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Brand-new shipyard Sarp Yachts has poured its heart and soul into its first superyacht to come up with a 151-foot statement of quality.

PASSION'S FRUIT



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Photography - Jeff Brown/Breed Media



The composite superstructure allows for expansive side decks (above) as well as generous volume on the upper deck (right). Top: The sun-deck bar in turquoise-colored glass is an eye-catching work of art designed by Turkish industrial designer Faik Kale.

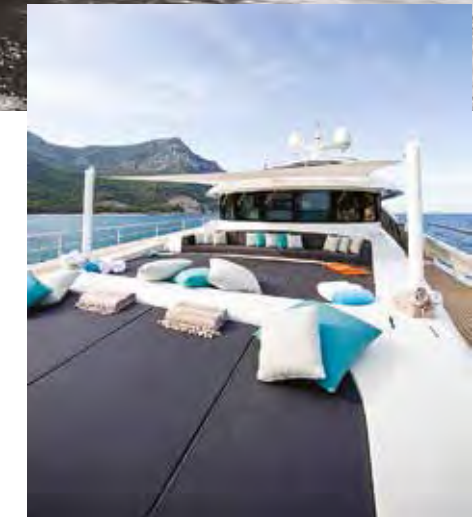
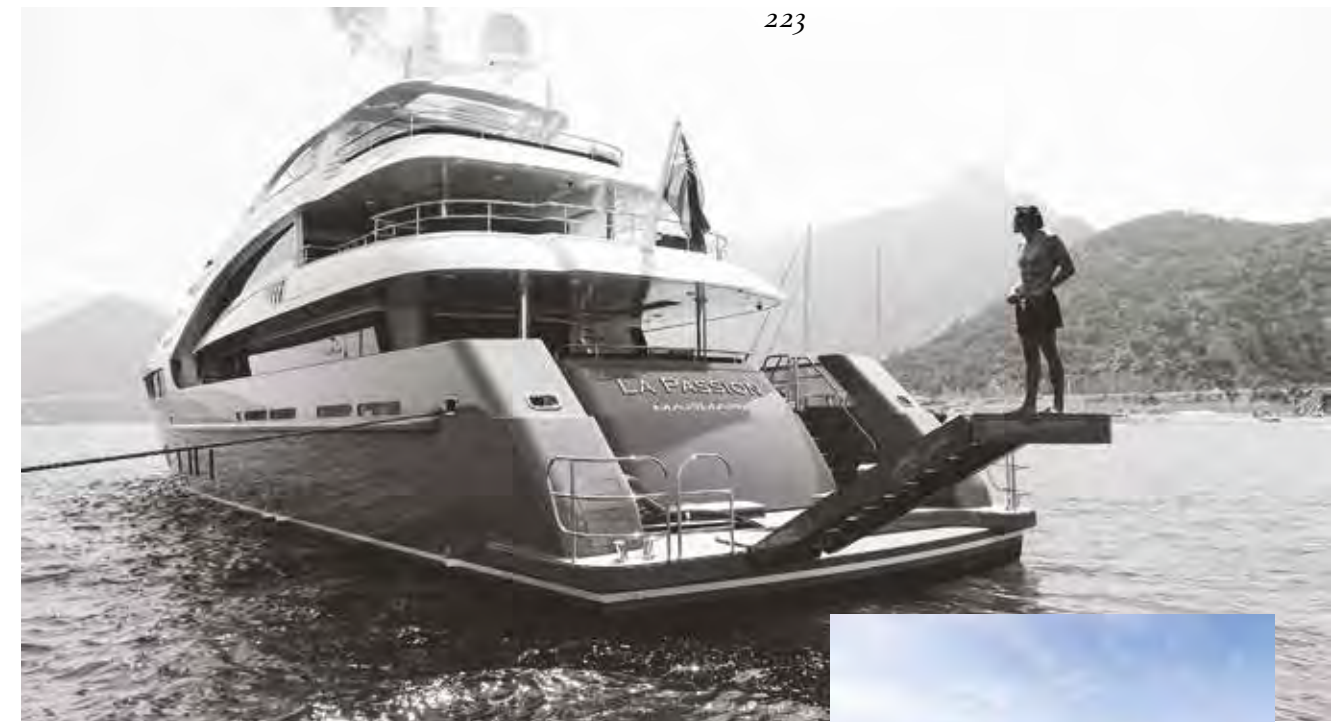


E mre Sandan is a man obsessed. The shipyard manager of Turkey's Sarp Yachts rattles off the ISO standards his yard has achieved (all very impressive), but the big news is the classification he used to build Sarp's first superyacht: ABS, known and trusted the world over.

It was a deliberate choice and a clear statement. "They are a tough class to work with," he says, "but for us it is important that we can substantiate our claims."

Those claims are all about quality. We're sitting in Sandan's airy, low-key office, adjacent to Sarp's 100,000-plus-square-foot factory in Antalya, which is empty due to the recent launch of that first boat, 151-foot *La Passion*. It won't be vacant for long, however. There are plans for a 190-foot motor yacht, a 131-foot classic, a 92-foot trawler and even a 131-foot sailing yacht. The four-year-old company has the backing of Eti Group, a large multifaceted corporation in Turkey, and it has big plans.

Tanju Kalaycioğlu, the naval architect on this project, is just as effusive. "Normally, building a custom yacht in Turkey is good value for money, but this is not enough for us. We have set ourselves a philosophy to



pursue the best quality and attain the top possible finish."

La Passion is a showcase of those ambitions, so it was important that it embodied that concept to the fullest. It starts with the construction materials. "Steel was the obvious choice for a strong and reliable hull with ample capacity," says Kalaycioğlu. "However, we opted for epoxy composite to construct our superstructure." The benefits of this include freedom of form, reduction in weight, plus superior heat and noise insulation.

"We benefit from a weight reduction of between fifteen and twenty percent," says Sandan. He believes it's the largest yacht built this way in Turkey and points to those ABS standards as proof of concept.

In the flesh, the result is an interesting meld of solid-looking hull topped with a surprisingly curvy and elegant superstructure. The color scheme, dark gray for the steel hull and pure white for the superstructure, delineates the materials and helps keep the visual profile low.

It's not a flashy approach. "As the kick-off project, we had to create a motor yacht that would stand the test of time," explains Kalaycioğlu. "The intention for the design was to give character to the vessel in every possible setting she may sail to. For this, her lines had to be nicely flowing, well-proportioned and fresh."

Well-proportioned also neatly describes the deck spaces. Topped with 18mm-thick teak (the upper decks are 16mm to keep weight down), side decks are expansive,

instead of pinched to eke out interior volume. The composite material helps out with that measure. "An aluminum superstructure requires frames every fifteen to twenty centimeters," says Sandan. "We gain about a fifteen-percent uplift in interior volume with composite construction so we can keep the deck space without compromising the interior." He points to the elegant steel framing on the inside of the substantial bulwarks. "It would have been quicker, easier and cheaper to box them in, but we wanted to demonstrate the attention to detail from the moment you board."

You get that same sense of space and quality on the upper deck, with its sheltered 10-seat dining table (the main-deck exterior tables can extend to seat 16 for larger parties), and on the sun deck, with its large German-made spa pool, well-catered bar and vast lounging areas. Thick and flawlessly welded stainless steel and details such as the backlit seascape bar countertop reinforce the message. Like



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the exterior profile, there's nothing flashy or aggressive or indeed even particularly avant-garde about any of it. It all just flows.

Adam Lay Studio designed the interior, which sets the tone right away. As you enter the main lobby from the starboard deck, there is a huge centerpiece of pale driftwood surrounded by silk wall fabrics in earth shades. “Blending loft apartment styling and mountain chalet influences with a combination of high-end natural timber and metal finishes” is how Lay describes it. “The aim was to produce a sophisticated and elegant interior, interwoven with clean simplicity of design that results in an inviting, comfortable and relaxing atmosphere.” Sandan says they deliberately avoided the “wow factor.”

“We didn't want an interior that impresses for two minutes. We wanted a more natural vibe that lasts.”

The main salon has a calming forest theme. From the aft deck you're greeted by a brushed steel tree sculpture bordered by glass etched with leaves. Custom-made textured green carpet echoes the grass of a woodland glade, the dark leather and wood ceiling inviting a feeling of shadow and intimacy, and even small metal surfaces such as light switches, wall plugs, ceiling lamps and the Bowers & Wilkins speaker grills are brushed and painted to remove the sharp contrast of polished steel. Furniture by Minotti, Glyn Peter Machin and Giorgetti is homey and comfortable, tied in with sumptuous fabrics from companies such as Armani Casa and Rubelli.

A closer look at the occasional tables reveals that they're dip-galvanized steel, with all the imperfections left as they developed rather than ruthlessly honed to artificial perfection. Lined in naturally finished ash and dark gray oak, and gently lit by multifunctional, fully programmable mood lighting, it's an environment that creates an aura of cool, soothing serenity.

The master cabin, forward on the main deck, is similarly natural, this time with a beach theme. The bathroom emulates sand with pebbles embedded in the floor, pale sand tones and a natural rough finish to the marble. Head out into the body of the room and the color scheme changes from pale beige to mid-blues – from sand to sea.

On the lower deck, the four guest cabins are asymmetric, all slightly different in size and décor, but have the common theme of natural materials. The upper-deck salon, meanwhile, has a more informal feel, with light oak lining the walls and a retractable 65-inch Samsung screen. It's a terrific daytime family space.

At some point during the tour, the lines are slipped and suddenly we're heading out to sea. Sandan is keen to expand again on that strong engineering bent that underpins the fabric of *La Passion*. Up on the bridge, the view is almost 180 degrees through the wide sweep of vertical windows. Twin Caterpillar C32 engines are turning over at a lazy 1,300 rpm, sipping fuel at a miserly 37 gallons an hour for a stately 12-knot return and a maximum range of almost 5,000 nautical miles. But the overriding impression is one of hush,



Large windows in the main salon (above), dining area (above right), master suite (left) and skylounge (opposite bottom) allow in plenty of natural light interacting with architectural lighting.

both internally and on deck, a result of Sandan's obsession with high-quality engineering that also runs to engine exhausts, which switch to underwater outlets at over 1,000 rpm.

Dig deeper and you'll find dedicated air conditioning for technical areas such as the pump room, steering room and fire room. The generous engine space goes one step further. Two massive fans deliver vast volumes of air chilled via a seawater-cooled heat exchanger so efficient that even in 122 degrees of ambient heat and with engines and generators running, they will pull the temperature down to 95 degrees to the benefit of combustion efficiency and equipment longevity.

Meanwhile, the engineer's office aft is so well-insulated that noise levels drop from 100 to 65 decibels once the door is closed.

It's clear where Sandan's heart lies as he pulls up floor sections in cabins to demonstrate the immaculately routed and labeled plumbing. “All mapped in 3D,” he enthuses. “If anyone has a problem we can send them accurate three-dimensional plans of any section of the wiring or plumbing systems.” He points out the grease trap that stops gray water pipes from furring, and the HI-FOG fire system throughout the vessel.

The space on this yacht created by the composite superstructure is impressive, the calming influence of the natural materials used is certainly noteworthy, and at just a little more than €22 million the price is attractive. But most important of all is the fact that this finely built boat gives the owner the precious peace of mind that his total relaxation won't be punctured by concerns over build integrity. Not on Sandan's watch. ■

See more on the iPad edition



La Passion – Sarp Yachts

Sun deck

Upper deck

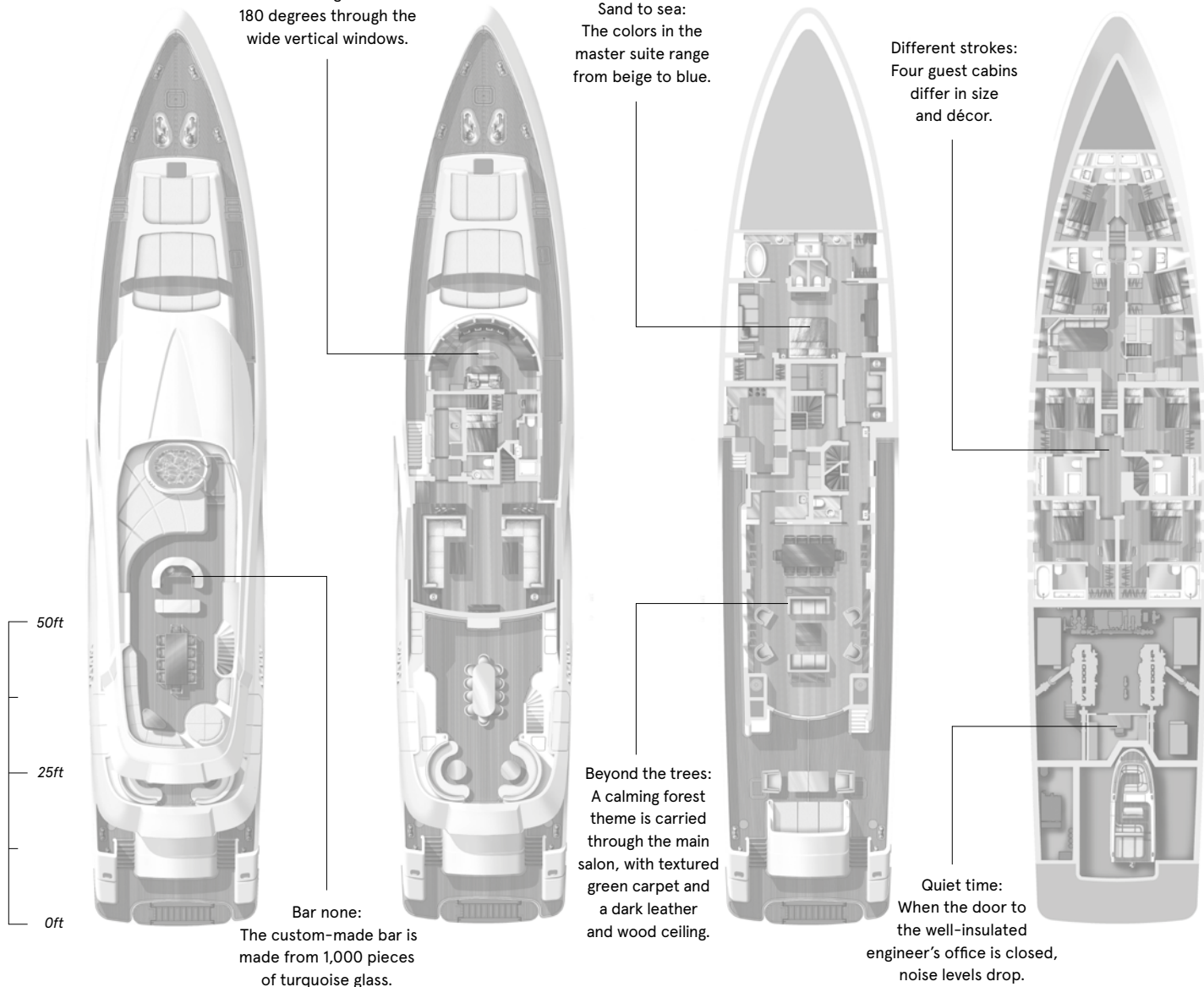
Main deck

Lower deck

See for miles: The view from the bridge is almost 180 degrees through the wide vertical windows.

Sand to sea: The colors in the master suite range from beige to blue.

Different strokes: Four guest cabins differ in size and décor.



LOA: 150' 11" (46m)
LWL: 135' 2" (41.2m)
Beam: 29' 6" (9m)
Draft: 7' 10" (2.4m)
Gross tonnage: 490 GT
Displacement: 404 tonnes
Power: 2 x 1,000-hp
 Caterpillar C32

Speed (max/cruise): 14.8/12 knots
Range: 3,200 nm @ 12 knots
Fuel capacity: 15,031 U.S. gallons
Generators: 2 x 100kW Caterpillar
Freshwater capacity: 3,170 U.S. gallons
Tenders: Novurania Chase 19,
 Novurania DL 400

Owner and guests: 12
Crew: 9
Construction: Steel, composite
Classification: ABS + A1 YACHTING
 SERVICE + AMS, MCA LY2 compliant
**Naval architecture and
 exterior styling:** Taka Yacht Design

Interior design:
 Adam Lay Studio
Builder/year:
 Sarp Yachts/2016
 Antalya, Turkey
 t: +90 (242) 259 45 52
 e: info@saryachts.com
 w: saryachts.com