

INSIDE: **130 PAGES** OF SUPERYACHTS FOR SALE & CHARTER

BOAT

ALLOY'S KEEL CHALLENGE

'IT'S BEEN DONE
BEFORE, BUT NEVER
ON THIS SCALE'

SURPRISE PACKAGE

ULTRA MODERN 37.5
METRE SPORTS YACHT
BUILT IN WOOD

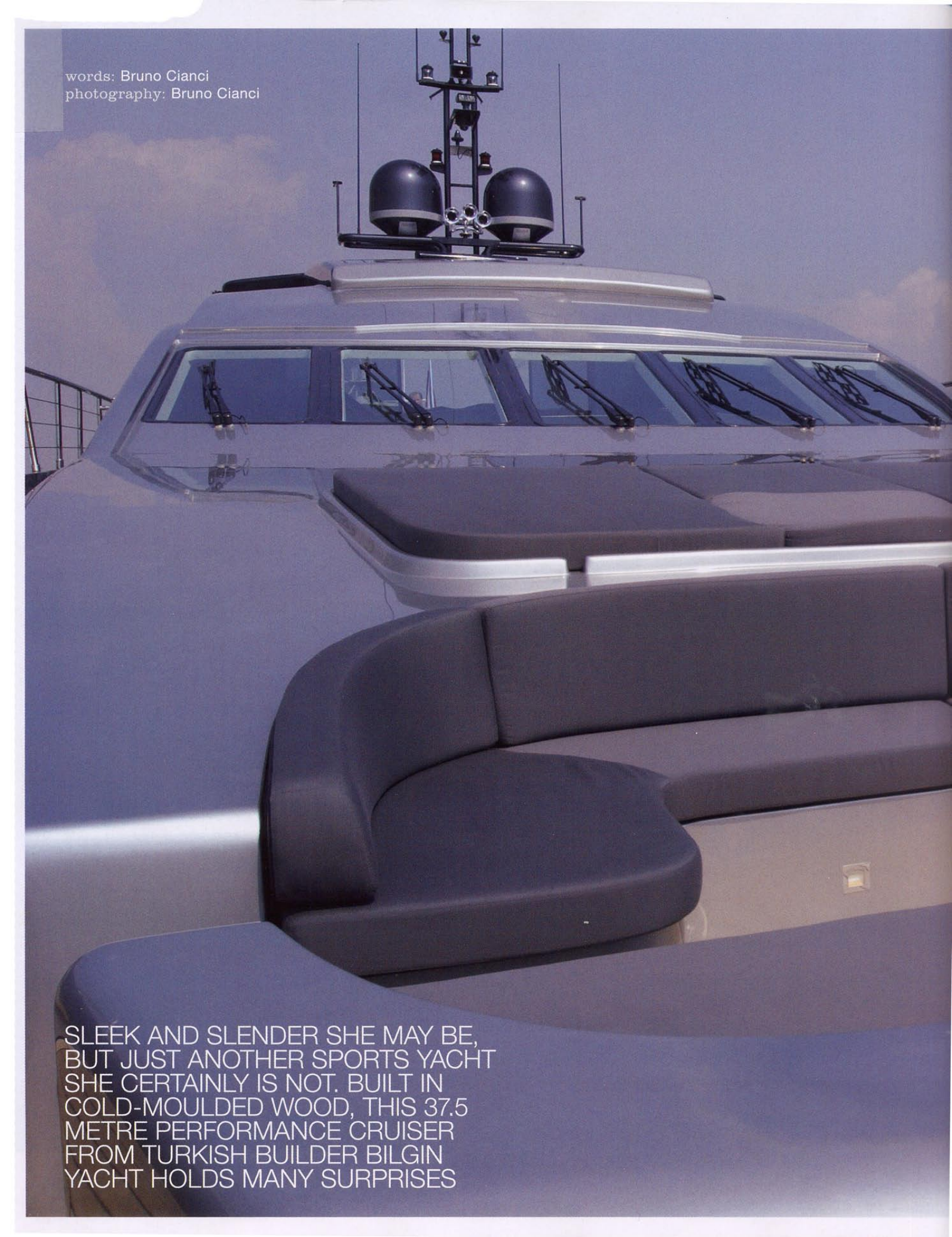
Return of the CLASSICS

VETERANS TO NEW DESIGNS ON
TRADITIONAL LINES

LA DECADENCE
SAINT-TROPEZ

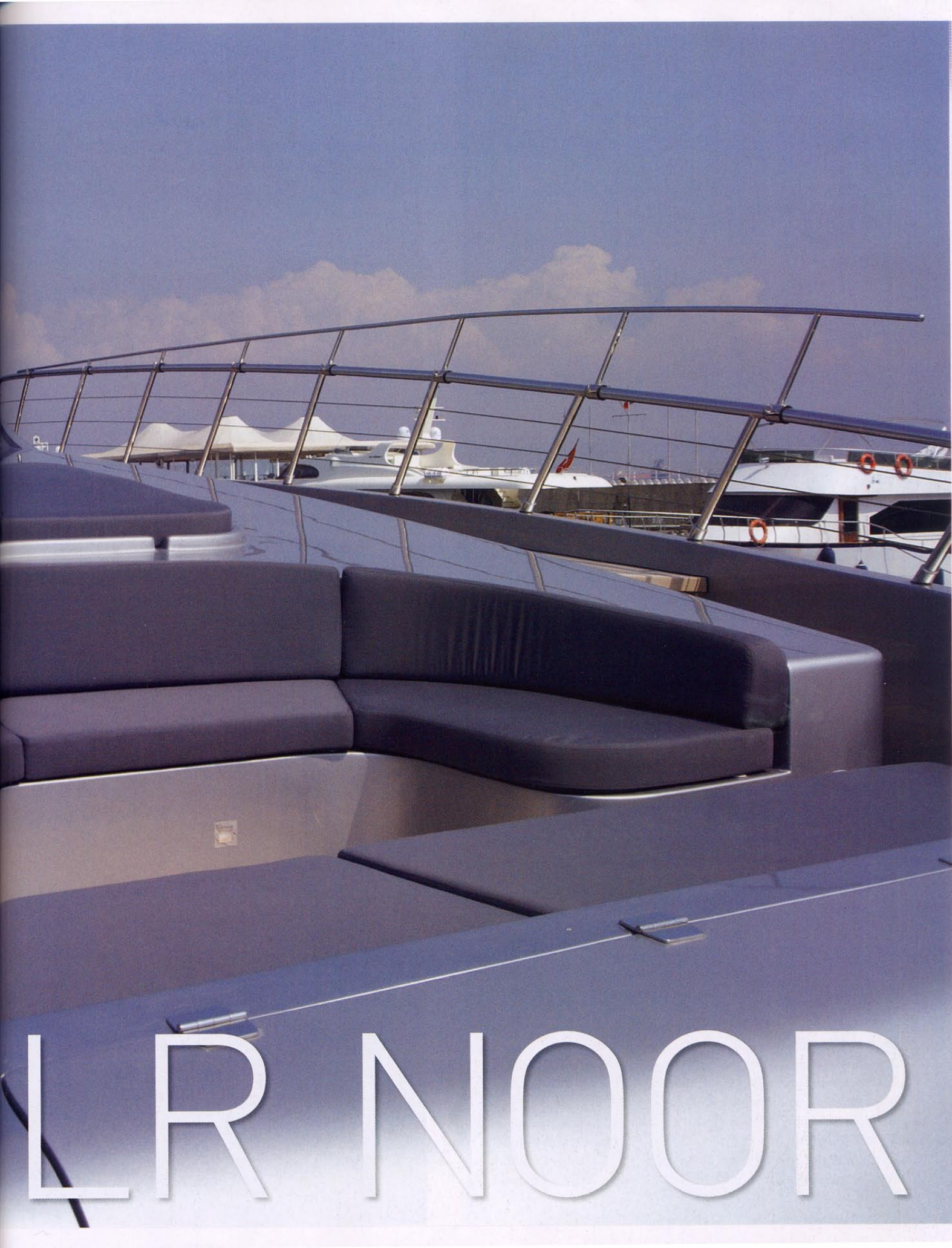


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photography: Bruno Ciani

SLEEK AND SLENDER SHE MAY BE,
BUT JUST ANOTHER SPORTS YACHT
SHE CERTAINLY IS NOT. BUILT IN
COLD-MOULDED WOOD, THIS 37.5
METRE PERFORMANCE CRUISER
FROM TURKISH BUILDER BILGIN
YACHT HOLDS MANY SURPRISES



LR NOOR



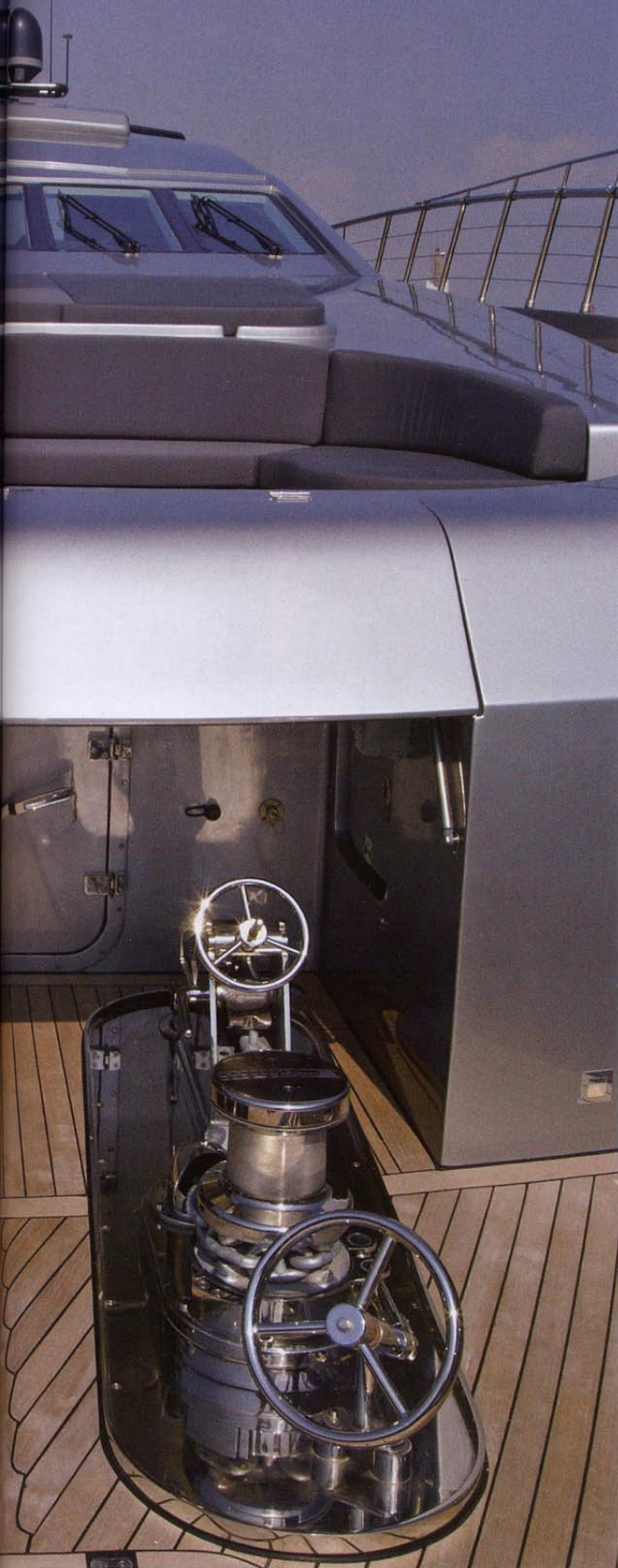
If you were to see Bilgin Yacht's new 37.5 metre motor yacht, named *LR NOOR*, you might be forgiven for thinking she was just another aluminium sports yacht. But look a bit deeper, and you would discover she has got a wooden soul, just like all the previous builds of this Turkish yard. Her hi-tech look, her glass, her grey and sheer silhouette and the sense of power of her hull, all contribute to deliver a message of contemporary style, reassuring soundness and strength.

Launched in Istanbul in October 2009, she was completed over the winter and delivered to her proud Egyptian owner in April. She is the first of two trideck sisters, the second of which is due to be launched in time for an autumn delivery. Since 2002 – when under the name Osis Tekne the yard sold its first yacht outside Turkish waters and thus decided to focus on foreign customers and bigger sizes – Bilgin Yacht has built almost 40 boats spanning 25 to 45 metres. The yard's growth has been impressive: after 2002 the turnover increased by nearly 50 per cent; after 2005 it grew by 80 per cent and it has almost doubled every year since then. Clients from Russia, Greece, Britain, France, the US, India and Egypt knocked on the door. It was an Egyptian businessman who commissioned *LR NOOR* in 2007. In June 2007, Turkish naval architect Mahir Bestas began working on the design of the hull and superstructure after taking over all projects from the previous naval architect, Kerim Demir. The yacht was to be built in cold-moulded mahogany using West System epoxy, a technique the Turks have plenty of skill and experience in using.

A few months later, the owner and his wife started to look for a suitable interior designer. The couple pored over copious specialist magazines for ideas, and in November 2007 they made contact with Milan-based Studio Hot Lab. An initial meeting was set up in Istanbul, where the keel of the yacht had been already laid; 21 more meetings followed.

The team included Turkish naval architects led by Bestas himself, the Italian interior designers, British surveyors and other players from all over Europe. It took some time to blend all the experience involved, but in the end this mix of different backgrounds, both cultural and professional, gave birth to a successful, balanced and refined project, accomplished in total accordance to the owners' tastes. 'For our part of the project,' says Enrico Lumini of Studio Hot Lab, 'we proceeded as usual – meeting the owners,

In the absence of a true flying bridge, the upper aft deck forms the main outside living space, complete with aft bar. Seating and sunbeds on the forward coachroof offer a private spot for sunworshippers





again and again. We first discussed, in quite an informal way, their expectations, desires and what kind of lifestyle would be lived on board.'

The second meeting was held in Milan, Hot Lab's home turf. Several days were spent visiting showrooms around Italy's capital of fashion and design. 'We had,' Lumini adds, 'all the privacy to discuss what they liked and what they didn't, which fabrics, wood and leather they preferred and so on.' Further meetings led to the general arrangement of the interiors and the choice of colour palette. The layout was basically bound by the naval architects but Hot Lab was still able to intervene on occasion.

Priority was given to the amount of space in the cabins. Their number has been kept down to a mere four, comprising the owner's suite on the main deck and three guest cabins on the lower deck. It was also Hot Lab's decision to place the dining area on the upper deck, next to the wheelhouse. Only a few steps and low containers separate the dining area from the futuristic cockpit.

Beside this, *LR NOOR* is a fairly traditional yacht in her general layout. The main living space uses chocolate tones, polished wood and exotic leathers to create an elegantly warm environment. The plush seating area is furnished with dark brown freestanding Baxter sofas around which run a series of containers. The linen deckhead covering is toned down, while a central lacquered strip reflects every detail, adding an even greater sense of space. The cabins and the upper deck have lighter tones and are fresher and brighter. The owner's cabin and its en suite are both full beam, and the sleeping area has two generous single beds with LCD televisions rising from the ends. The twin beds were a specific request of the client.

'The owners wanted to share every decision with us,' says Antonio Romano of Hot Lab. 'We love it when the clients become confidants, and are friendly – you can share emotions and dreams with friends. We received calls regardless of the project, sometimes only because they had noticed something that caught their attention: a scarf, a bag, a car, whatever inspired them. I remember when sitting outdoors, a couple of winters ago, the owner took off the sheepskin coat he was wearing, dropped it on a teak table and said, "This is the colour I want". We developed their ideas and tried to think in the same way.'

The materials used for *LR NOOR*'s interior are varied and numerous, including wood, leather and wallpapers, generally delivering a soft and



'The owners wanted to share every decision with us. We love it when clients become confidants – you can share dreams with friends'





Smart and sophisticated, the main saloon area benefits not only from direct and reflected light, but gets added space thanks to the decision to locate the dining area on the upper deck behind the futuristic wheelhouse



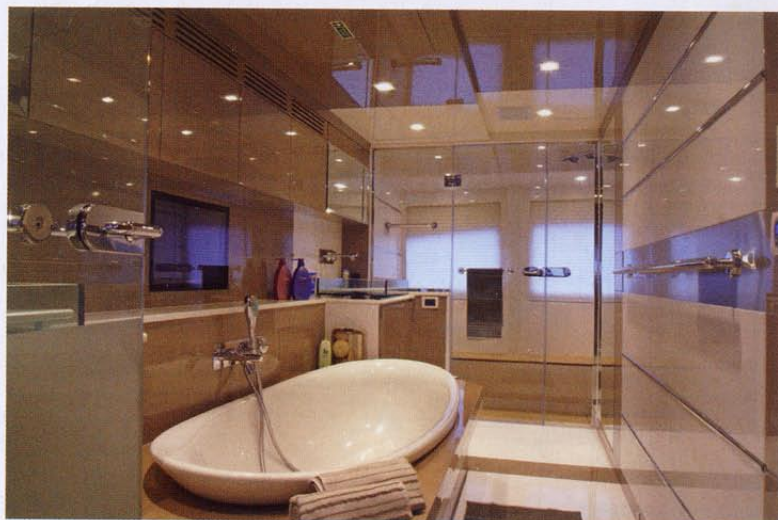
About the yard

Bilgin Yacht specialises in motorboats spanning 25 to 45 metres in length, with highly customised interiors and exteriors. The yard was founded by Bilgin Sengun as a family business in the 1950s and is now run by his son Ismail and nephew Mehmet. Bilgin Yacht started building wooden sailing boats and motorsailers, but since 2005 it has been taking on pure custom projects over 25 metres LOA for export. The company currently employs some 150 staff, including 50 carpenters and a team of architects and engineers. It works with well-known designers as well as having its own in-house design team. Bilgin manufactures furniture, fittings and other accessories for the interiors in-house.

The current shipyard covers around 5,000 square metres and can accommodate five to six projects simultaneously depending on size. Bilgin Yacht's biggest build so far is 45 metres, but the yard has ambitions to start building projects above that threshold. However, this would imply using steel and aluminium as the main build materials, while so far the yard has only worked with wood (using mainly West System epoxies with cold-moulded mahogany). With the new target in mind, Bilgin Yacht has already put together a team in preparation for its eventual entry into the larger yacht market. Its current facility is located in Kuçukçekmece (Istanbul) by the Sea of Marmara, very close to the city's main airport. There are plans to invest in a bigger shipyard and currently the company is searching for a suitable location to satisfy its new ambition.



Natural light floods both the upper dining area (left) and the master cabin, which, at the request of the owners, features twin beds. Creams and chocolate tones form the main palette



calm feeling. The glass and steel stairway to the wheelhouse and the dining area is a masterpiece of hi-tech design. The dining area is furnished with an oval Hot Lab-designed custom table surrounded by Molteni chairs. It shows the logo of the yacht in the centre and hides a precious detail: the central leg is hollow to channel natural light directly to the bar table in the main saloon below. *LR NOOR* is full of other hidden details, too: the ends of the beds are not simply aesthetical and structural but also hide an extra wool and silk blanket kept in place by two leather straps. The tops of some of the tables double as trays that stewardesses can easily remove to take glasses and plates away.

The upper deck resembles a porch, a crossing point: a huge skylight illuminates the entire white lacquered area, spreading light everywhere, while sliding glass doors aft lead to the generous outside space, which is furnished with light brown freestanding Dedon couches and white upholstered armchairs. Towards the aft end is a bar with four fixed stainless steel stools, while the sunbathing area, complemented by further seating, nestles on the coachroof forward of the wheelhouse.

The main aft deck features a cosy seating area that benefits from permanent shade. Furnished with a low table and soft surfaces, it invites casual conversation or peaceful solitude. Twin teak stairways head down to the aft bathing platform and to the hydraulic garage door, behind which the Castoldi tender and toys are stowed. Forward of the garage bulkhead lies the engine room, clean, white and clinical. It houses *LR NOOR*'s twin MTU 2,400hp engines which give the yacht a maximum speed of around 20 knots, and a respectable cruising speed of 17 knots.

There is an old adage that suggests beauty is only skin deep, but peel back the layers of Bilgin's latest project and you will see it runs much deeper – right down to that wooden core. It will be interesting to see what becomes of Bilgin's plans both to expand its yard capacity and increase the size of its yachts, with the resultant move into new construction materials and methods. But with a solid history behind it, a quality series of products, and an accelerating rate of growth, there is little doubt that Bilgin Yacht will be one to watch for the future.



LR NOOR

LOA 37.5m
BEAM 7.5m
LWL 31.4m
DRAUGHT 1.8m

DISPLACEMENT
185 tonnes

ENGINES
2 x MTU, 2400hp @ 2,450rpm

SPEED (MAX/CRUISE)
20 knots/17 knots

GENERATORS
Onan, 1 x 65kW, 1 x 50kW

THRUSTERS (BOW AND STERN)
Side-Power

STABILISERS
Trac

FUEL CAPACITY
32,000 litres

FRESHWATER CAPACITY
4,500 litres

BLACK WATER CAPACITY
3,000 litres

OWNER AND GUESTS
8

CREW
5/6

TENDER
Castoldi

CONSTRUCTION
Cold moulded wood and West
System epoxy

CLASSIFICATION
RINA Charter Class + MMA

NAVAL ARCHITECT
Mahir Bestas

EXTERIOR STYLING
Mahir Bestas

INTERIOR DESIGNER
Studio Hot Lab

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