

# THE YACHT

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# report

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contract with the Turkish Ulutas joinery company who worked on the *Maltese Falcon*. The completion of the yard will then include six halls with capacity to deliver two yachts a year. The company is also considering a second yard, which will construct hulls and superstructures.

Sunrise Yachts (above left) is a newcomer to the Turkish superyacht-building sector in terms of a company but its Chief Executive Guillaume Roche has been around in the industry for several years having previously owned a shipyard and also project managed a number of newbuilds. Roche explained to *TYR* that the new 8,500-m<sup>2</sup> shipyard in Antalya will be completed in June and represents an investment of some €4 million.

Work on two 45-metre motor yachts with interior design by Franck Darnet and naval architecture by Studio Scanu are already in build. Both will have steel hulls and aluminium superstructures and are scheduled to be completed in May and September 2009. Camper & Nicholsons have been appointed the marketing partner for these yachts. Roche told us: "We have just arranged a new design for a 52-metre sailing yacht from Tony Castro in the UK, which is a very exciting project."

The new Sunrise Shipyard in the Antalya Free Zone is able to build yachts up to 65 metres and has two 100 x 16 x 15-metre construction halls and a fully climatic 66 x 16 x 17-metre paint shop. "That is a totally new facility in Turkey," Roche commented. "The yard also includes free dedicated accommodation for the sub-contracting companies so that all the necessary services are on one site."

RMK's Yacht Division is also investing to upgrade its facilities. The most recent feather in the cap for RMK Shipyard, the Koc Group owned company, is the winning of the Oyster sub-contracts, in respect of building their new 100-foot and 125-foot Dubois designed sailing yachts. The company is investing in a new construction shed to serve this contract, which



will be completed later this year. It is also going to construct a new €2 million specialist slipway with a rail launch and retrieval system that will be ready by August this year. This new slipway will be able to handle yachts up to 60 x 15 metres and 685 tonnes capacity. Mike Burnham, Director of RMK Marine's Yacht Division, said: "We are continuing a programme of improvements", promising other announcements later in the year.

Oyster Marine (UK HQ above right) told *TYR* that these new superyacht projects "are progressing to schedule at RMK in Turkey and we are very happy with the work carried out to date. The work is taking place in their existing build premises. The hull plug for the 100 is substantially complete with frames and skins applied and we expect fairing to commence shortly. The first Oyster 100 will be launched early in 2010. Tooling for the Oyster 125 will commence as soon as the 100's tooling is complete with the first 125 scheduled to launch in early 2011." On the custom build side RMK is finishing off *Nazenin V*, due for launching in the third quarter of this year and has a new 40-metre project that they have started work on.

The Proteksan Turquoise Shipyard (page 148) is Turkey's largest superyacht builder and currently has seven yachts in build (NB 47-51 and NB53-54) with one contract (NB 52) having only just been signed. Proteksan moved into its new Guzelyali-Pendik shipyard last year, though its hulls are built in Izmit in the FTZ, and barged to Pendik for completion. The yard can build yachts up to 110 metres in length and has the capacity to build four yachts simultaneously.

Of the eight yachts (one signed, seven in build) two, of 53.4 and 53.9 metres, are due for completion in 2008. They will be followed in May and December 2009 by motor yachts of 54.7 metres and 58.2 metres. At present 2010 has just one completion planned, that of a 55.7-metre boat with the two 70.54-metre crafts following in January and June 2011.