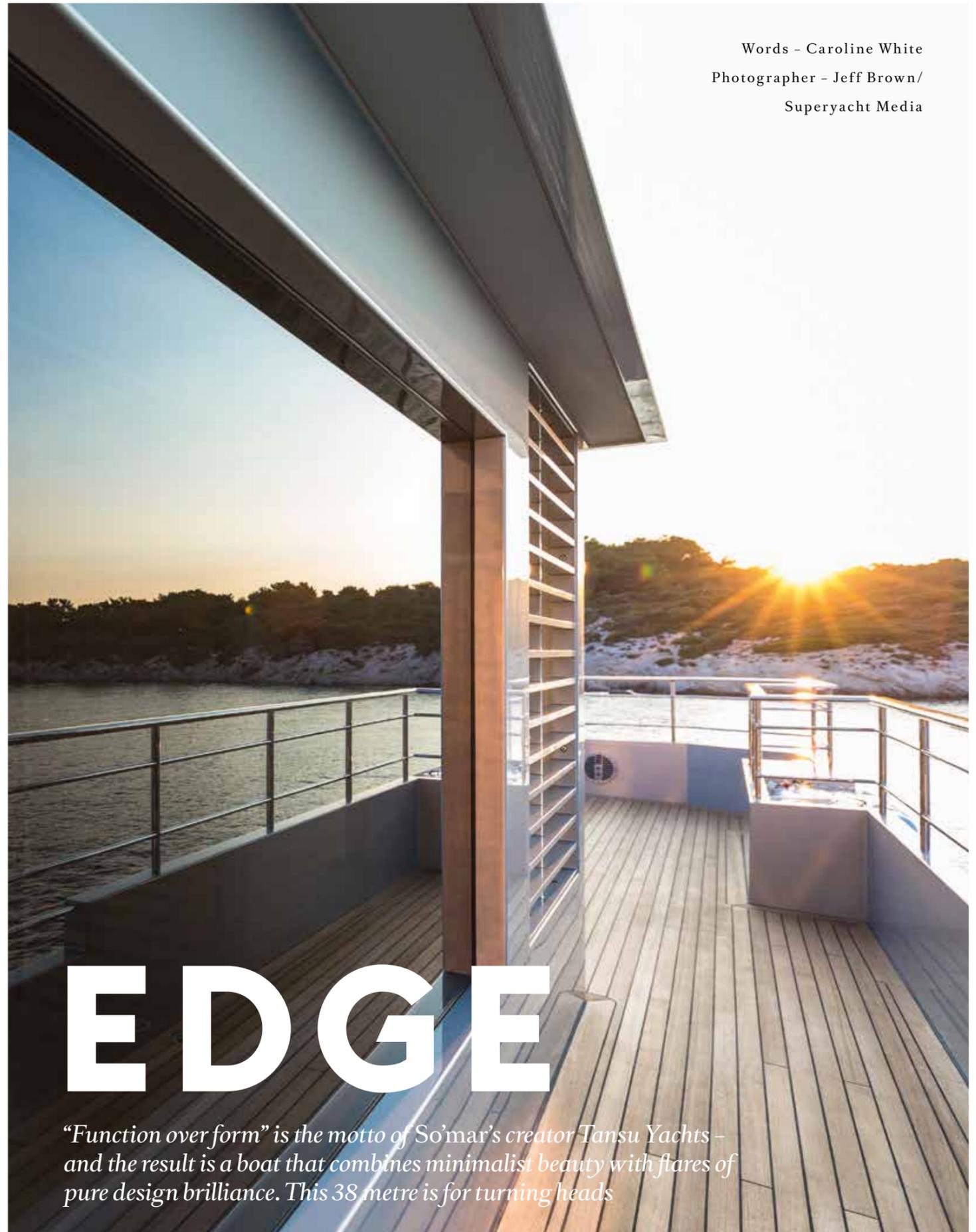


CUTTING



Words - Caroline White
Photographer - Jeff Brown/
Superyacht Media

EDGE

“Function over form” is the motto of So’mar’s creator Tansu Yachts – and the result is a boat that combines minimalist beauty with flares of pure design brilliance. This 38 metre is for turning heads



Riza Tansu's minimisation of interior spaces and maximisation of exterior spaces – such as the sociable main aft deck, the private master deck and wide side decks – are a reflection of this overall ethos of functionality. Guests are unlikely to spend much time inside on a yacht generally used in the Mediterranean

Tucked into the line-up of hulking white hulls at the Monaco Yacht Show, the 37.9 metre *So'mar*, with her lean, masculine lines and grey livery, made her larger neighbours look a bit, well, soft. Like military vessels – and she has an unmistakably naval air – *So'mar* looks as if she's about to do something very important, very efficiently. Such force of purpose is distinctly sexy and when cocktail parties filled up the yachts on the quay, many guests sipped their Champagne with an admiring eye on this unusual beast.

Her intriguing looks are the result of an ethos that runs through every aspect of her design and creation by Riza Tansu, yacht designer and founder of Turkish builder Tansu Yachts. "I'm a big fan of things designed with function," he says. "Form following function is our motto and everything on that boat has a meaning. What you need is there, but there is no ornamentation and no styling. When you do this you end up with something quite military because the military does the same thing."

But – and this is key to *So'mar* (which means "only sea" in Portuguese) and to Tansu's previous boats, many of which have a similar look – functionality doesn't just please Tansu intellectually, it pleases him aesthetically. It embodies, he says, "the elegance of the minimal".

The roots of this inclination lie in Tansu's training as an industrial designer at Middle East Technical University in Ankara and in the department head of the time, Dr Mehmet Asatekin, who remains a friend. "We grew up with sombre and spartan looks of 'less is more,'" says Asatekin, "with the austerity of post-war Europe in contrast to the affluence of post-war America. We learnt to appreciate honesty of design. We had seen examples of good form, balance of mass, articulation of parts in the works of the Bauhaus masters." *So'mar*,

the creation of his student, embodies these principles: "power", "brutal expression of force" and "visual order", as Asatekin puts it. Unsurprisingly, he loves it.

But Tansu is anything but an *arriviste* to the boat business. Since his studies he has built up nearly two decades of experience in yacht building. His company is 18 years old and has produced 22 boats, seven of which have an LOA of more than 25 metres. His Istanbul offices may house six industrial designers but they work with naval architecture firm Diana Yacht Design, which has collaborated with Hakvoort and Moonen, among others. The production is purposefully small, with only one or two boats in build at a time.

The creation of *So'mar* began in 2011 when her owner saw Tansu's own yacht, 36.4 metre *Nomade*, in Corsica. *Nomade* embodies the same masculine style, which appealed to this owner. The build material was the first decision for the new boat – and the owner had a choice. "We have two faculties, steel and aluminium and wood composite," says Tansu. "The owners have friends who own a very experienced and well-known yacht builder and asked their opinion. They said if you are going to use the boat, definitely go with wood composite. But if you want to sell the boat quickly afterwards and are looking at this project as commercial, then do it in steel and aluminium."

They went for the wood composite of iroko, sapele and acajou. "It's more cost effective when you are using the boat," says Tansu. "Less fuel. Smaller engines. Better sound and vibration control."

In terms of performance, the owners wanted economic cruising in the Mediterranean and a 16-knot top speed. "Because she is constructed in wood, we were able to reach this speed with two Caterpillar C18s," says Hans-Maarten Bais, creative director and





"I believe in small living spaces inside and large living spaces outside."

"I don't understand why people do huge saloons on boats like this"





“Form following function is our motto and everything on that boat has a meaning”



naval architect at Diana Yacht Design. “Her large beam also provides good stability and seaworthiness.”

But the most important part of the brief was to have the master suite at the top of the 37.9 metre boat – a feature more normally seen in 60 or 70 metre yachts. “They wanted a lean boat,” says Tansu. “But when you do an extra full-height deck on a 38 metre boat it is not sleek. So we worked a lot on how to solve this problem and ended up with a raised pilothouse design. We don’t have a full deck on top – just the master.”

The social areas of the boat needed to be set up for the owners to entertain lots of friends. The main aft deck, therefore, has a bar, with snug rounds of built-in seating and dining leading on to a broad deck. Lighting under the seats and at the bar glances off the glossy white of the superstructure, while teak overheads give a warm, protected feeling. The attention given to this exterior area is down to Tansu’s resolve that it should fulfil its function as a comfortable social space – and also to his overarching attitude to layout.

“I believe in small living spaces inside and large living spaces outside,” he says. “[So’mar’s owners are] always using their boat in the Med, so all the social life is on the open main deck. I don’t understand why people do huge saloons on boats like this – and on some the saloon is like my grandmother’s house. It should feel like a beach house.”

The saloon is just that. It is compact but bright, with a window on to the aft deck as well as large side-windows. The forward wall features distressed wood planks and a suitably nautical piece of art – a light-up rope. Furniture is light-toned, accented with turquoise and aqua cushions. Up in the master suite, with a chic en suite, the beach house idea is most evident. The cabin itself has spectacular views through huge windows, while aft, through louvred doors, is a broad private deck

with reconfigurable sofa seating. The side-decks are broad with fixed balconies at their forward ends. “These come out from the structure, the very design of the boat,” Tansu says. “If you have nice weather, this is a most beautiful space.”

Down on the lower deck the full-beam VIP with its massive en suite is big enough to pass for a master, while on the same deck are two twin cabins. Here as elsewhere the interior décor – by the owner’s wife – is bright and modern, with glossy white bulkheads, sweeps of warm, matt oak and splashes of colour. “They wanted to use some traditional Turkish colours like turquoise and the marble in the bathrooms, for example, is called silverstone, from Antalya,” says Tansu.

Upstairs, the galley is smart enough for guests to grab a midnight snack, as well as conveniently placed for service – with access to crew quarters and the aft deck (via the side deck). The crew area, forward in the lower deck, accommodates just five people, so there’s plenty of space. “Nobody wants to see a lot of crew on a yacht this size,” says Tansu, “keeping it simple is a good idea.”

The wheelhouse is another good idea. “I love to design the [wheelhouse] as functionally as possible,” he says. “So the colour, for example, is always dark grey because at night it [prevents the bulkheads from reflecting on the windscreen].”

This functional focus has helped to make this boat a success as a whole – and to spawn new projects. Tansu Yachts is due to complete work on 39.3 metre *Cutlass* this summer, it signed a 43 metre in October and at time of press was preparing to sign a 36 metre project – with the same master-on-top configuration as *So’mar*. But the appeal of these boats is certainly aesthetic too. As Asatekin puts it, “Power emanates from the form.” And many buyers will find that power seductive. ■

See more on the iPad edition



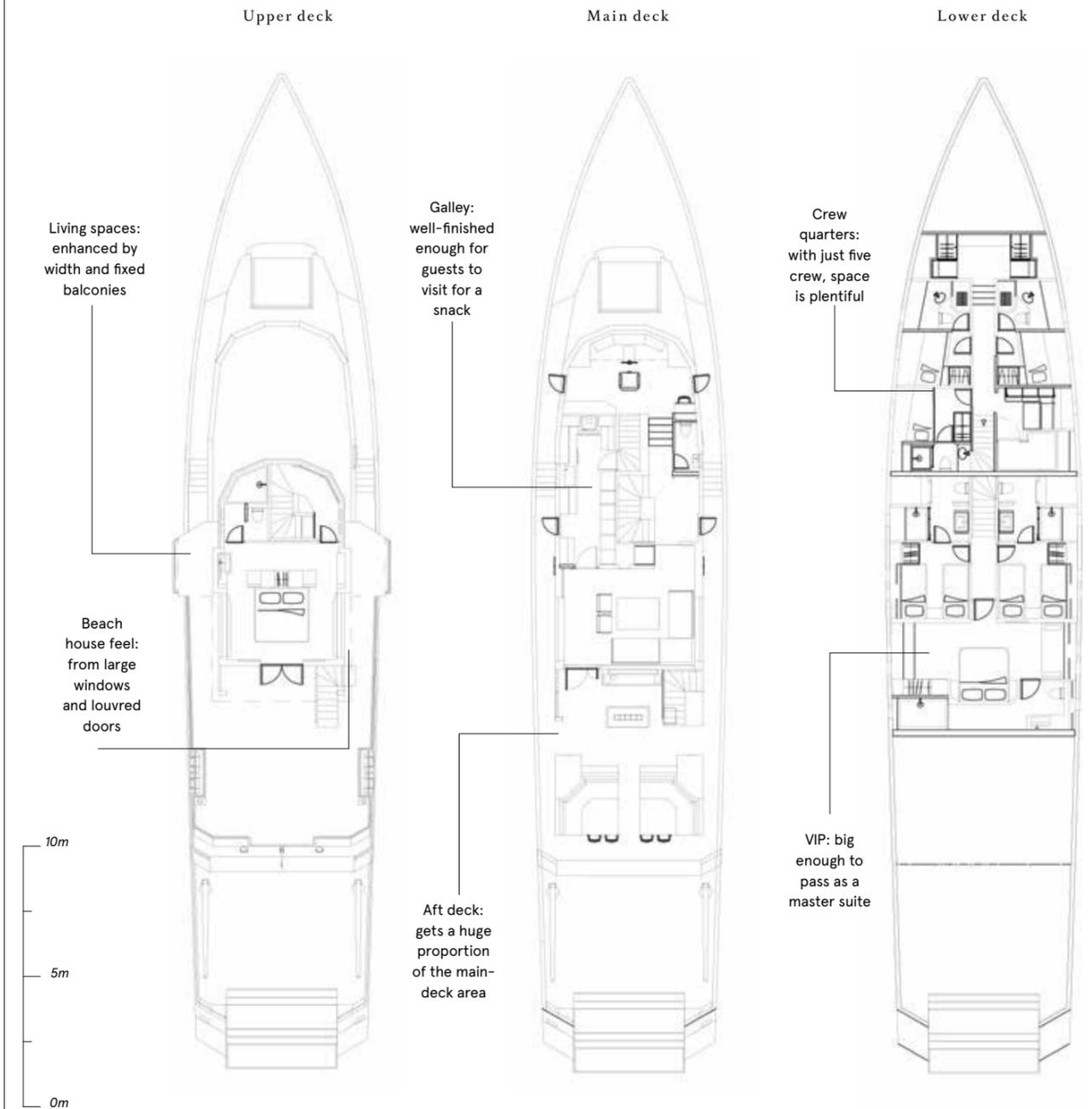


Up in the master cabin, with a chic en suite, the beach house idea is most evident



<#y#>
S P E C S

So'mar - Tansu Yachts



LOA 37.92m
Beam 7.4m
Draught 1.82m
Displacement 172.4 tonnes
Gross Tonnage 248GT

Engines
2 x Caterpillar C18 ACERT, 447kW @ 1,800rpm
Speed (Max/Cruise)
15.9 knots/13 knots
Range at 10 knots
3,500nm

Generators
1 x Northern Lights, 55kW; 1 x Northern Lights, 32kW
Fuel capacity
22,300 litres
Freshwater capacity
4,100 litres

Owner and guests 8
Crew 5
Tenders
5.5m Novurania 550DL; 4m Novurania 400DL
Construction
Wood and cold moulded fibre epoxy coated hull

Classification
RINA Charter Class - MMA
Naval architecture
Diana Yacht Design
Interior and exterior design
Tansu Yachts

Builder/year
Tansu Yachts/2014
Istanbul, Turkey
t: +90 216 413 1106
e: info@rizatansu.com
w: rizatansu.com