



# TURQUOISE

*Launched 2011*



*The top deck, which was originally simply for sunbathing, now has a bar, barbecue and dining area*



before

**INDULGING YOUR PREFERENCE FOR A POP ART COLOUR** scheme or installing the family oil paintings is unlikely to keep your charter yacht full of guests, but neither will anaemic decor that does not live up to the status of charter as the ultimate luxury lifestyle escape. For owners and designers, the space between the too intimate and the coldly impersonal is wide and uncertain, but the most successful examples find a decorative approach that makes a charter yacht feel like an ultra-luxury home-on-the-sea – and not someone else's.

The 2011 Proteksan-built *Turquoise* changed hands in early December 2013. The interior, as Jonny Horsfield of British studio H2 Yacht Design puts it, was 'in good nick, [but without personal effects] it was just extremely plain. It had chartered a bit but the comments had always been that the interior was a bit ordinary.' Skipper Ben Craig-Cameron felt similarly: 'It was all white and definitely not to the new owner's taste. But I think he saw an opportunity.'

Indeed *Turquoise* had the bones of a great charter yacht. There was a functional, service-orientated layout, including touches such as a soundproof door from the crew mess into a lower deck guest cabin for discreet cleaning.

The bonus of a main deck VIP suite, meanwhile, would prevent two primary charterers disagreeing over the master cabin. Perhaps most importantly, the captain was more than happy with the engine room and wheelhouse. 'I'm amazed at our fuel economy,' he says. 'We can be doing 15 knots and burning 290 litres an hour, whereas with previous yachts I've been on we've been doing 14 to 12 knots burning about 800 litres an hour. The control systems are also great. There's no delay on the throttles and the thrusters all work perfectly. The shafts were slightly misaligned but that's been taken care of. I'm happy.'

The new owner had the skill set to revamp *Turquoise* into a top-notch charter boat, having owned luxury hotels and chartered everything from a 56-metre Perini Navi sailing yacht to large motor yachts.

He says: 'I had experienced time on board the original 1994 *Turquoise* (now *Double Trouble*) and had chartered a sistership to this *Turquoise*, *Talisman Maiton* (originally *Talisman*). I liked the exterior look of the yacht and the layout. The Ed Dubois naval pedigree added weight. She was also extremely quiet and fuel efficient.'

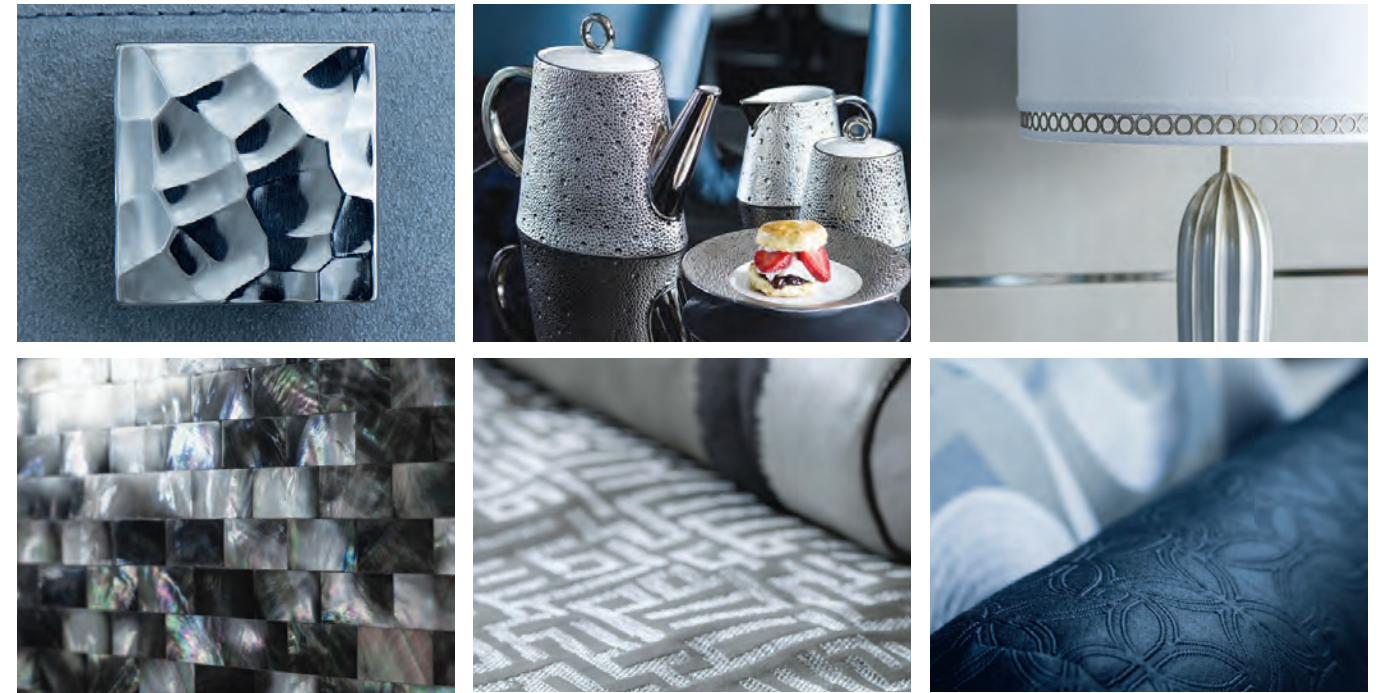
The decision, then, was what to paint on this canvas.



**THESE PAGES:** EVERY AREA OF THE YACHT WAS REIMAGINED IN THE REFIT, WHICH WAS AIMED SQUARELY AT THE CHARTER MARKET AND HAS INTRODUCED WARMTH AND LUXURY AND A HIGH LEVEL OF SERVICE



**THESE PAGES:** THE DESIGNERS, WHO WERE STRUCK BY A LACK OF INTIMACY IN THE MAIN SALOON'S ORIGINAL LAYOUT, ARRANGED NEW FURNITURE TO PROVIDE A CENTRAL 'VISUAL TREAT'. THE FORMAL DINING AREA ON THE SAME LEVEL CAN SEAT 14

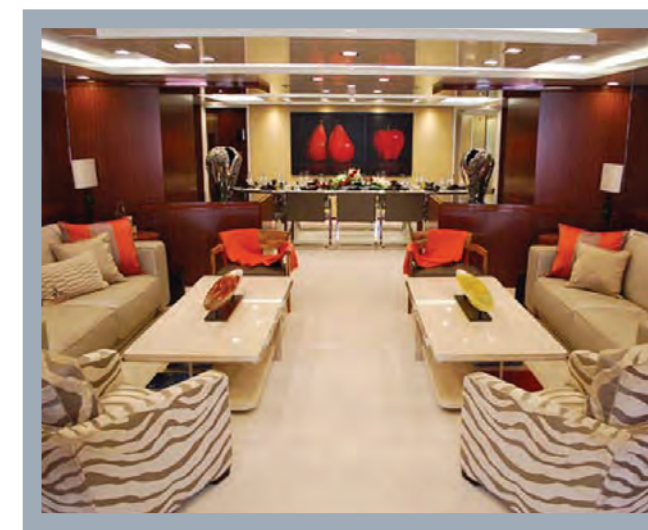


'My wife and I knew what we wanted from the start – seven-star service with a warm and luxurious interior that would work for families on board as well. Timeless elegance so that the yacht would not date overnight.' The refit plan followed this overarching concept. Substantially it involved a new interior design that improved the use of rooms and decks as well as creating a more comfortable and glamorous atmosphere. But it also extended to the finest points of on-board everyday life.

'Every good superyacht revolves around eating and drinking,' says the owner. 'To this end we built a strong kitchen team and ensured that dining could take place across all three decks. Theatre has been created with the different

sets of glassware and crockery and the interiors team try to make each meal on board a memorable experience.'

H2 Yacht Design helped to reimagine the lifestyle, while MVS Interiors installed the new interior and the project was carried out at the Amico yard in Genoa. The basic structure of spaces was kept but the treatment was changed significantly. In the previously little-used main saloon, for example, a storage unit by the aft doors grew into an art deco-influenced bar, while further forward the arrangement was rethought. 'The way the furniture was laid out there, it split the room in the middle,' says Horsfield. 'They had two big rectangular coffee tables and you had to walk right through the middle of them. There was no intimacy there. The beam was wide



before



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THESE PAGES: THE MAIN AFT DECK, AN OUTDOOR DINING AREA BY DAY, BECOMES A COMFORTABLE, CURTAINED CINEMA IN THE EVENING WHEN A LARGE SCREEN IS LOWERED FROM THE CEILING

*The Turquoise refit could serve as a primer on how to update a quiet family yacht to meet lively charter expectations*



before

*The aim of the refit was to create a comfortable, glamorous interior that would stand the test of time*

enough that we could do quite a complicated arrangement of coffee tables in the centre and some footstools, making more of a decorative feature in the centre of the room. It creates more of a visual treat.'

The dining saloon, with its extendable 12- to 14-seat table, has been designated a chic and formal space – a natural decision now that there are several alfresco dining areas. At the forward end of the deck, in the master cabin, there was a full-height headboard that sectioned off a small private dressing area behind the bed. The designers cut a large hole in it to give a feeling of light and depth to the cabin, while the dressing space itself gained even more light through backlit onyx and mirrors. The forward bathroom has been left untouched but the original entrance lobby to the suite and VIP has been turned, more usefully, into a chic little study. Upstairs, the upper saloon has been rejigged with a large L-shaped sofa and a much bigger television, giving the space a friendlier, more relaxed feeling.

The exterior decks have also been reconfigured. The sundeck, which was originally laid out for sunbathing alone with a large spa pool and sunpads, now also has a stylish bar, barbecue and dining area. The main aft deck downstairs has

been pepped up too. 'It was a dead space,' says Horsfield. 'It's still a dining area in the day but it can now be turned into a Nikki Beach-style cinema area by night. The crew move the loose furniture around and a big screen in front of the doors comes down. We've got some sheer curtains you can pull across the sides so it's a bit more private and intimate.'

In all spaces – and even in areas such as the guest and VIP cabins, which have not undergone significant layout changes – new furniture and decor has transformed *Turquoise*. 'It's a modern interpretation of art deco,' says Horsfield. 'We wanted to introduce a lot more contrast, so you have dark Macassar ebony in high-gloss varnish – really rich and sexy – and stainless steel, which highlights it. There are beiges, whites and greys and only little bits of colour here and there. For example, in the main saloon there's petrol blue.'

Velvet is used in the main saloon upholstery, while suede treated to mimic shagreen covers walls in the owner's suite. Cream leather panels and mirrors are common throughout, creating a feeling of understated glamour, richness and depth. The mood is even carried through subtly on to the sundeck, where H2 created a bar with a glass top that appears to contain splashes of molten bronze.



**THESE PAGES:** THE INTERIOR STYLE, SEEN HERE IN THE MASTER SUITE AND MAIN SALOON (LEFT), CONTRASTS HIGH-GLOSS MACASSAR WITH STAINLESS STEEL IN A MODERN TAKE ON ART DECO





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*Even where there have been no layout changes, new furniture and decor have transformed the yacht*



The areas in which the owner and designers were lavish and those in which they held back are well considered. When it came to pale carpets, which the designers felt were vital to the interior scheme – and therefore the quality of life – there was no compromise. ‘Cream carpets and walls aren’t necessarily the most practical for a charter boat,’ says the captain. ‘But the owners understand that and they’re willing to do what it takes to keep it as it is.’ When a charter ends the carpets are professionally cleaned or, if necessary, replaced.

In contrast, windows in the guest cabins were surrounded by joinery that would have been expensive to remove, so instead shoji screens cover them in keeping with the new style. Similarly, the ceiling treatments were kept but reupholstered.

The service element that attracted the owner in the first place has been improved. The lower deck crew accommodation – standard for a yacht of this size – remains the same but the main deck galley’s ovens, hobs and extraction units were replaced with new German equipment. ‘For some reason it’s the only area where the build owner seemed not to have spent enough money,’ says the captain.

The result of all this effort has been a succession of charters, which is a happy outcome that the owner is content to work around. ‘We tend to be more flexible than most owners when it come to our own time on board,’ he says. ‘In the key months of July and August we tend to give priority to charter. I take the view that there are plenty of other times around the year when we can spend time on board.’ He’s also learned a few lessons. ‘In refitting a superyacht costs can escalate so it is important that everything is agreed in advance, and working with good people is essential.

‘The other enemy on board is wear and tear and the cost of replacement of everyday items, whether they be a €200 glass or a €40,000 master bedroom carpet. The latter happened because the bath tub was overfilled. Whatever people are used to paying [for building work] on land, triple it when it comes to superyachts.’

But the payback from this intelligently designed, well-maintained superyacht is both financial and intangible. It is an escape that will feel like a highly personal luxury – both to the owners and the lucky few who share it.

**THESE PAGES:** CHARTER GUESTS ARE OFFERED A MASTER SUITE AND VIP CABIN ON THE MAIN DECK AND FOUR CABINS ON THE LOWER DECK, WHILE THE CHOICE OF TOYS RANGES FROM JET-SKIS TO SEA KAYAKS. THERE IS EVEN A BOOMSWIM WITH TRAMPOLINE AND WATERSLIDE



## SPECIFICATIONS

**LOA**

55.4m (181' 9")

**LWL**

49.4m (162')

**BEAM**

9.3m (30' 6")

**DRAUGHT (MAX)**

3.2m (10' 6")

**DISPLACEMENT**

631 tonnes

**GROSS TONNAGE**

755

**ENGINES**

2 x 1,500hp Caterpillar 3512B

**SPEED (MAX/CRUISE)**

17/14 knots

**RANGE**

5,500nm @ 12 knots

**STABILISERS**

Quantum zero speed

**GENERATORS**

2 x 200kW Caterpillar C9

**FUEL CAPACITY**

83,000 litres (21,926 US gals)

**FRESHWATER CAPACITY**

29,000 litres (7,661 US gals)

**OWNER AND GUESTS**

12

**CREW**

13

**TENDER**

Custom 7.5m Novurania

**CONSTRUCTION**

Steel & aluminium

**CLASSIFICATION**

Lloyd's Register #100A1 SSC Yacht

Mono, G6, #LMC, UMS.

MCA LY2 compliant

**NAVAL ARCHITECTURE**

Dubois Naval Architects

**EXTERIOR STYLING**

Dubois Naval Architects

**REFIT INTERIOR DESIGN**

H2 Yacht Design

**BUILDER/YEAR**

Proteksan Turquoise/2011

**REFIT YARD/YEAR**

Amico & Co,

Genoa, Italy/2014

