the two spaces and features a transom door that opens to the bathing platform and you have a space it would be hard to leave. Windows in the transom door make it a welcoming lounging spot even if the door is closed.

“The idea is that the guys can come back from a ride and go for a swim or relax their muscles in the spa surrounded by everything they need,” Winch says. In the meantime, the support team puts the bikes away in an adjoining dedicated bike and Segway storage room and workshop. Its glass walls framed in stainless steel make it a showcase for the custom equipment. Forward of the spa are four supremely convenient convertible guest cabins that can be arranged with twin or king-size beds.

“What I like about the boat is how calm it is,” Winch says. “The owner said ‘no bling’. He wanted a monochromatic palette in soft creams and taupes, and accent colours chosen in concert with paintings curated just for this project by an American art adviser.” In creating the GA, the Winch team also sought to balance spaces that could seat 18 people for a meal with spaces where



one or two people could relax. “Everyone needs a place to let the smile come down,” Winch says.

The main deck has one of the yacht’s large scale gathering spots aft, with a handsome curved bar sporting the aforementioned beer tap and copious sofa seating. Glass doors slide away linking this covered outdoor lounge with a formal main deck lounge complete with an auto-play baby grand piano and a beautiful dining room that seats 18. Winch is proud of the fact that, to serve these guests, the crew can enter the dining room either via a pantry lobby and a unique wine presentation area facing the dining room or from the guest corridor. Either way, a door never opens directly from the pantry to the dining room to spoil the elegance.

Forward of the dining room is the main circulation centre for guests, with a discreet lift and a grand staircase offset to starboard so that it can feature windows throughout its height. “Staircases are a Winch signature and there is some Winch history in that staircase,” he notes.

The yacht’s style is what Winch calls American Classic. “It’s not a mansion house style of elegance and it’s not classic European; it’s more a Midwest, nautical style,” he says. “The joinery is makore throughout with a variety of strong architectural mouldings.” The owner’s previous yachts, a pair of Burgers before the Trinity, informed the selection, although makore is a bit lighter in colour than the traditional American favourite, mahogany.

“Of course, it’s in complete contrast to PYC rules against flammable materials,” Winch says. As part of the creative solution, all of the panelling – the interior was manufactured by subcontractors Vedder and Würzburger – was impregnated with a fire retardant material under high pressure.

The balustrade of the owner’s staircase was designed as a very traditional element, with

turned wooden spindles and a complex shaped handrail. With staircases classified as escape routes by PYC and with escape routes having the toughest restriction on flammable materials, solid wood was vetoed for the spindles and handrail. Working in conjunction with the interior contractor, Winch Design found a way

“This isn’t your typical girl spa,” says Winch. “It’s a toning spa for athletes. It had to be designed like an important sports facility and it has its own spa manager”

to conform to the rules and keep the look. According to Nick Brosnan, who heads the interiors team for Winch Design and who was project director for *Areti*, the solution for the spindles was a combination of brass and veneered aluminium tubes. The handrail is 3D milled foam/fibreglass over a steel core by the necessary rigidity, finished with a faux-wood painted top coat. In other places, a fire retardant plaster is shaped into mouldings and faux-wood painted. Even if you know where to look, it’s difficult to believe the surface isn’t solid timber.

“One of the reasons most of the joinery and bespoke furniture has a matt finish is because gloss lacquer is highly flammable,” Winch notes.

Throughout the yacht, light and dark Emperador and Botticino marble graces the floor. More than just aesthetically pleasing, stone floors easily meet the rules for non-flammable material requirements for PYC yachts and reduce what is called “fire loading” for interior spaces.

Two guest cabins and a staff cabin are secluded between the main deck entrance lobby and the tender garage and mooring deck forward. Each guest suite has neutral décor but with a unique accent colour – emerald, dandelion, camino, blue, crimson, indigo, lilac and coral – portrayed in scatter cushions and curtains.

As with the previous *Areti*, there is a full deck dedicated to the owner and his family. Concealed doors allow the two guest cabins aft of the master suite to be included in an owner’s family apartment when the children are on board by linking this hallway with the owner’s suite lobby. The owner’s wife was concerned about the safety of the children with regard to the staircase. “We mocked up the entire thing so they could make sure there were no sharp corners or places for the children to fall through. That’s one reason for the landings,” Winch says. Tiny dots of escape lighting are hidden at the edge of each step.

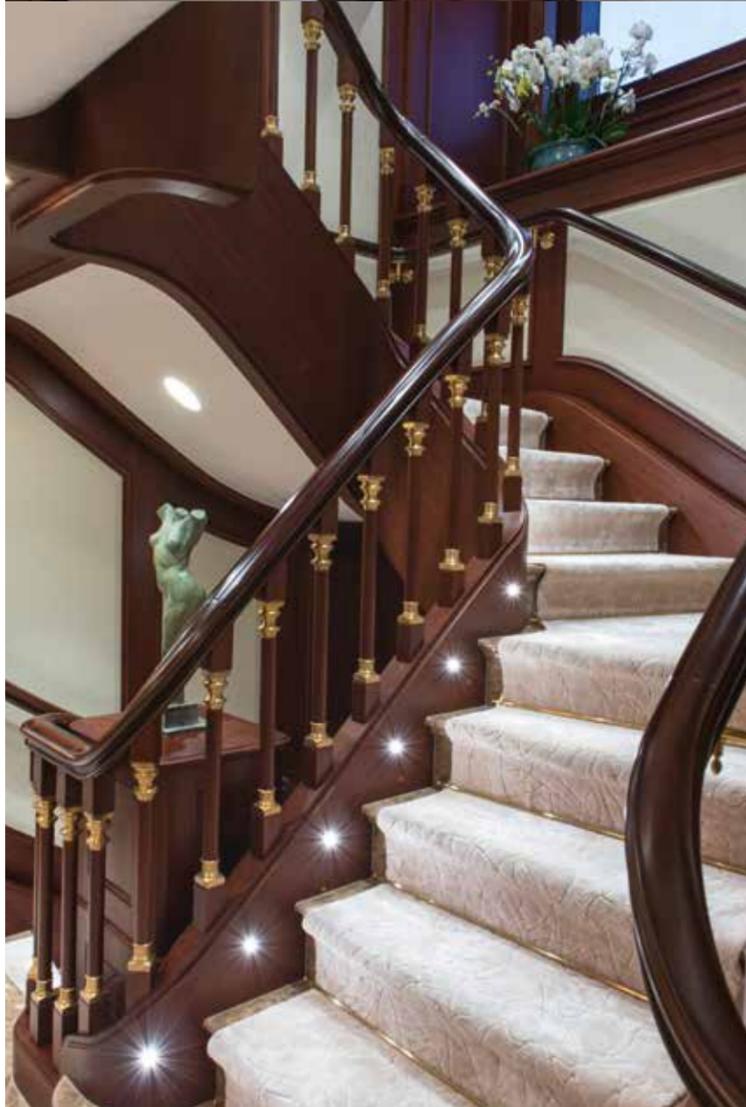
There are his and hers dressing rooms and bathrooms, each with its own steam room, and it should be noted that, although we aren’t showing photos of these spaces at the owner’s request, her

voluminous dressing room could make a photo essay of its own. The bedroom is forward, surrounded by windows that face a partially covered outdoor lounge with a sofa, eating area and a hot tub. An overhanging brow and a carefully considered placement of the bridge make this out of sight of crew. The fully certified helideck, for day or night-time use, is forward and its slightly raised position provides a bit of a wind break for the owner’s outdoor lounge. Aft of hidden crew circulation and another excellent



Perhaps the most impressive features on *Areti* are reserved not for the owner primarily, but for his team of pro cyclists. When on board, the athletes can take advantage of the bridge deck gym (above) and the spectacular lower deck spa. Here, they will find a 5.68m² steam room, an 8m² sauna, a 12 seat spa pool, a full-depth plunge pool chilled to 8°C and an ice fountain. In addition, there’s a 24.65m² “wet lounge” with a teak floor that connects the steam room and sauna. A transom door, left, opens from here to the bathing platform





Andrew Winch describes his interior for Areti as American Classic. "It's not a mansion house style of elegance and it's not classic European; it's more a Midwest, nautical style," he says. The dominant wood is makore, which is lighter than mahogany. It was impregnated with a fire-retardant material to make sure it complied with PYC rules. The beautifully detailed wood features throughout, including the central staircase and

guest cabins, above, left and below. The main deck saloon, right, leads on to the formal indoor dining area, separated by a sideboard with a bronze sculpture of a peloton. The owner's lounge, bottom right, features this games table, as well as a bar, more comfortable lounge seating and, through doors out on to the deck, a large outdoor dining table protected by a deck overhang. The owner's stateroom, not pictured, is forward on this deck





We count down the top 10 largest Lürssens launched to date
boatint.com/big-lurssens

Left: a view from the dining area to the main deck saloon, showing the bronze sculpture of racing cyclists. Andrew Winch made sure no door from the adjacent pantry opens directly on to the dining room



pantry on this deck is the owner's lounge, with a games table, a large wet bar and a beautiful sitting area on starboard with oversized sofas and chairs. A large flatscreen television is disguised by a specially commissioned seascape by Alexander Creswell. Elsewhere, televisions - and there are many - hide behind mirrors, drop out of ceilings or rise out of cabinets. Glass upper saloon doors slide open on another covered aft deck with a dining table than can expand to serve 16.

The bridge deck above is split about 50/50 between crew and technical spaces, and guest areas. In fact, the bridge itself has two banquettes where guests can observe the vessel's operation. The main staircase terminates in a guest lobby

that opens on to a gym with exercise equipment, wellness balls, weights and yoga gear, as well as fantastic views aft over a bar, 12 person spa pool and sunpads. While this area is partially covered from the sun, a staircase on port connects to the bona fide sundeck with chaises, a giant sunpad and a sofa that faces forward, which is the perfect spot to watch from when coming into a harbour.

The yacht presents a balanced profile and a homogeneous design aesthetic inside and out, with the exterior areas - directed by Andreas Iseli on the Winch team - matching the interior stride for stride. The layout is very practical for the yacht's mission and the non-extreme profile is at once timeless and youthful. ▣

LOA 85m
LWL 74.2m
Beam 15.14m
Draught (full load) 3.85m
Gross tonnage 2,851GT
Engines
 2 x MTU 16V 4000 M63

Speed max/cruise
 17/12 knots
Range at 12 knots
 6,000nm
Generators
 1 x 541kW MTU;
 2 x 352kW MTU
Fuel capacity
 240,000 litres

Freshwater capacity
 52,000 litres
Tenders
 1 x 9m open Yachtwerft Meyer;
 1 x 9m limousine Yachtwerft Meyer;
 1 x Pascoe Solas;
 1 x Zodiac Solas

Owners/guests 18
Crew 28 + 2 staff
Construction Steel hull; aluminium superstructure
Classification
 GL * 100 A5
 Passenger Yacht * MC AUT

Naval architecture
 Lürssens
Exterior styling
 Winch Design
Interior design
 Winch Design

Builder/year
 Lürssens/2017
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