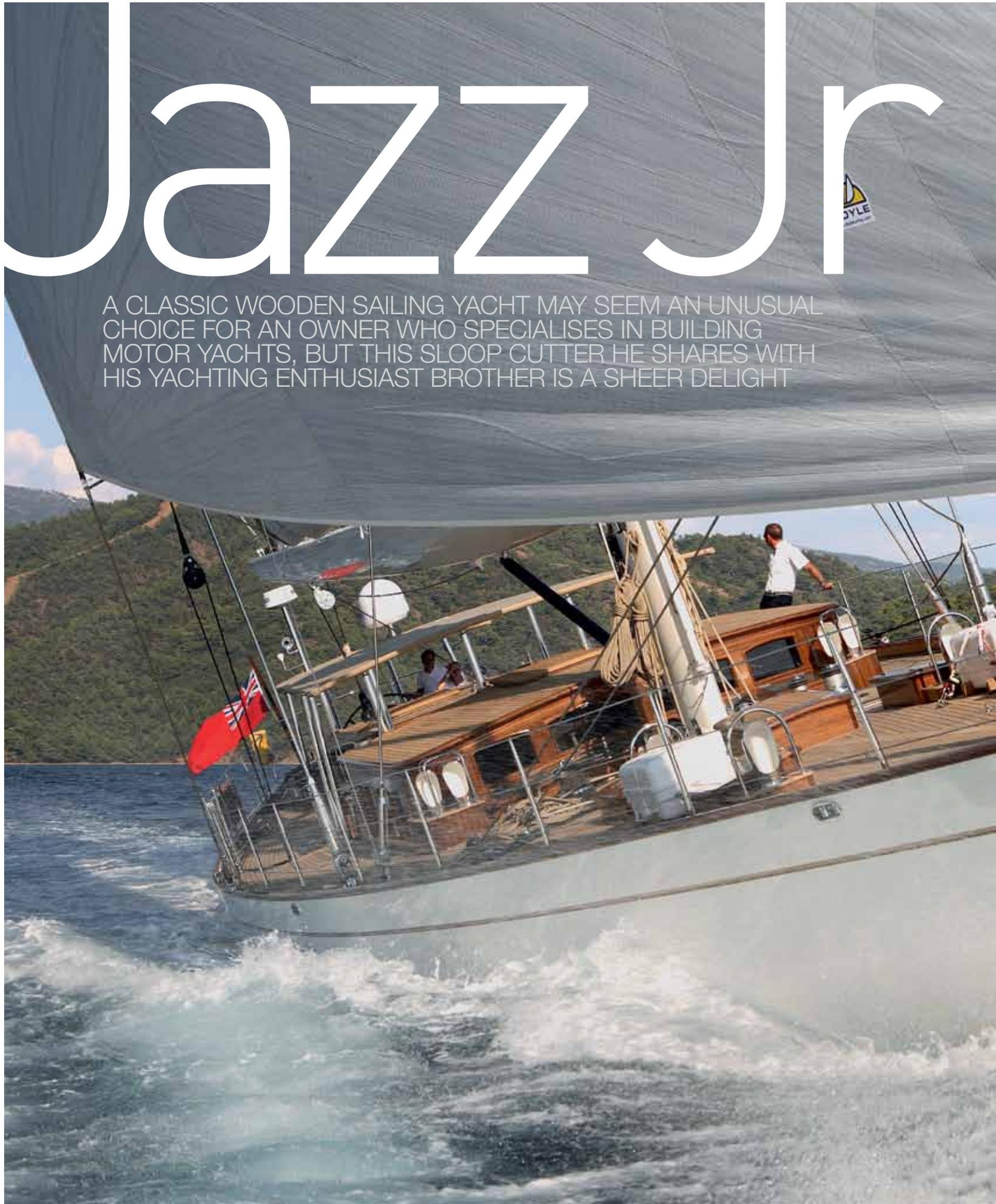


# Jazz Jr

A CLASSIC WOODEN SAILING YACHT MAY SEEM AN UNUSUAL CHOICE FOR AN OWNER WHO SPECIALISES IN BUILDING MOTOR YACHTS, BUT THIS SLOOP CUTTER HE SHARES WITH HIS YACHTING ENTHUSIAST BROTHER IS A SHEER DELIGHT



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photography: Buggy Gedlek





The story of the 32.89 metre sailing yacht *Jazz Jr* is quite intriguing. The owner is Mehmet Karabeyoglu, chief executive of Turkish yard Proteksan-Turquoise Yachts. Although deeply involved in building large steel motor yachts, Mehmet has always hankered after a classic sailing yacht. His brother Levent, who is also an important figure in the Turkish yacht industry, has been a keen sailor with a strong interest in racing for most of his life. The brothers had long talked about building a classic family cruising yacht but Mehmet thought it would be more practical if the yacht were large enough to operate partly as a charter yacht, with all the luxury features that the modern charter customer requires.

He began planning a 30 metre yacht and got in touch with Dutch designer Andre Hoek, whose work he had always admired, especially his large cruising yachts such as *Sapphire* and *Shamoun*. The requirement was for a classic yacht with good performance and accommodation for up to eight guests in four en suite cabins. After the development process, the design grew to 32.89 metres, including gracious but not exaggerated overhangs at bow and stern.

Mehmet proposed building the yacht in cold-moulded wood – quite

a surprising choice, particularly as Hoek had never designed a yacht of this size for wood construction. Mehmet explains, 'I previously owned a 14 metre motor fishing vessel named *Jazz*, built with this type of construction and used it for 24 years. The hull was absolutely perfect and never gave any problems.'

'The Turkish yacht industry still has a strong wood construction sector and it is relatively easy to find craftsmen with the right skills. When we build large steel yachts, one team builds the hull and then another one builds the interior but with a wooden yacht, the same team does the whole job, which is a more economical.'

He adds, 'Teak is becoming a scarce timber but African mahogany is plentiful and reasonably priced. The multiple skin cold moulding system with epoxy glue results in a very strong hull. When Navtec stepped the mast, it applied a load of 70 tonnes at the mast jack and there was absolutely no measurable deflection of the hull. The mast stands on a massive galvanized steel backbone that runs the length of the hull and resists the sailing forces. What we found interesting was that on completion, the hull proved to have almost exactly the same weight as it would have had with aluminium construction.'



The comfortable split-level saloon provides a choice of seating areas for guests and is punctuated with pale blue and gold accessories. Although traditional in looks, *Jazz Jr* is full of high-tech equipment and appliances

‘The Turkish yacht industry still has a strong wood construction sector and it is relatively easy to find craftsmen with the right skills,’ says the owner

*Jazz Jr* was built near Istanbul at Makinel Construction, a small traditional shipyard, to a very impressive standard under Proteksan-Turquoise project management. Local naval architects Suntay Design revised the plans for wood construction. The hull looks stunning on the water, with Awlgrip white topsides gleaming in the sunshine.

One is torn between thinking that the square shape of the two deckhouses is either correct for the style of yacht or an affectation, and the huge Dutch-style steering wheel makes it difficult to move around the working cockpit.

Definitely good features, on the other hand, are the two cockpits: the ‘social’ one that has comfortable seating, an adjustable dining table and



The helm wheel is reminiscent of Turkish gulets and provides a lighthearted nod to traditional local boatbuilding and classic techniques

unobstructed areas with no potentially hazardous working equipment, and the working cockpit aft where all the rig and navigational controls are concentrated. The huge sail area of 676 square metres is controlled by electric winches and hydraulic furlers. With the mast soaring 42 metres, the rig looks formidable but the nimble crew of three handle it with confidence.

The aluminium alloy mast and Park Avenue boom were made in Turkey by Dökar, which purchased the tools from Dutch group Nirvana Spars when it went out of business. It is run by Levent Karabeyoglu, who also runs Doyle Sailmakers based in Turkey, making him responsible for the entire rig of *Jazz Jr*. The standing rigging is Nitronic rod by Navtec and rig tension is initially supplied by a hydraulic jack under the mast step. The four swept-back spreaders and standing backstay should make this a very secure rig. Running backstays are fixed at inner forestay height but should not be needed in normal conditions.

There are two headsails, a yankee and staysail, making the yacht technically a sloop cutter. The staysail is self-tacking which should make it a favourite when cruising with a limited crew. For extra excitement, a gigantic gennaker of 650 square metres is a possibility. *Jazz Jr* has not yet sailed competitively but with all that sail and a moderate displacement of 115 tonnes she should prove an able performer and is due to appear at the Loro Piana Superyacht Regatta organised by Boat International Media in Sardinia in June.

Many modern yachts imitate traditional vessels with timber panelling but *Jazz Jr* is the real thing: her all-timber interior radiates warmth and charm. She has varnished teak joinery and furniture, with wall panels made from narrow strips of white woven leather. The floors are

## JAZZ JR

LOA  
32.89m

LWL  
23.98m

BEAM  
7.2m

DRAUGHT  
3.6m

DISPLACEMENT  
115 tonnes

RANGE  
1,200nm @ 9 knots

MAST AND BOOM  
aluminium alloy  
by Dökar

CONSTRUCTION  
Cold-moulded  
mahogany on laminated  
oak

SAIL AREAS  
main 309m<sup>2</sup>, yankee  
266m<sup>2</sup>, staysail 101m<sup>2</sup>,  
gennaker 650m<sup>2</sup>

CLASSIFICATION  
RINA charter class,  
MCA compliant

SAILMAKER  
Doyle Sailmakers

NAVAL ARCHITECT  
Hoek Design/  
Suntay Design

ENGINE  
Caterpillar C12, 450hp  
@ 2,100rpm

EXTERIOR STYLING  
Hoek Design

SPEED (MAX/CRUISE)  
12/10 knots

INTERIOR DESIGN  
Hoek Design/ owner

FUEL CAPACITY  
5,800 litres

CHARTER BROKER  
Burgess Yachts  
tel: +44 (0)20 7766 4300  
email: london@  
burgessyachts.com

BOW THRUSTER  
Side Power hydraulic

CHARTER RATES  
€49,000 high/  
€45,000 low per week

GENERATORS  
Kohler 23kW and 13kW

FRESHWATER  
CAPACITY  
5,800 litres

BUILDER/YEAR  
Makinel/ 2009  
Mahir Iz Cad No 8/7,  
Altunizade 34662,  
Istanbul, Turkey.

OWNER AND GUESTS  
8

Proteksan-Turquoise  
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Altunizade 34662,  
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tel: +90 216 474 25 90  
email: main@proteksan-  
turquoise.com

CREW  
3-5

TENDER  
Avon 4.30 inboard RIB





## Cold moulding

The cold moulding process was developed from the double diagonal planking system. Construction of the hull begins with a laminated oak centreline structure. Thin planks of wood are fixed to the mould in several layers, with epoxy glue between them. In the case of *Jazz Jr*, the first and last laminations are high-quality sapele laid fore and aft.

Following the sapele inner skin, three more laminations are applied, using a slightly lighter African mahogany, the first being at right angles to the inner skin, followed by two diagonals. By laying the outer skin fore and aft, the result is as fair as possible and only needs a marginal amount of smoothing filler.

To protect the wood, the hull is sheathed

with an outer skin of e-glass applied with epoxy resin, vacuum-bagged into place and finished with Awlgrip paint.

The next stage is to turn the hull over and either lift out or break up the mould. Into the



bare hull, laminated oak frames are glued and screwed in place and the steel centreline structure secured.

From this point, construction continues as it would with a conventional wooden hull, with a teak deck laid on a robust marine ply base, supported by deck beams.

Although it is not often used for large yachts because of the cost of the materials and skilled labour needed, cold moulded wood is one of the strongest and lightest boatbuilding methods available and is more sympathetic than many man-made materials.

The hull of *Jazz Jr* should remain in perfect condition for many years to come.



The all-pervasive varnished teak creates a rich ambiance with deep browns contrasted with white bulkheads and marble. The owner is particularly pleased with the uncluttered nature of the cockpit and outer walkways, with machinery and equipment hidden well out of sight

unvarnished teak with a darker wengé border while deck heads are white tongue-and-groove boarding. In the saloons and the master cabin there are opening skylights operated by traditional handwheels.

The saloon is on two levels: the upper area has good views and is an ideal place to sit with a drink and watch the world go by. The lower level has a dining table set in a U-shaped settee which faces a large television on the opposite bulkhead.

There are four guest cabins with the full-width master being furthest aft with a seating area on the starboard side of the double bed. The skylight gives plenty of natural light and air and there is an emergency exit via the aft doghouse. The marble-trimmed en suite to starboard is not huge but adequate for a sailing yacht. Forward are en suite cabins either side of the corridor, a double to port and a twin to starboard. Though spacious and comfortable, these could benefit from better natural ventilation and the bathroom and shower cubicle doors swing against each other. One further guest cabin is on the port side of the lower saloon and this has lower and upper bunks, while its en suite has two doors so that it can be used as a day head.

The crew quarters are forward of the saloon bulkhead and consist of a galley, a mess and two cabins. They are compact but well laid-out and



equipped with a surprising amount of storage including two big fridge/freezers and an underfloor dry store. There is an additional bunk and head in the forepeak so that the crew can be increased to five when on charter.

Also compact but well-arranged is the engine room below the deck saloon. The Caterpillar 450hp main engine is not excessively powerful for a yacht of this size but perfectly adequate and is fitted with a Bruntons folding propeller. There are two generators of 23kW and 13kW, the latter being sufficient for night requirements. The hydraulics

are supplied by a Lewmar powerpack with either an electric pump or a PTO from the main engine.

After just one day aboard *Jazz Jr* I felt completely at home and can only congratulate Mehmet and his brother on building such a lovely yacht. She is going to be a headturner wherever she goes and I am confident she will prove a fast and satisfying yacht to sail. To build a wooden hull this size was a brave thing to do but one that I cannot criticise in any way. 🏠

