

PHOTOGRAPHY Guillaume Plisson

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A NEW SHADE

The Turkish yard is back in the game with Razan, a born-again 154 foot motor yacht full of style and substance. Prepare for impact

OF TURQUOISE

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The newest addition to the Turquoise Yachts fleet is a lesson in reinvention – for the yacht and the shipyard that built her. *Razan* started life in an Italian shipyard and arrived in Istanbul in 2014 as a steel hull and semi-completed aluminum superstructure. Over the past two years she has received a large injection of Turquoise DNA so that she now greets the world as the first in the Turkish yard's new generation fleet – and the first product out of its sheds since 2013's *Ileria*. Since then the shipyard has been bought by Oceanco's owner, Mohammed Al Barwani, and rebranded – from Proteksan Turquoise to Turquoise Yachts. The new owner's master plan is for Oceanco to focus on yachts of more than 260 foot, and for Turquoise to specialize in the 130 to 260 foot territory.

Razan, as a kick-off project, has been particularly useful in demonstrating what the shipyard can achieve in a relatively small package. Semi-custom yards dominate the sub-160 foot space, producing yachts that follow a successful yet similar model. *Razan* differentiates herself with spacious outdoor areas, five guest cabins, all with Pullman berths, and a large beach club. With a draft of only 9 feet 8 inches and a 4,200 nautical mile range, she will be able to explore widely – and nudge into bays not deep enough for bigger boats. Accordingly, her owners have planned family cruising for the summer, exploring the Turkish coast and Aegean, before passing through the Corinth Canal bound for Montenegro and Croatia.

She owes her simple and understated styling to H2 Yacht Design, which was instrumental in seeing the project through. "Having worked with H2 since 2006, the relationship is now so slick and finessed that it is akin to working with an in-house team," says Özlem Yurdakul, project manager at Turquoise. Keen on giving *Razan* an entirely fresh identity, H2 moved away from original drawings



Central to the layout is a spiral staircase in ivory marble, the banisters coated in softly grained creamy leather, while lighting draws the eye upward

and started with a nearly clean slate. “The yacht still required a considerable amount of hot works to be completed, especially on the bridge and sundecks,” says James Bermudez, H2’s design director. “Internally, there were limited bulkheads in position so we had some freedom to explore new layouts for the guest and owner’s accommodation.”

The designers removed the original fashion plates to install cantilevered decks that create a floating appearance. Windows were another early focus. “It was important to the owners that they had openness and a connection with the outside world,” says Bermudez, “so we enlarged the exterior windows to their maximum dimensions.”

Other changes from the original plans include an extension to the swim platform and revisions to the foredeck arrangement to allow for larger tenders and a guest seating area. A beach club connects to the extended swim platform, providing ample space for waterside activities. Here a dive store and gym, as well as a dayhead, are all fitted in. As with virtually every other cabin, and even the sundeck, the beach club boasts a Samsung 4K ultra high-definition screen. “Externally, the yacht offers great living space, with spacious deck areas designed to meet the requirements of a family holiday,” says Bermudez.

Inside, a fifth guest cabin located near the captain’s cabin on the bridge deck is not a common find on a yacht of this size, according to Bermudez. Well-concealed Pullman beds, found in every cabin, cater to additional children or an accompanying au pair. “Providing flexible family accommodation in all guest cabins was a must,” says the designer.

When I visited, much of *Razan’s* interior detailing was still tucked away behind protective material, which Yurdakul gently pulled back to reveal the light-toned finishes installed by Turkish outfitting company Ulutas. Master Yachts oversaw the interior work, a collaboration that will continue on future builds.

Central to the yacht’s layout is a spiral staircase in ivory, lightly veined Turkish marble from the shipyard’s own marble shop. The banisters are coated in softly grained creamy Italian leather from Foglizzo, while cleverly conceived lighting draws the eye upward. Off this shimmering central axis on the bridge deck, the sky lounge is designed for the particular requirements of younger guests. “It’s a great space for the youngsters to watch



The full-beam owner’s suite is one of the yacht’s highlights. It features Swarovski detailing on the ceiling and “crystal rocks” door panels. A freestanding angled screen frames the suite’s headboard, lending a boutique hotel feel, while full height picture windows facilitate a sense of connection with the outside world, a particular design request of the owners





By lowering the bulwarks on the main deck more light is let in through the salon windows. Right: the beach club features a gym as well as a sauna. Below: a spa pool is found at the forward end of the sundeck



One of H2 Yacht Design's key modifications to *Razan* was the extended swim platform that adds to the already spacious outdoor recreation areas





Turquoise inherited a steel hull and incomplete aluminum superstructure from an Italian yard. It has worked with H2 Yacht Design since 2006 and enjoys a close relationship with the studio. H2 moved away from the original drawings and started again, producing a simple, understated design

each framed by a black veined palissandro wood veneer. “We lowered the bulwarks on the main deck so you would have full light entering the main salon,” says Yurdakul. In contrast to the dark wood framing the windows, leather panels edged with mother-of-pearl clad other walls. Tucked discreetly off the main salon, close to the marble dining table, is a large pantry, which acts as a food and drink preparation area for service.

One of the yacht’s highlights is the full-beam owner’s suite, past the central atrium and forward of the main salon. Swarovski detailing on the ceiling and “crystal rocks” door panels mark this as a private enclave, where the owners look out over the seascape through full height picture windows. The full-beam bathroom features a roomy walk-in steam shower and the finishes include crisp white marble with “Blue Crystal” feature walls and freestanding pedestal basins in white onyx. Leather covered door handles are handmade by Joseph Giles.

Framing the Moore & Giles metallic leather of the suite’s headboard is a freestanding angled screen, designed to lend a boutique hotel feel. “These strong architectural elements at both ends of the owner’s cabin are covered in a metallic Armani/Casa wall covering, which reflects the light beautifully and adds to the sense of quality that you expect from an owner’s suite,” says Bermudez. Bulkheads are covered in a combination of pale Tanganika tabu veneer with polished stainless steel strips and white leather.

This same styling flows down to four additional guest cabins on the lower deck, each with its own spacious en suite. “The two VIP cabins amidships have beds that point outboard to the windows, which provides a more spacious arrangement,” Bermudez says. The VIP cabins are marked out by a vibrant coral color scheme, while the slightly smaller cabins forward carry a blue theme. A combination of Edelman and Foglizzo leathers have been used throughout the yacht, alongside both Turkish and Italian marbles and the softest Turkish carpets.

Back at Turquoise’s headquarters its CEO, Mehmet Karabeyoglu, picks up the phone to tell a business associate about *Razan’s* sea trials. It’s good news – she achieved a top speed of 17.5 knots, 1.5 knots better than expected, with noise and vibration results also coming back within limits. The shipyard is now gearing up to show off its first boat since 2013 at the Cannes and Monaco boat shows later this year. On board will be a very proud CEO. “She’s certainly going to make an impact,” Karabeyoglu says, confirming the happy news that Turquoise Yachts is back on the map. ■

She’s achieved a top speed of 17.5 knots, 1.5 knots better than expected, with noise and vibration coming back within limits

movies or play computer games while grown-up guests can relax in the more intimate main deck salon,” Bermudez says. This full-beam space emphasizes lounging, with deep leather sofas running along exterior walls and elongated stools in the center. Hints of turquoise, found in the Hermès cushions scattered generously, make reference to *Razan’s* builder. Conveniently situated for both salons, dayheads are tucked just off the lobby and clad in pearly Sicis mosaics.

On the main deck the floors of the chic salon and dining area are threaded with seams of glinting steel, interspersed with pale and dark wood. As with the other larger spaces, H2 asked the shipyard to recess ceilings to achieve more height. Undulations on high gloss ceiling panels mimic the surface of the water. Deep-seated upholstered furniture lends a casual feel; a circular tiered glass chandelier by Preciosa Lighting adds elegance. Below it is a low circular table with stools in tessellated leather that tuck neatly away. Edge-lit églomisé glass panels, giving an antique mirror effect, reflect the chandelier’s illumination.

In the quest to bring the owners more light than the original configuration offered, the designers widened the salon windows,

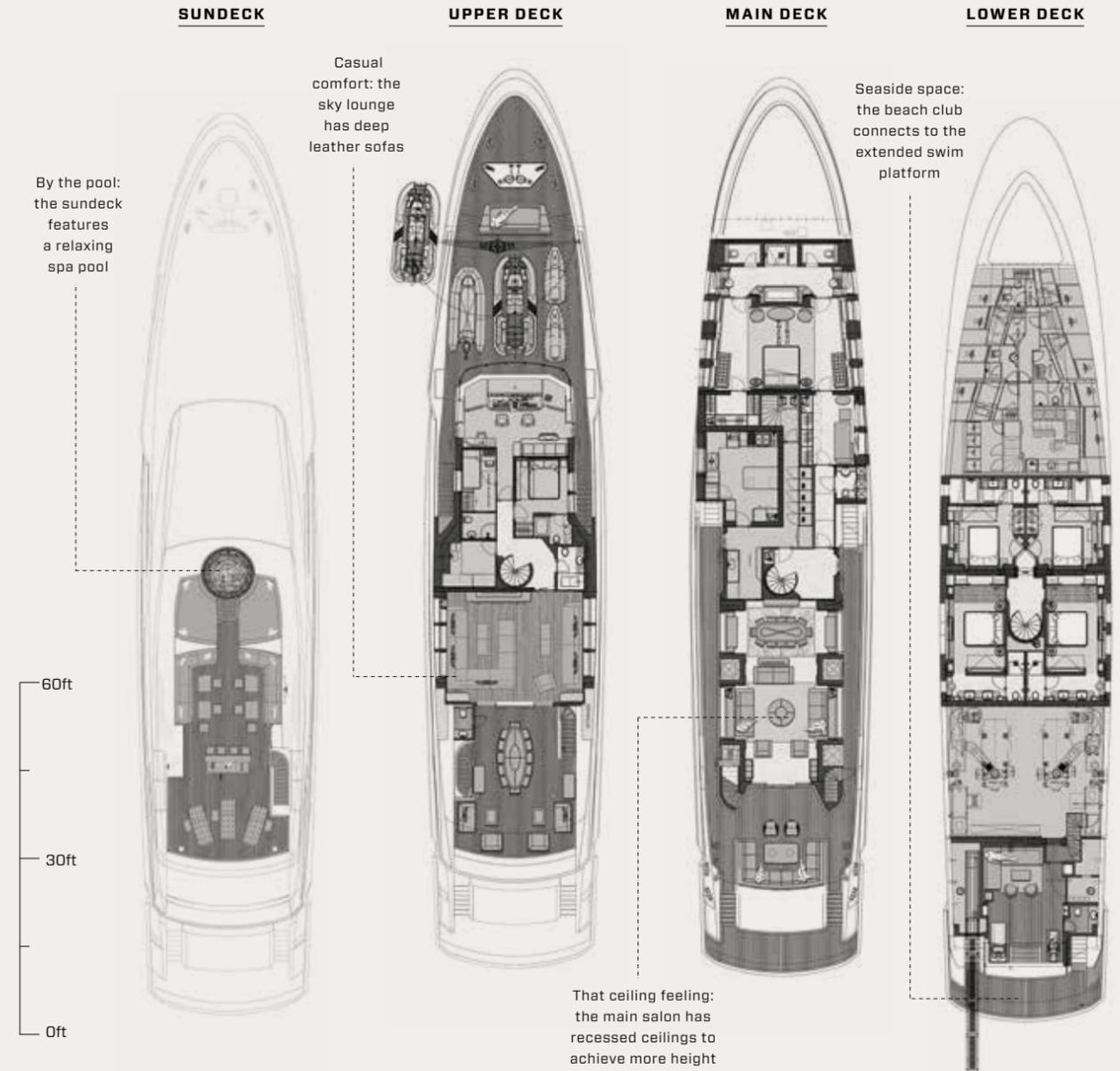
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SPECS

RAZAN

TURQUOISE YACHTS



LOA 154' 2"
LWL 139' 5"
Beam 31' 2"
Draft (full load) 9' 8"
Gross tonnage 495GT

Engines
2 x Caterpillar 3512B,
1,455kW
@ 1,835rpm
Speed max/cruise
17/12 knots
Range at 12 knots
4,200nm

Generators
2 x 125kW Kohler
Fuel capacity
22,000 US gallons
Freshwater capacity
5,000 US gallons

Tenders
1 x JT15 crew/rescue boat;
1 x JT19 guest tender
Owners/guests 12
Crew 10
Construction
Steel hull; aluminum superstructure

Classification
American Bureau of Shipping, A1 AAMS A1 Yachting Service
Exterior restyling
H2 Yacht Design
Interior design
H2 Yacht Design

Builder/year
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