

PROTEKSAN'S
FIRST
CUSTOMER
SOME 17 YEARS
AGO RETURNS
TO THE YARD
AND THE
EXPERT HANDS
OF ED DUBOIS.
THE 55.4 METRE
YACHT HAS
BEEN BUILT TO
APPEAL TO
CHARTERERS
WHILE
PROVIDING A
PERFECT BASE
FOR FAMILY
CRUISING

Turquoise



words: Roger Lean-Vercoe
photography: Marc Paris

TURQUOISE



Newly launched from Proteksan Turquoise, *Turquoise* has a certain degree of déjà vu about her. Seventeen years ago, the Gunay Construction Company, a virtually unknown shipyard in Turkey owned by Turkish businessman Mehmet Karabeyoglu, launched its first yacht – an attractive 50 metre called *Turquoise*.

In those days, Turkey had no record of building superyachts, and it was almost unthinkable that the first vessel from an inexperienced and unsophisticated yard could possibly meet the internationally accepted standards of the day. But against conventional wisdom, it did. *Turquoise* had, and still has, an excellent pedigree. With the globally recognised name of Ed Dubois set against her naval architecture, interior design by Donald Starkey and involvement of the renowned American yacht surveyor Don Patten as well as the yacht's experienced captain, Rod Hatch, the yard was seldom lacking in expert guidance.

Not only was this first *Turquoise* (now *La Naturalle Dee*) a great success, cruising the world's oceans with her American owner, but she also gained an enviable reputation as a charter vessel. This success was reflected in the fortunes of yard, which first changed its name to Turquoise Yacht Construction, and in 1997 teamed up with Proteksan Yachts, another progressive Turkish yard, to form Proteksan Turquoise. This new partnership went on to launch yacht after yacht, many of them based on *Turquoise*'s original design. The company eventually moved to its own modern, purpose-built shipyard in Pendik on the Asian shore of Istanbul, from where the new *Turquoise* was launched earlier this year.

The original *Turquoise* was sold 14 years ago in keeping with the owner's promise that he would be around at all times to support his young son as he progressed through school and college. As his son's studies came to a close, the owner's thoughts again turned to yachting, and plans for a new yacht began to evolve in consultation with his former, highly loyal, team.

Like its predecessor, the new 55.4 metre *Turquoise* was designed by Ed Dubois to meet the owner's need for a combination of worldwide cruising and chartering, as well as satisfying his passion for scuba diving. Five metres longer than the original *Turquoise*, she still boasts a highly efficient Dubois hull form and a layout that drew heavily on her predecessor, but she is by no means identical. Major among the changes was the repositioning of the tenders that were formerly stowed on the main deck aft, and the freeing up of lazarette space to provide storage room for scuba and fitness gear, as well as an inflatable decompression chamber.

With the lazarette already reserved and an owner stipulation that the aft decks be free of clutter, the designers created two large tender garages forward on either side of the foredeck, where they are covered by



Large sun pads and a spa pool make the sun deck a great place for sun worshippers. A deck below, the upper saloon has a more informal ambiance, with a piano and game table, plus, an alfresco dining area aft (below left)



The sun deck, which can be shaded by awnings, offers a huge, sinuously curving area paved with sun pads as well as two facing L-shaped settees under the shade of the radar arch



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The comfortable array of settees on the main deck aft and the ability to convert its low coffee table into a sizeable dining table is sure to make it a popular relaxation area



hydraulically operated hatches. One of these carries a customised 7.5 metre Novurania 'beach tender' that supports diving and watersports, while the second, a 7.5 metre custom-built Dariel, is a 'dress tender' that ensures guests can go ashore without getting their feathers ruffled.

Fitting large tender garages beneath the foredeck while safeguarding the yacht's exterior styling and preserving the volume of the master suite below them was a real challenge for the Dubois team, but their

success can be measured by the extremely attractive exterior styling that they achieved. *Turquoise* has an elegant, masculine look created by her high bow and an almost flat foredeck that runs aft to the (highly practical) vertical windows of the bridge.

Guided by his adviser/broker, Stuart Larsen of Fraser Yachts, the owner made sure the deck spaces satisfied all the needs of charter guests in addition to his own. The sun deck, which optionally can be shaded by

awnings, offers a huge, sinuously curving area paved with sun pads as well as two facing L-shaped settees under the shade of the radar arch. If shade is what one wants, the bridge and main aft decks provide this along with some elegant open-air lounging, dining and entertaining spaces. Stairways from the main deck aft give easy access to the bathing platform, which cleverly features a deck section that hinges outwards to reveal a fold-down swim step, making it easy to climb out of the water.

The yacht's interior ideally serves the owner's needs as a place to relax and be at ease. While it is liberally dressed with art in all its diversity, the need to impress guests with the owner's wealth or taste was never a part of the décor mission statement. Instead, this is a welcoming 'home at sea', where guests are neither intimidated by their surroundings, nor afraid to be seen relaxing.

The design was created by Julia Busby, a senior designer at HOK

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The main deck has a formal dining area, with the main saloon aft. Stunning artworks add colour and depth to the décor throughout the yacht



Interiors, who has decorated three residences for the owner since the days of the first *Turquoise*. But while Busby's knowledge of the owner's needs was excellent, yachts were a mystery to her. To unravel their secrets, she teamed up with Murat Surtay of Surtay Design in Istanbul who has extensive experience with the detailed engineering of yacht interiors. The result combines understated elegance with high practicality and functionality, as well as superlative comfort.

Against a background of figured makoré and sapele woods, contrasted with bright lacquers, pale wool carpets, luxury leathers and a selection of locally sourced marbles, the interior is furnished with cabinetry built to high standards by local specialist manufacturer Berline. Loose furniture was sourced from quality design houses, while the carefully selected artworks add a well-travelled, eclectic feel, perfectly suited to a yacht whose future home will be the world's oceans. The contemporary artwork ranges from master sculptures by Hepworth and Arp, to glass pieces by Chihuly and Boyadjiev and striking works from up-and-coming artists. Above all, the choice of lively coloured art and objets, the wide views and an abundance of sunlight by day and well-positioned lighting by night provides *Turquoise* with the bright, relaxing and elegant atmosphere that the owner sought.

The interior layout, as with all aspects of the yacht, was created around the earlier, well-proven, concept. Four sizeable guest cabins, set amidships on the lower deck, are accessed by a 'floating staircase' whose leather-covered frosted treads are cleverly lit from within. The positioning of the yacht's saloon areas is also in keeping with the original *Turquoise*, with the combined saloon and dining saloon on the main deck being slightly more formal than the upper deck saloon. The upper saloon is particularly spacious, thanks to the lack of side decks at this level. The presence of a grand piano, games table, elegant plank floor and the more obvious presentation of the television mark this area out as a family living room and the likely hub of any cruise, private or charter.

The owner's suite follows convention, being located forward on the main deck, but like the former *Turquoise*, it is tailored to the family's needs. As such, it includes a large en suite bedroom for the owner's son in addition to a full-beam master suite that boasts extensive wardrobe space aft of the bed and a huge full-beam bathroom forward. Although these and the lower deck guest cabins share the yacht's unified decorative theme, they all contain their own unique touches, especially in their distinctive selection of marbles, fabrics and leathers.

The captain's cabin is, properly, just aft of the bridge, while the crew accommodations, comprising six pleasant cabins and a comfortable crew mess, are located forward of the guest area on the lower deck.



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Early intervention from advisers and crew during the build ensured that the pantry spaces on the main and bridge decks were maximised, which realises the potential for the flawless service demanded by charter clients.

Another vital element of successful chartering is a well-sized laundry, and three washers and three dryers together with ample ironing and folding space are found adjacent to the crew mess. Laudably, a further high-capacity washer/dryer is incorporated in the lazarette to handle beach towels and soiled work gear.

Because of the slender hull shape responsible for the yacht's speed and efficiency, the bilges are necessarily shallow, which means that the limited space on the tank deck is accessible only by a hatch. Nevertheless, this

deck still provides a surprisingly large area for cold stores, a wine cellar and dry goods storage, which gives *Turquoise* enviable self-sufficiency for the long-duration cruises anticipated by her owner.

Yachts that plan to cruise in out-of-the-way places need to be reliable, and with this in mind, all machinery and technical areas aboard *Turquoise* were developed with the guiding principle that they should use well-tested machinery and favour manual operation over complex automated systems. Both the bridge and the engine room reflect this philosophy, the former being equipped with the equipment manufacturers' own controls rather than these being integrated into a single visually neat control panel. This is not to say that the bridge is dated, however. Charting is fully electronic ECDIS that is integrated



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with the yacht's radars, while the boat's tenders and personal watercraft are fitted with electronic tracking devices that plot their position on the chart display.

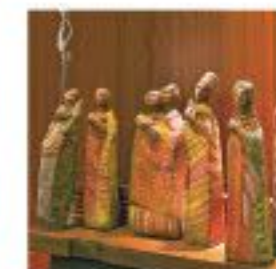
On entering the engine room, it's clear that Proteksan Turquoise has come a long way since its first yacht. The compartment is neatly and sparsely laid out, its wiring and pipework all marked up, while the yacht's widespread use of highly efficient LED lighting with its low power consumption and minimal heat output reduces the yacht's power requirement to an economical 300 kilowatts.

Further boosting the yacht's green credentials, the gensets are also fitted with individual soot-burners. A well-equipped control and switchboard room oversees the whole area. The overt quality of the engine room puts it in the top half of products from European yards, and although there are a few teething issues, they should easily be sorted during the warranty period.

The yacht's other strong point is that in operation she is amazingly quiet and vibration-free as a result of pre-build studies and ongoing advice by Dutch sound engineer Sjaak Van Capellen, whose father worked on the first *Turquoise*.

Aft of the engine room, the lazarette boasts a newly developed garbage disposal unit. This machine, a prototype, and possibly the only piece of equipment aboard that breaches the 'tried and tested only' rule, is absolutely ideal for long-term cruising as it converts all refuse – food, bottles and metals included – into a fine grey powder of minimal volume that is certified as sterile, thus allowing easy disposal in any port. The downside is that it is quite large, although no larger than the industrial compactor and huge garbage freezer it replaced. The remaining lazarette space is a diver's dream, incorporating gear for 12, a heated cabinet for drying wetsuits, a compressor, a portable decompression chamber, storage for four dive scooters and ample bottle racks. Of course, there's also storage for the requisite sports equipment including water toys, games, kayaks, fishing gear and picnic and barbecue essentials.

The launch of *Turquoise*, together with a clutch of other distinguished superyachts, substantiates Proteksan's leading position in Turkey. While close examination might reveal a few finishing details that do not quite match up to the product of top Dutch or German shipyards, neither does the price, which is roughly two-thirds that of a northern European product. Is this good value? This owner certainly believes that the *deja vu* experience of the first *Turquoise* will continue, and the answer to this question is, indeed, a positive one.



Forward on the main deck, the master suite is huge, and includes a study and private lobby area. Its en suite is notable for the striking white and grey vertically striped Marmara marble



The owner's suite includes a large en suite bedroom for the owner's son in addition to a full-beam master suite that boasts extensive wardrobe space and a huge full-beam bathroom

