



# OD ESSA

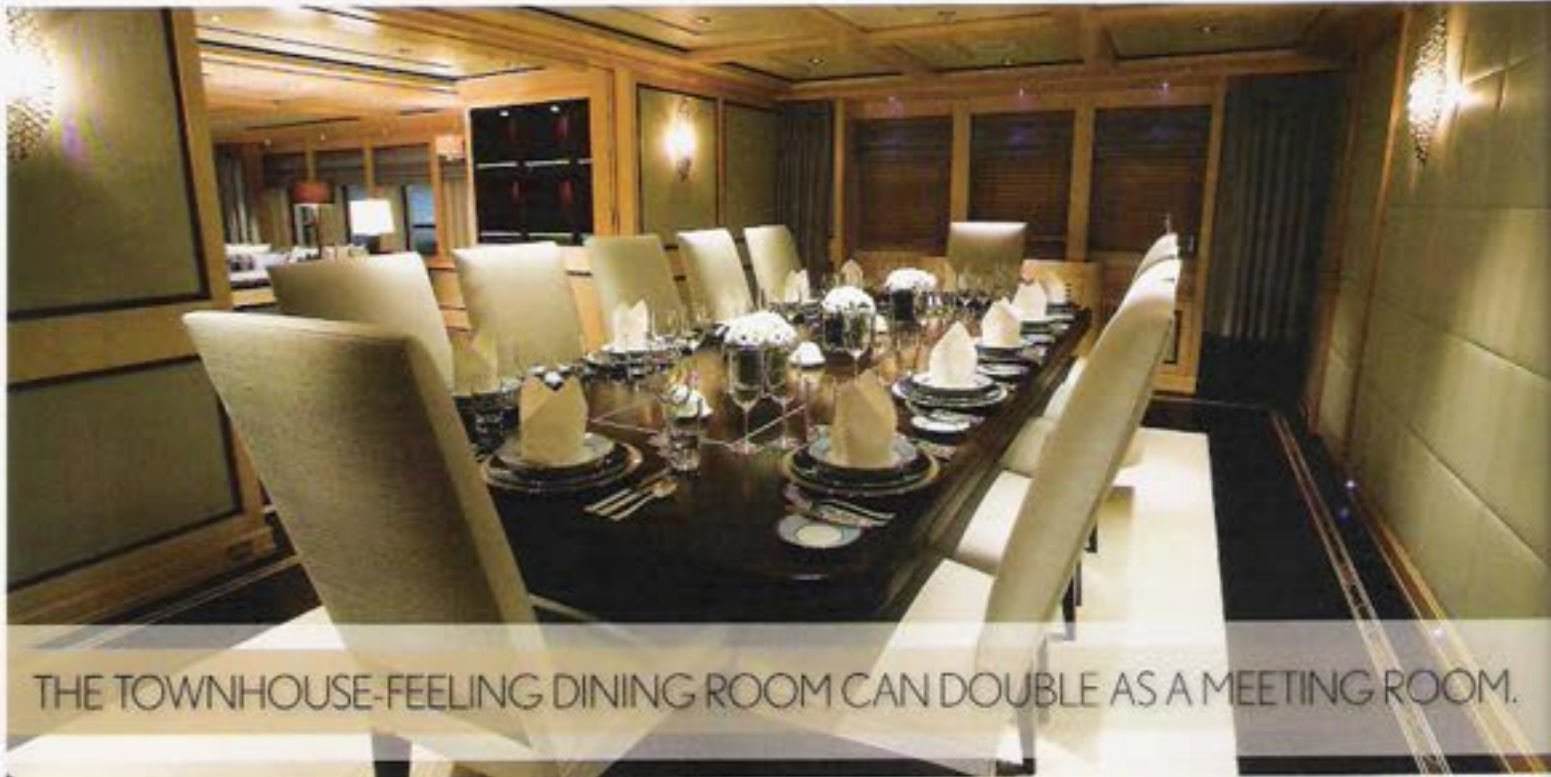
STORY: OLIVER DEWAR    PHOTOS: MARK LLOYD, INTERIORS:  
LEVENT OZTURK, UNDERWAY



Following a 13-month build program, the 164ft *Odessa* was launched at the Proteksan-Turquoise shipyard in July 2007 and in mid-October undertook her maiden voyage from Istanbul across the Aegean Sea and the Mediterranean to Malta. Immediately, there is a sense of distance and detachment between *Odessa* and her surroundings, a feature that is probably repeated in any location, but is magnified in Malta by the full extension of her telescopic passerelle keeping the world at bay.

However, any feelings of isolation evaporate as soon as you cross the 18ft span of water between the dock and the aft deck, and the crew of twelve – mostly New Zealanders – cast their spell. “I was instructed to provide the best crew I could and I’m certain I’ve succeeded,” says *Odessa*’s unflappable captain, who transferred to the yacht after eight years as the skipper of a classic three-masted yacht that is now under the King of Morocco’s ownership. His ground rules when selecting the crew are obvious: “Nearly all the crew have a sailing background, which is intentional, as I’m convinced that sailors always have an extra edge when it comes to overall seamanship.”

With extensive cruising planned, the yacht’s busy schedule requires faultless teamwork. “We are exceptionally well prepared, the 1<sup>st</sup> engineer on board is ex-Royal New Zealand Navy and the 2<sup>nd</sup> engineer is ex-Merchant Navy,” says the captain as these two technicians stroll across the aft deck in spotless grey overalls. As he continues his impressive roll call, tantalizing smells travel aft along the portside deck. “And of course, there’s the Michelin-star head chef we managed to pinch from L’Escargot,” he adds with satisfaction. Based on the pre-lunch aromas wafting from the galley, Soho’s renowned restaurant must still be



THE TOWNHOUSE-FEELING DINING ROOM CAN DOUBLE AS A MEETING ROOM.



The upper saloon offers comfortable sofas and a Crestron-controlled fixed screen, the perfect place to watch a movie.



The generously proportioned owner's cabin can be enlarged even further by converting the adjacent VIP cabin into an extra sitting room.



FOR COMPLETE PRIVACY, THE OWNER'S STATEROOM AND VIP CAN



BE SECURED WITH A CODED KEYPAD.

regretting the loss of one of its key members of staff. Guests entering the yacht through the side door – positioned amidships starboard on the main deck – arrive in a hallway that divides the owner's suite from the dining room and main saloon. Forward along a broad L-shaped corridor, a leather-lined lobby leads to the full-beam owner's bedrooms and full-beam shower room with double basins and two heads. The volume here is impressive, although the price of this generosity is paid for by the VIP cabin. Usually this would be a setback, but the flexibility of *Odessa's* layout reduces any hint of discomfort or economy of space, as the VIP cabin, which includes a shower, converts easily into an extra sitting room for the owner. Access is from the bedroom or through the lobby, and for complete privacy the entire suite can be secured with a coded keypad. An intriguing feature of the yacht is the different interior decoration on the main and lower decks: two distinct varieties in style that blend subtly and are entirely complementary. "We were aiming for the atmosphere of a relaxing vacation home on the main deck," explains Jonny Horsfield of H2 Design in London. "It is meant to recreate the feel of a West Hampton style of house." Aft of the main hallway, the black wenge floor inlaid with walnut and the rippled sycamore walls with panels of woven Spinneybeck leather, together with the freestanding furniture, delicate table lamps and plantation shutters, successfully reproduce a beach-house tone in the main saloon, while forward, the dining room's leather-paneled walls and four glass-bead lamps create a more





AN EDWARDIAN GENTLEMAN'S YACHT WAS THE INSPIRATION FOR THE SIMPLICITY OF STYLE.



Leather, sycamore and wengé combine to create the atmosphere of a beach house in the main salon.

urban feel. This room can be converted into a meeting area by closing the double-sliding doors.

The upper deck salon is also delightfully informal, and is possibly the most well-lit area internally, with its glass doors to the aft deck and windows to port and starboard providing an unrestricted view due to a lowered section in the side deck bulwarks. With guest entertainment a priority, Sensory International has fitted an enormous retractable plasma screen in the main salon and a fixed screen on the upper deck linked to a Crestron system that gives access to almost any film on the planet. Extensive computer access is provided in both saloons, with the low, round glass table on the main deck providing power points for laptops.

By contrast, the lower deck's style is more closely linked to the sea, although the layout retains the flexibility found in the owner's suite and VIP cabin. "The feel we were trying for was an Edwardian gentleman's motor yacht," says Horsfield, explaining the source of the design simplicity. As in any successful visual appeal, the detailing is exceptional. Fine mouldings are found on the bleached and scrubbed oak skirting and door frames, and each door handle has a leather sleeve. The upper deck's woven leather paneling is repeated throughout the four cabins, which are separated by a lobby. Aft, two double cabins are divided by sliding mirrored doors – guests who occupy the starboard cabin can enjoy the sensation of bathing at sea level in the en suite bath. In a scaled-down version of the owner's suite, the port



The base supports slide just outside the twin forward antenna on the sun deck combing. Haluk Suntay, head of the design group, says, "A unique feature of the system is that the whole moving mechanism is hidden underneath the main supports when the mast is fully deployed forward. No part of the moving mechanism is exposed."

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### A MIGHTY MAST

The yacht's composite mobile mast provides helipad capability on the sun deck. Constructed by a specialist subcontractor at Proteksan-Turquoise from epoxy/E-glass with a foam-core sandwich, the overall weight of the structure, including the twin masts, hardtop, all electronics, antenna, lights, and satellite gear and cabling, is an astonishing 6 tons. The mast – a fully customized unit from Suntay Design in Istanbul, Turkey – is driven by a vertically slant, electric-powered belt system and travels ten feet forward on customized stainless steel rails from its aft rest position.

cabin quickly converts into an office or sitting room with a sofa when the doors are retracted. Here, the en suite shower has a recessed deck drain in the marble floor.

The two cabins forward of the lobby, both with en suites, are also divided by sliding screens, providing accommodations with an excellent range of options: two twin bed cabins for four children, a double cabin and a twin for adults and children or two doubles for four adults. In a well thought out touch, these cabins connect to the crew quarters for easy cleaning and servicing and discreet entry by a nanny if they are occupied by children. Indeed, four toughened-glass child gates on the main limestone staircase and similar safety gates – attractively etched with the *Odessa* logo – on all external staircases between decks provide reassuring safety for young roaming guests.

The main aft deck is a sheltered area with protection from the sun provided by the long, sweeping overhang of the upper deck. Privacy when moored stern-to is supplied by a relatively tall aft combing topped with a teak rail on stainless-steel supports – an intriguing shape that accentuates the gentle downward slope of the side coaming as it meets the transom. A low gate to starboard guards the steps down to the swim platform and a simple route to boarding the Castoldi 21 water jet tender – which is normally stowed with the driver's console retracted in the highly compact stern garage. The tender is launched swiftly with a Sanguinetti Chiavari telescopic crane. The upper deck is also shielded from public view by a wraparound coaming but is less sheltered. Here, guests can relax on a deep sunpad to port, sit on an integral sofa along the aft edge of the deck, or gather informally on the deck chairs, while for al fresco meals, a dining table for ten is set in the shade that is cast by the sun deck. Access along the side decks to the bridge and foredeck via steps

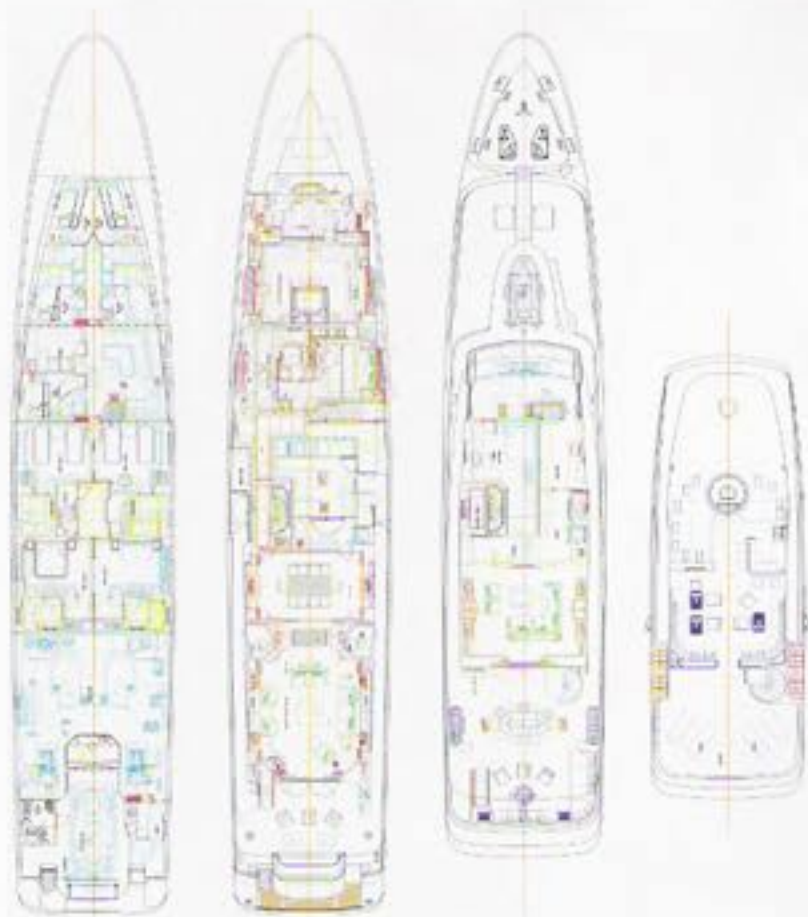


The detailing aboard *Odessa* is exceptional; fine mouldings, woven leather paneling and leather-sleeved door handles are among the sumptuous surprises found.



HAND-PICKED CREW, INCLUDING A MICHELIN-STAR CHEF, MAKE FOR AN UPSCALE CHARTER.





forward of the Novurania 420 SOLAS RIB, make the upper deck the biggest connected open area on board.

A spiral staircase to port on the upper deck climbs to the vast expanse of uninterrupted teak on the rear half of the sun deck, where the absence of aft coaming gives an unrestricted view astern and accentuates the open feeling. Two jet-skis are stowed to port and starboard, but *Odessa* has no bulky launching crane – instead, a battery-powered mobile hoist is carried to the sun deck over a crew member's shoulder and swiftly assembled and deployed. Unobtrusive double-safety gates neatly split the area into two zones. Furthest forward, toughened, smoked-glass panels protect the spa pool from the wind when *Odessa* is underway, while a mist shower fitted into the underside of the twin radar mast canopy is thoughtfully positioned to prevent guests seated on the two fixed sofas further aft, from being doused. During daylight, the sun deck is a lofty, uncluttered playground, but at night, when the lights are dimmed and the enormous flatscreen rises from its housing to starboard beneath the canopy, the area is transformed into an intimate, exclusive cinema.

Due to post-build engineering tests when we visited *Odessa* in her berth in Malta, we were only able to view her from a charter standpoint. When you consider that the role of a charter yacht is to transport guests in comfort while ensuring they are happy and entertained, it is obvious that she fits the bill. More than that, she does it perfectly in unfussy, understated style, while providing a superbly flexible cabin layout. |



The essential requirements of a charter vessel are large amounts of space, lavish entertainment facilities and versatile, well-planned accommodations. All, and more, are offered aboard *Odessa*.

## SPECS

**LOA:** 164ft (49.9m)  
**LWL:** 149ft 4in (45.6m)  
**Beam:** 30ft 5in (9.3m)  
**Draft (unladen/laden):** 4.6ft/10ft (1.4m/3.1m)  
**Displacement:** 595 tons  
**Engines:** 2 x Caterpillar 3508B, 1000hp  
**Speed (max/cruise):** 15/13 knots  
**Range:** 4,500nm @ 13 knots  
**Fuel capacity:** 14,793 gallons  
**Bowthruster:** Schottel  
**Stabilizers:** Quantum QC 1500 zero-speed  
**Generators (main/emergency):**  
 2 x 145kW Caterpillar C9 DIT/  
 1 x 85kW Caterpillar 3056  
**Watermakers:**  
 2 x Ibtomar, 2.6-ft gallons per day each  
**Freshwater capacity:** 5,283 gallons  
**Grey/Black water capacity:** 8.8 tons  
**Sewage system:** Hamann  
**Fire-control system:** Conolum  
**Monitoring system:**  
 Group Schneider/Hakan Elektrik  
**Air-conditioning:** Climma  
**Communication/Navigation electronics:**  
 Kelvin Hughes, Manta, Thrane & Thrane, Sailor  
**Entertainment systems:**  
 Creston, Kaleidescape installed by Semory  
**Guests:** 12  
**Crew:** 12  
**Tenders:** 1 x Novurania 420 SOLAS RIB  
 1 x Castoldi 21 water jet RIB  
**Tender-launching system:**  
 Sanginetti Chavari  
**Passerelle:** Sanginetti Chavari  
**Paint:** Awlgrip  
**Construction:** Steel hull, aluminum superstructure, composite mast  
**Classification:**  
 IYU AMS Yachting Service LY2 compliant  
**Naval architecture:** Dubois Naval Architects  
**Exterior styling:**  
 Proteksan Turquoise Yacht Design Dept.  
**Interior design:**  
 Jonny Mansfield HQ Yacht Design  
**Sales broker:** N/A  
**Charter broker:** Not Available  
**Charter rates:** Not Available  
**Price guide:** Not Available  
**Builder/Year:**  
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