

NETHERLANDS' LEADING BUSINESS-TO-BUSINESS MAGAZINE FOR THE INTERNATIONAL SUPERYACHT INDUSTRY

SYI 2010

VOLUME 5

ISSUE 4

Super Yacht

i n d u s t r y

Monaco

THE SUPERYACHT SHOW

Kokomo

NEW ZEALAND'S LARGEST

Sea Test Days

MADE IN ITALY: BEYOND LIMITS

Club Yachting Life

PASSION FOR YACHTING



Mystic

Turkish Delight



MYSTIC

BUILDER
NAVAL ARCHITECTURE
EXTERIOR DESIGN
INTERIOR DESIGN

CMB Yachts
CMB Yachts
Diana Yacht Design
Schnaase Interior Design

Several years ago, the Basaran family experienced their own sailing yacht build at a shipyard in Antalya. When the shipyard got into financial difficulties the Basaran Group took over the yard, to start up a new concept with CMB Yachts. In addition to building large steel and aluminium yachts, the yard specialises in composite construction and turned an original steel yacht design into a composite project, with a uniquely performing superyacht as a result.



When during the Düsseldorf boatshow in 2007, Turkey based Mr and Mrs Basaran were introduced to Schnaase Interior, who in turn were presented with Diana Yacht Design's 46 m design, the team was complete. The Basaran family had completed their own 32m sailing yacht at a shipyard in Antalya, and decided to take over the shipyard and start up CMB yachts. Diana's original design was intended to be built in steel. One of CMB's strongest points however, is the construction of composite yachts. As a natural result 46m Mystic would be constructed in E-glass and epoxy, with a PVC foam core. The resin used is Ampreg 22 epoxy from GURIT – SP High Modulus and is approved by RINA. During the project, SP High Modulus specialists were involved as structural engineers.

CMB reports that this is the largest GRP composite motoryacht built in Europe to date. Murat Solak of CMB comments: "It has many advantages over other material, such as a favourable strength to weight ratio, rapid construction and cost effectiveness. It also offers excellent resistance to harsh environmental influences such as ultraviolet, salt and extreme temperatures." Her construction had a major influence on her performance at sea, about which Mr Solak continues: "Sailing her feels very smooth and comfortable. You can easily feel the difference with a steel or aluminium construction. The maximum speed is 17 knots and cruising speed is 12 knots, whilst her MTU engines perform perfectly, with low fuel consumption."

Nouveau Art Deco

Birgit Schnaase of Schnaase Interior Design explains that soon after a visit to the yard, a decision was made about the interior style: "Following the first ideas, we agreed on a semi-classical style and a bit of a new interpretation of Art Nouveau. Mrs Beril Basaran, who runs a successful design studio in Istanbul, calls it Nouveau Art Deco. We thought that the interior design of the vessel for this newborn shipyard needed to be significantly different from others and

we immediately thought it should address oriental tastes more than the Northern European market." Schnaase Interior introduced a wide variety of material to the design: "The concept was to obtain the Art Nouveau look with its typical precious Macassar wood. We chose strong dark trims and profiles for the walls and skirting boards, and impressive glass chandeliers, pearl inlays and details, fancy loose furniture and crystal items. Furthermore, we added materials such as the shimmering Majilite panels, big handles with gold finish, and typical Art Nouveau patterns, but applied to a modern fabric. The warm golden Onyx floors are mixed with leather and silk. We know that it is a heavy mixture of strong materials, but that is what we had in mind from the very first beginning."

Eye for Detail

The aft section of the main deck offers a comfortable lounge area, and a roof covered open air dining area. The entrance on this deck provides direct access to the main salon with complete bar. As pointed out by Birgit Schnaase, the interior combines a wide range of materials, it however offers a calm atmosphere with natural colours and gold details. To enhance the lavish look, gold details return throughout the yacht, one example being the custom made handles and accessories by Brussels based Vervloet. A dining room with adjacent pantry and galley is situated behind the salon. The bow area of the main deck accommodates a fitness area with sauna, and 11 m² cinema. This cinema features a fully automated Creston and Berker system, which manages a range of equipment, including the movie itself, music, blinds, lighting, air conditioning, the play station and onboard cameras, both underwater and with views of the exterior sides. The ceiling is adorned with Swarovski optic fibre lighting.

The lower deck accommodates four en suite guest rooms. Trials confirmed comfortable cruising, with the sound in each cabin being just below 58 dB, when running the yacht at maximum speed. The two double and two twin cabins are dominated by the light



carpet, which contrasts nicely with the dark leather used for the furnishing. The crew area is situated in the bow of the lower deck and includes a fully equipped crew mess. In total the yacht accommodates a crew of eight plus captain, and ten guests.

Private Retreat

The upper deck features a spacious aft area that can easily function as an alfresco extension of the private owners area. From the deck centred sliding doors provide entrance to the owner's suite that is luxuriously decorated with designer furnishings, bright carpets, fine bed linen and an eye-catching Porta Romana lamp. The bed is separated from the carpet by dark coloured leather panels. The gold panels behind the bed are a dominating focal point

in the room and a Ralph Lauren chair perfectly complements the Art Nouveau details in the interior. Ample space remains on the sides for a desk and dressing table with drawers for extra storage. A lid mirror lifts up from the table top. Forward of the suite is a full beam walk-in wardrobe. The wardrobe separates the suite from the bathroom on port side, of which the gold Bisazza mosaic tile walls and dominating mirrors are a striking feature. It incorporates both a large bath and a separate shower, and the floor is light natural stone to provide a bright overall tone. On the starboard side a separate study completes the owner's area. The furniture is Wenge wood, combined with Hansa armatures and a Flexform armchair and sofa.

Automated Systems

As is traditional, a captain's cabin is located towards the bow of the upper deck, directly next to the bridge. From the owners study the lobby also leads directly to the bridge that is extensively equipped with, for instance, Furuno and Jotron technology. A comfortable lounge is created behind the control area, to allow crew, owner or guests to follow the yacht's progression. To make work easier for the captain and engineers on duty, the yacht is fitted with a fully automated and integrated system with Schneider electronics and Phoenix software, which allow all systems to be controlled by two touch panels, one in the engine room, one on the bridge. This manages a long list of equipment and facilities, such as pumps, power generation, engines, navigation lights, alarm and monitoring systems, thermal cameras, tanks, hatches and doors. The bridge also includes a separate system room. Extensive communication throughout the yacht is facilitated by Audioline phones with connections in the system room, bridge, salon, dining area, galley, crew mess, master and guest cabins, cinema and gym.

Multi Purpose Area

The flybridge deck offers more outside lounging options, and a covered bar and lounge on the centre of the deck. Like in the cinema, the ceiling features fibre optic lighting to provide a festive atmosphere at night. In total in fact, Mystic is fitted with 2000 ceiling holes of less than one mm, all for fibre optic lighting. The bar features cooking facilities to make it a relatively independent area in terms of servicing. On the aft area sun lounges surround a Jacuzzi, and forward is a spacious deck. The latter area features deck chairs that can be raised from the teak deck by use of wireless remote control. This way the area serves as a perfect platform for parties and as a lookout point over sea, when the chairs are not in use.

The flybridge is supported by stainless steel beams. Stainless steel details return regularly in the exterior, such as the hand rails, and are all grade 316L. All teak on deck is unvarnished, whilst the bulwark is adorned with a classic looking varnished mahogany cap rail.

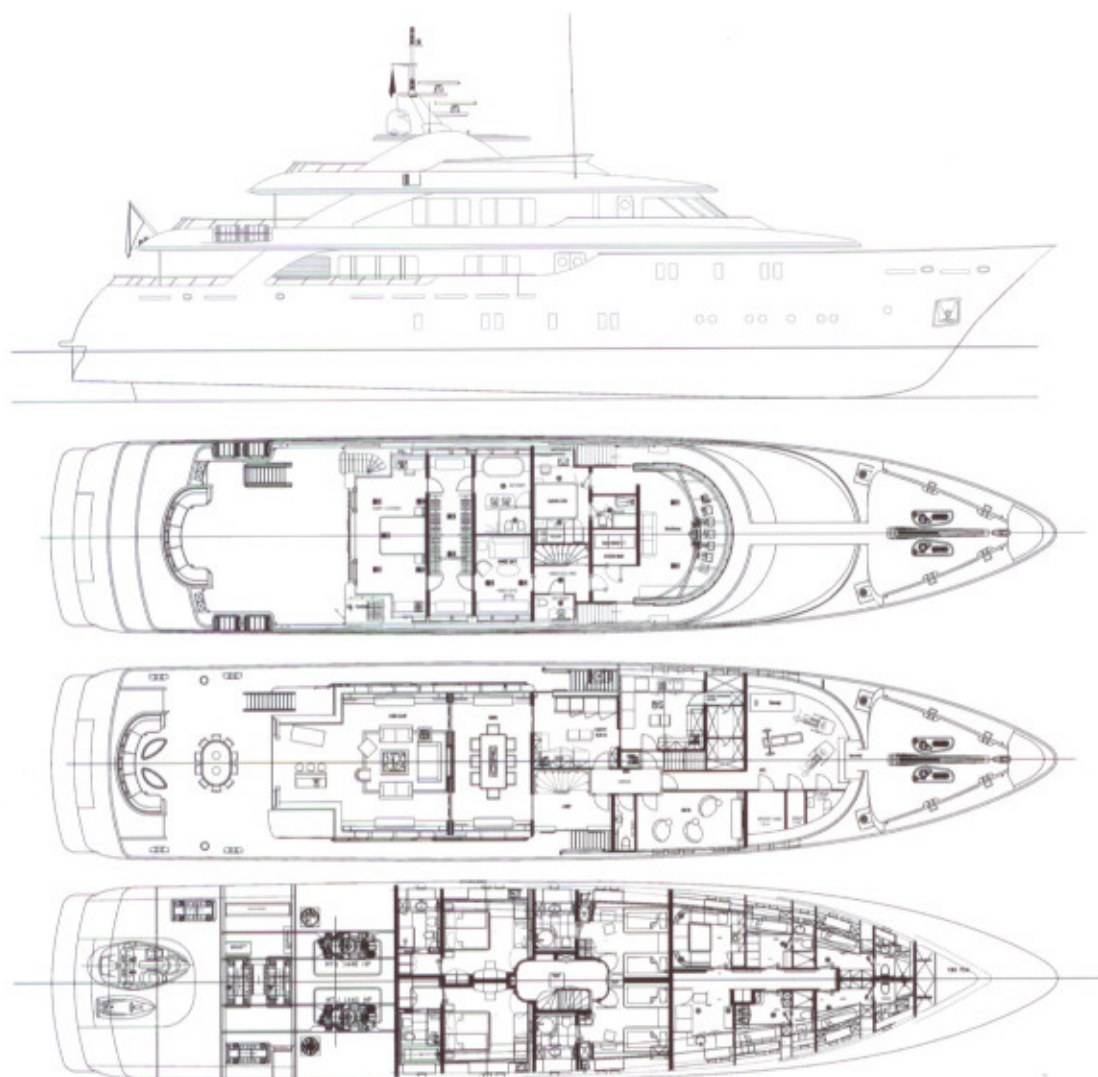
Telescopic Solution

Mystic has a hydraulic telescopic signaller called Moonlight, which Italy based Besenzoni supplies for yachts above 40 m, to ensure safe night time navigation. This was supplied via Turkish dealer Marina Deniz, and custom made to reach a height of 9.5 m. It is designed to return to half its length when not in use and a compact design further safeguards the yacht's aesthetics. For the engine room the same company custom developed a watertight door, in compliance with RINA specifications. It is oven-painted at 220° C with a corrosion resistant polyester powder. Apart from these custom products, Besenzoni provided an overhead beam crane for unloading the tender, a side ladder and a



hydraulic bathing ladder for the swimming platform. The swimming platform further features stainless steel handrails and underwater lights from SeaVision. This part of the stern also gives access to the garage that accommodates a Jetski and tender. The garage opens hydraulically and features an electric winch.

The twin-screw yacht is powered by a twin-engine propulsion plant consisting of two MTU 12V 2000 M72 diesel engines, who give her a range of 4,000 nautical miles at cruising speed. Power is derived from two 105KW Northern Lights generators and one smaller 55KW emergency / harbour generator.



Main Suppliers & Subcontractors

American Bow Thrusters Bow & Stern Thruster | AMX Entertainment automation system | Arcturus Marine Stabilizer | Awigrip Paint finish | B&W Entertainment automation system | Besenconi Crane, Passarelle, Beach step ladder | BT Marine Propellers, Shafts | Cantalupi Lighting | Carlisle & Finch Searchlight | Cassens & plath Compasses | Centek Exhaust silencers | DATA Steering system, Windlass, Aft deck capetans | Dupont Paint finish | EVAC Vacuum system | Furuno 3D Navnet system | Hamann Sewage treatment system | Harman Kardon Entertainment automation system | International Paint Paint system | Kahlenberg Horn | KVVH VSAT Antenna | Marine Air Air conditioning system | Mascot Insulation | Mastervolt Shore power converter, Battery charge system, Inverter | Miele Galley and laundry equipment | MTU Main engines | Niro Petersen Hinges, Locks | Nomen Cleats | Northern Lights Generators | Plastimo Life rafts, First aid kit, Life Vests & Rings | Ralph Lauren Chairs, Armchairs | RINA Classification | Sea-Doo Tender, Jet ski | SeaVision Under water lights | SIKKA Glue, Deck sealer | Swarovski Spots, Lighting | ZF A drive gearboxes

i. www.cmbayachts.com

Photo courtesy of CMB Yachts,
photographer Bruce Thomas

Facts & Figures Mystic

Principal particulars

Length o.a.	46.0 m
Beam	9.0 m
Draught	2.4 m
Displacement	270 t (not loaded)

Tank capacity

Fuel	65 m ³
Fresh water	11 m ³

Propulsion and power

Main engines	2x MTU 12V 2000 M72 1450 hp at 2250 rpm
Stabilisers	TRAC Zero Speed
Generators	2x Northern Lights 105 kW, 1 x Northern Lights 55 kW

Performance

Max. speed	17 knots
Cruising speed	12 knots
Range	approximately 4000 nm at cruising speed

Construction Composite E-glass/Epoxy/PVC Corecell Foam

Classification

RINA Charter Class,
Unrestricted Notation, MCA