

Different by design

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imagery: courtesy of Tansu Yachts



RIZA TANSU'S YACHT DESIGNS HAVE A REPUTATION FOR BEING QUIRKY – AND FOR BEING VERY POPULAR. THE CUDA CONCEPT EXTENDS BOTH THESE TRADITIONS FURTHER

Riza Tansu will not easily forget 2014. These are special times for him and for his yard. The three yachts of almost 40 metres each that keep him so busy are the symbol of the growing success of a company that had never previously seen more than two yachts under construction at the same time. Year after year, Tansu has been able to sell every build, gain growing visibility and international recognition. He has relied solely on his own resources and on originality of design, and the yard clearly stands out from many of the shipyards in the region.

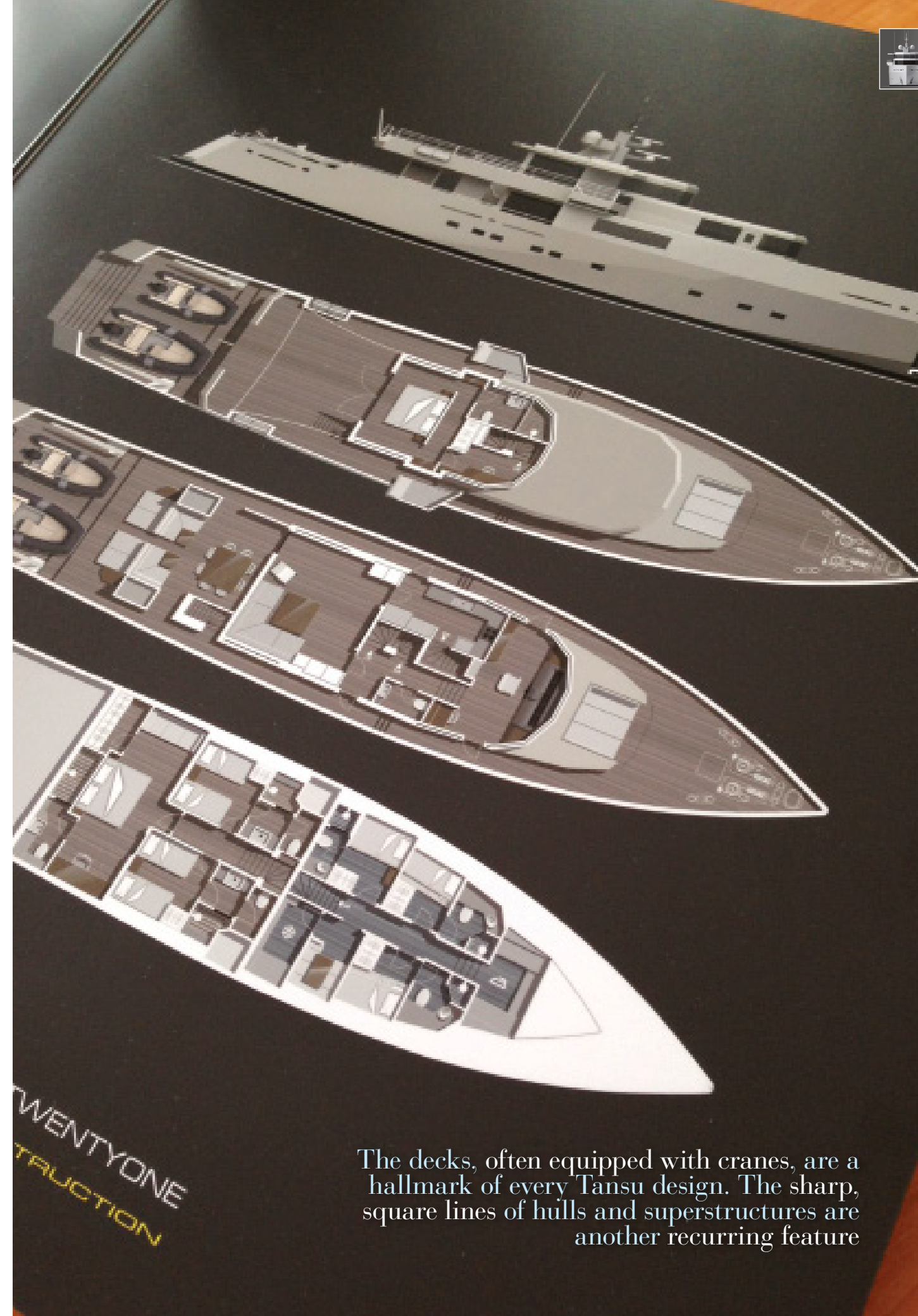
Born in Istanbul in 1961, with a degree in industrial design, Tansu is a big fan of working boats. This type of vessel has always been a source of inspiration for him. The decks, often equipped with cranes that he does not bother to hide, are one of the hallmarks of every Tansu design. The sharp, square lines of hulls and superstructures are another recurring feature. *Jane's Fighting Ships* naval almanacs on the shelves of the studio prove Tansu is equally into naval ships.

The grey colouration of all his yachts launched so far (15) except one (*Zero Two*) is yet more evidence of this interest.

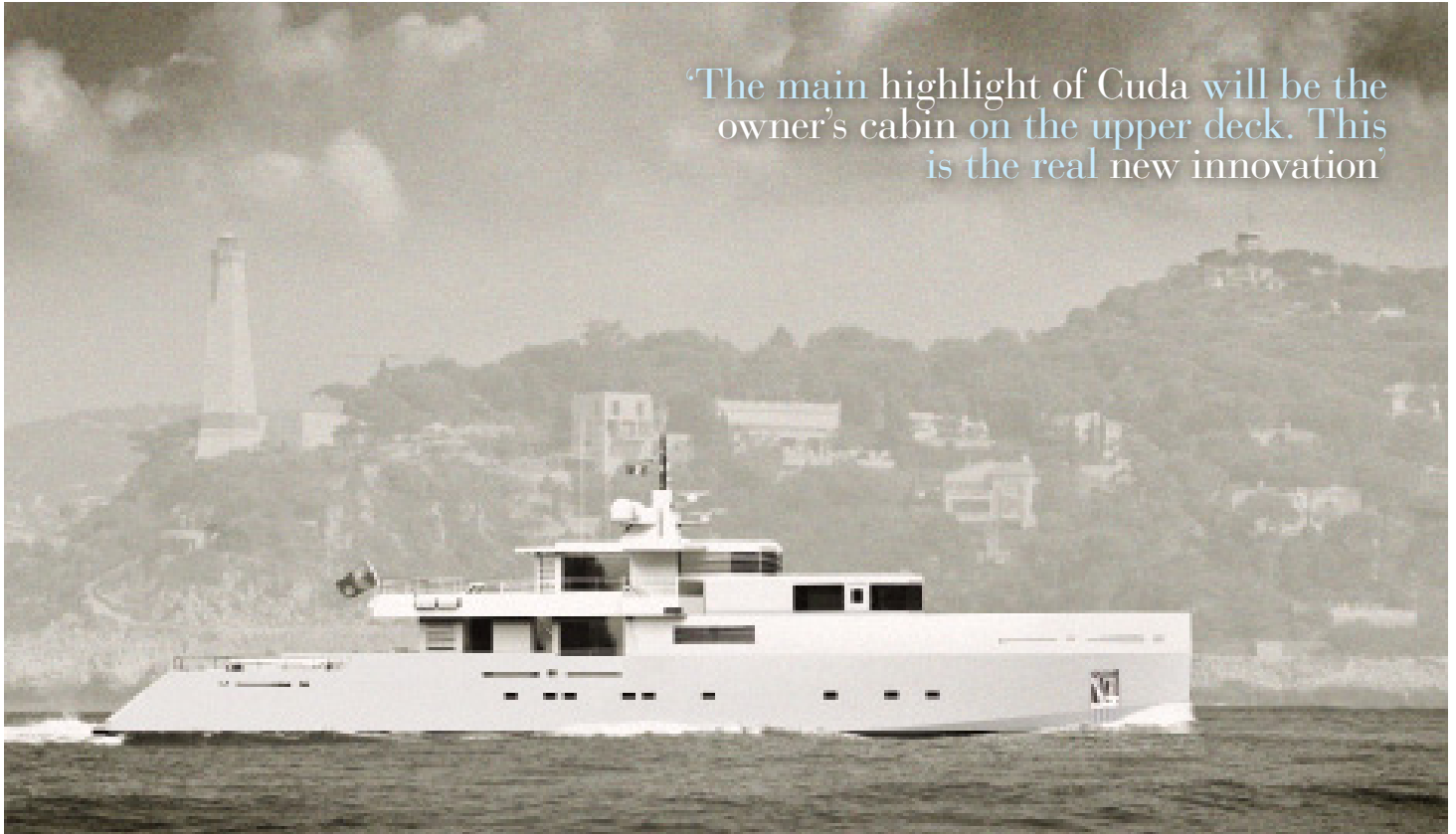
Tansu's latest build is 37.9 metre *So'mar*. Launched on 17 June in Tuzla, near Istanbul, *So'mar* is a displacement yacht made of composite materials, most notably laminated wood (with WEST system, four layers of iroko, mahogany and sapelli). The yard has built more than half of its yachts of these materials and techniques, a trend that will be reinforced should the new Tansu concept – named Cuda after 'barracuda' – materialise as a new build.

The similarity between *So'mar* and Cuda is very strong. Another common feature, explains Tansu, is the raised wheelhouse, located halfway between the main deck and the owner's suite. 'This type of wheelhouse,' says Tansu, 'had been seen so far only on *Zero Two*, of just 23.7 metres – this is the first time we've proposed such a bridge on a yacht of almost 40 metres.'

Launched in June, Tansu's *So'mar* (above), is inspired by naval ships and made of composite materials – a trend set to continue with the development of his new concept, Cuda (opposite)



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Tansu has no doubts about its number one attraction, however: 'The main highlight of Cuda will be the owner's cabin on the upper deck. This is the real new innovation. There is a strong demand for such master's cabins: when we showed the first sketches and drawings of *So'mar*, less than two years ago, her future owner was immediately seduced. It was very attractive, perhaps because it is not common to have such a cabin on the upper deck, completely on its own, on a yacht of this size.' The idea of being accommodated upstairs, surrounded by the sea, the peace and the sense of freedom this environment can provide, is seductive: akin to time in the suite of a luxurious lighthouse built right in the middle of a placid and tranquil sea. It is an irresistible attraction for any yachtsman.

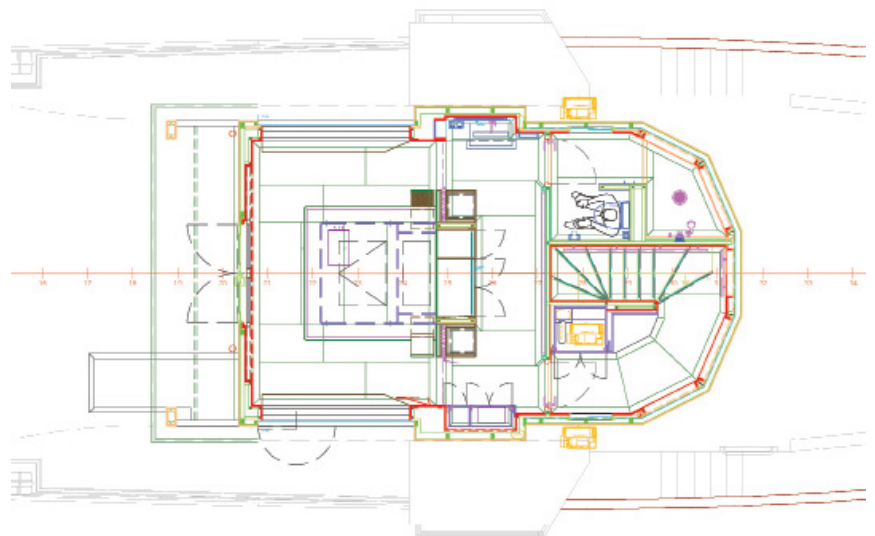
The wings that act as extensions of the upper deck's master cabin feature sunloungers where the owner can read or relax in total privacy, as there is no other access to these appendages except from the upper deck itself. The layout of the cabin includes a hallway fitted with a wardrobe; at the back of the latter lies the bed facing aft, and a large terrace of more than 40 square metres. Forward, to port, is an en suite bathroom.

The differences between Cuda and *So'mar* can be quite difficult to spot, initially. Tansu says Cuda will measure 39.6 metres (1.7 more than *So'mar*),

achieve a top speed of 15 knots (compared to 16 of *So'mar*, given the same brace of Caterpillar C18 ACERT engines) and boast a similar layout. The dining areas outside have a different arrangement, while both models feature main-deck seating units forward and aft.

Tansu's headquarters, and home to an atmosphere of great optimism, is Kanlica, an elegant residential district of the Anatolian side of Istanbul. Considering the

Each Cuda (above) will take 18 months to build, and the first already has an owner waiting. The full-beam master suite (below) is a key area: it features wing extensions for sunloungers, a hallway with wardrobe and a large terrace



Superyacht Design



Riza Tansu with a model of Cuda at his studio in Kanlica, Istanbul (above), where award-winning (bottom) design comes to life



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achievements of Tansu in just 18 years of yacht building, the entrepreneur the strong family connections of these boats. ‘The concept of Cuda,’ he says, ‘is a direct consequence of the *So’mar* project; it is too early at this stage to say whether this will be a successful yacht or not, but the comments that accompanied the building process and the launch have encouraged us to design and develop another yacht similar to this one.’

Another difference between Cuda and *So’mar* lies in the choice of materials and colours used in the interior. Those selected for Cuda were not inspired by *So’mar*, but by another Tansu build: *Alyssa*, a 38.75 metre to be launched this year. Also built of laminated wood, this planing yacht’s interior is ‘very cool’, Tansu asserts, and relies on repeated contrasts of black and white. Similarly, the materials used on Cuda will go from black oak to granite of the same colour, with black Venetian blinds everywhere; the wall panels, the furniture and other finishings will be white. The margin for customisation will be limited, confined mostly to upholstery and decorative materials.

As per tradition, the hull and the superstructure of Cuda will be painted in light grey. It will take 18 months to build the Cuda prototype and every subsequent iteration, from scratch. This schedule is very similar to that of other Tansu models, including yachts built of steel and aluminium such as *Cutlass* (a 39.3 metre due to be launched in November) and another famous one-off of the recent past, *Nomade*.

On the main deck and below deck, Cuda will have

regular layouts, although the saloon on the main deck will be noticeably asymmetric, with an L-shaped couch to starboard and an abundance of floor space to port. Forward of the saloon will be a kitchen to port, a dayhead and the stairs leading below deck, to the upper deck and to the raised wheelhouse. Below deck, the yacht will include a full-beam VIP guest cabin amidships and two double cabins ahead, all with en suites. In the bow section will be the accommodation for the captain and crew. The former will have a cabin with en suite, while four crew will share two cabins fitted with bunk beds and two en suites. This area will include a cold-room, a galley and a laundry. In total Cuda will accommodate eight guests plus five crew.

Privacy, panoramic views and a remarkable range (3,300 nautical miles at 10 knots with the standard C18 engines) will all be enjoyed by the owner of Cuda who, by definition, is a lover of the Med, like any other owner of a Tansu yacht. Tansu considers Cuda a ‘near sistership’ of *So’mar*, rather than an evolution of that recent launch. It is not difficult to understand the basis of this reasoning.

The use of the word ‘evolution’, in fact, could imply *So’mar* is an outdated model or something to soon be overtaken; instead – as we wait for the Cuda prototype to be built – it represents the present and immediate future of the shipyard. A future that Riza Tansu has a strong desire to experience, to find out how the best chapter yet of this Turkish fable is going to turn out. 🇹🇷

