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# BOAT

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ON BOARD **SENSES, AVALON & AMADEUS**

**CRUISING: MAURITIUS to MADAGASCAR**

**Sanremo Report • Oyster 66 • Coy-Koi**



INTERNATIONAL



deployment of the tenders using a winch system rather than the often temperamental cranes. *Amadeus* has a 'big yacht' style, drop-down transom which creates a large swim platform. The spacious garage houses the latest, four-person Yamaha Waverunner and a Novurania 530DL RIB.

The owner had a very clear idea of the sumptuous accommodation that he wanted for his boat: 'as you can see, the interior is all high quality timber, Brazilian mahogany with burr walnut surfaces and finishes. If you look carefully at all the wood edging you will notice that the grain follows the curves and there are no joints. That is because all the edging around the yacht is made from 75 glued layers of veneer'.

Stepping into the main saloon area, the richness of the mahogany and walnut joinery creates a warm and comfortable ambience. To separate the saloon from the dining area, there is a well-proportioned cabinet with two columns finished in burr walnut. At a press of a switch, a 49-inch plasma TV screen rises between the columns to create a very effective home cinema arrangement, complete with hidden subwoofers. The owner made it known that he dislikes seeing televisions on a yacht, therefore all the Pioneer DVD, CD, VHS and screens are well hidden behind doors in all the cabins.



Above: the high quality mahogany and walnut joinery is particularly evident in this twin guest cabin

Forward, on the other side of the television cabinet, the eight-seater dining table warrants running one's hands over the laminated veneer edging and marvelling at the fine, walnut-finished surface. At this point one could step to port and view the functional galley or decide whether to go up or down the spiral staircase. Dropping

down to the lower deck brings one to a small hall area. Aft there is the first of the two full-width guest doubles with walk-in wardrobe, marble-finished en suite shower room and comfortable seating areas. Forward are two equally well-finished twin cabins and another full-width double of similar size to the aft which, refreshingly, has a change in layout. Back up to the saloon, a corridor to starboard leads to the owner's suite comprising a study, a walk-through wardrobe area forward and a large, marble-finished shower room to port.

A cleverly built-in Nintendo controller in the bulkhead of the study is proof that the owner's children need to be catered for as well when cruising.

The three-cabin crew quarters is only accessed from a stairway on the foredeck and is completely self contained, with built-in entertainment systems.

Up the spiral staircase is the bridge, finished in burr walnut and yellow leather upholstery. The navigation electronics are all ergonomically positioned on individual timber plinths, angled for easy viewing from the helm position. Most notable is the fact that there is no steering wheel. The eye also quickly notices both the MTU engine controls quietly flashing, telling you that neutral is engaged and the MTU monitor screen which is capable of displaying all the engine functions in a single display.

As far as propulsion is concerned, this is a state-of-the-art yacht. The engine room, with its separate control room, is dominated by the twin 12V 396TE, 2,285hp MTU diesels. Electrical power is provided by three Kilopak generators, which total some 96kW of available output.

With her fine Turkish timber and high quality craftsmanship, as well as her sophisticated German propulsion system, *Amadeus* is an exceptionally comfortable cruising yacht.

## AMADEUS

### LOA

34.70m (113ft 10in)

### Beam

7.10m (23ft 3in)

### Draught

1.43m (4ft 8in)

### Displacement

100 tons

### Engines

2 x 12V 396TE 2,285hp

MTU diesels

### Speed (max/cruise)

32 knots/28 knots

### Fuel capacity

11 tons

### Water capacity

2.50 tons

### Electricity generators

2 x 42 kW Kilopak  
equipped with 1,500rpm  
1 x 12kW Kilopak equipped  
with 1,500 rpm

### Entertainment systems

Pioneer DVD, CD, VHS  
and screens

### Air-conditioning

CLD Refrigeration-  
Climatization system

### Accommodation

10 guests

### Hull construction

Mahogany planking on  
Iroko frames

### Classification

RINA#full-class

### Naval architect

Mahir Bestas - In-house

### Exterior styling

Haluk Tozun - In-house

### Interior designer

Ugar Kose - In-house

### Builder/year

Dragos/2000

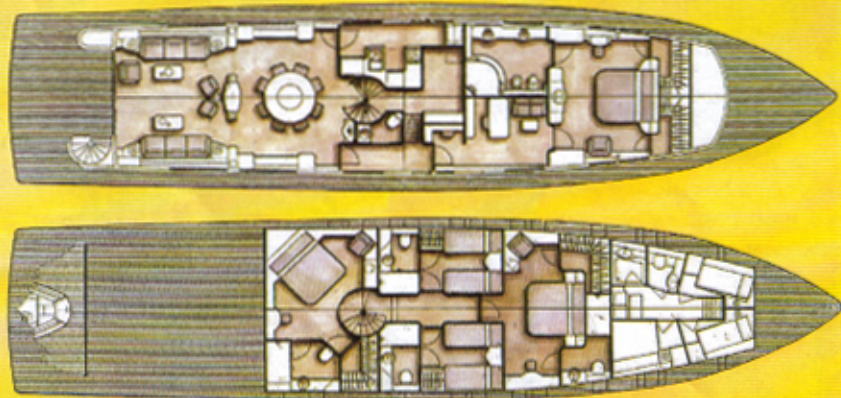
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Far left: complemented by eight stylishly upholstered chairs, the walnut-veneered dining table is a magnificent work of art  
Left: the master suite comprises an intimate study, a marble-finished shower room (above) and a sumptuous, full-width stateroom (below)







over to the marina to have a chat. I found *Galileo* at the fuel pumps and Shelley simply said, 'would you build me a 30m boat?' I replied yes; he asked roughly how much and within three minutes I had the order for *Amadeus*.

Like many projects, *Amadeus* grew from being a 30m yacht with two 1,800 MTU units. Because the owner wanted a bigger lazarette and a tender garage, we put in larger engines to keep the top speed around 26 to 27 knots. That's how *Amadeus* finished up at 34.7m with twin 2,285hp MTUs. Today with five yachts in build, another order for the owner and perhaps even a 50m later this year – so much for my retirement, and having my 'dream boat'.

*Amadeus* is built entirely of wood to RINA maltese cross full class classification. The hull comprises mahogany planking on

Iroko frames. The first planking (11mm thick) is angled parallel to the bow line, followed by a 90 degree layer, finishing with two more laminations longitudinally, making the average thickness 44mm. This produces a very strong, flexible hull, which is finished on both sides in epoxy, creating in effect a timber-cored epoxy shell.

Both the owner and builder agree on the desirability and benefits of an all-wooden boat. Furgac adds: 'I was working in wood at the age of six years old and it has always been my hobby. A wooden boat has a pleasant smell about it and the material is a natural sound and vibration insulator'.

At anchor *Amadeus* looks strong and powerful with high, safe bulwarks and simple yet striking lines. Underway the MTU diesels have a sweet, low whistle and the yacht climbs onto the plane quite

effortlessly with minimal propeller wash. At full speed she does create a bit too much spray at the bow, but as she has only a few trips under her belt, a little more trimming should solve this matter.

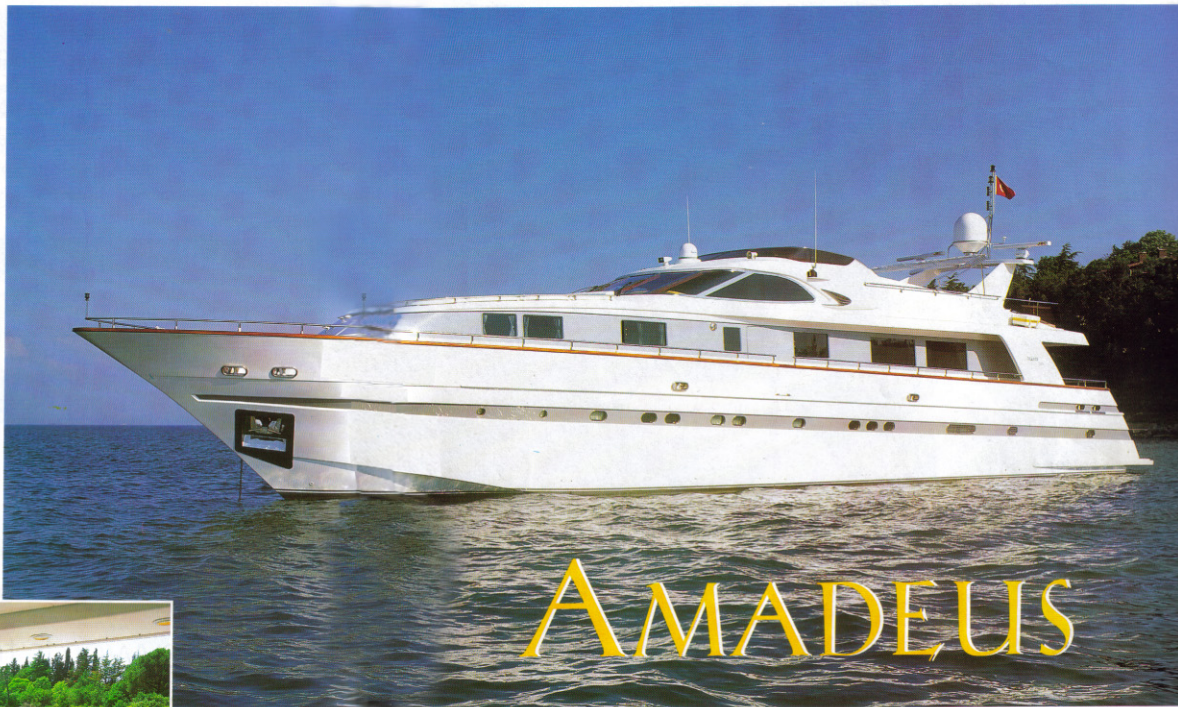
The long superstructure was designed for both interior volume and to allow for a very spacious sun deck and flying bridge. The owner's wife had an input here with the addition of a bar and electric barbecue grill, diverse seating areas and sunbeds. When the sun is too hot, there is a large bimini that will cover the main seating and dining areas. Access to this top deck is via the attractive spiral staircase amidships or the curved stairways from the aft main deck.

Tender garages do take up a great deal of internal space but the advantages are uncluttered deck areas and easier





Founded by a Turkish businessman, Dragos is becoming renowned for its impressive, all-wooden motor yachts. **Roy Roberts** talks to the owner of the yard and photographs the latest build **Amadeus**



Left: the dining area aft on the main deck provides a sheltered, comfortable area for guests to eat alfresco

Above left: the extended superstructure has resulted in a spacious and quite luxurious sun deck incorporating a wet bar and barbecue

To the uninitiated, Istanbul conjures up images of sunsets over the old palaces and singing spires. However with some 10 million inhabitants, Istanbul is a pulsating, sophisticated city that stretches along the coastline either side of the Bosphorus for as far as the eye can see. Every conceivable kind of commerce and manufacturing is here, complete with high rise suburbs, luxury shops and, of course, marinas.

In this booming economy, yacht building has come of age. There are not the wizened craftsmen building gullets by the water's edge but rather modern shipyard units crammed with yachts constructed to very high standards that would make even the Dutch nod in appreciation.

Set against this background, there is a

pleasant story about a successful 'retired', Turkish businessman who just wanted to build his own 'dream yacht', and a dynamic English businessman who decided he would like to try yachting. To build any custom yacht, a good rapport needs to exist between the builder and owner. Indeed the process is normally fairly intertwined but was even more so than usual in the case of *Amadeus*.

The paths of the owner of the 34.7m *Amadeus*, Norman Shelley, and the builder, Ali Furgac, first crossed in 1995. However, to establish a clear picture in one's mind, one needs to go back a few years and start with 'the builder's story'.

Furgac was successfully running a business in petro-chemicals and raw materials but decided he would like to

construct his own 'dream yacht', *Galileo*, a fast, 21m cruising vessel with two 1,000hp MTUs. Furgac continues the story: 'I had my boat for about two years and one day I was in English Harbour, Gekova Bay, when Shelley saw *Galileo*. He found out the name of my boat and through some friends, eventually found me and literally bought her on our first meeting! That was the start of my adventure into boatbuilding.

Shelley sailed her away for two years and I thought about embarking on 'dream boat II', but I never had the chance. A Greek friend followed by an Egyptian comrade asked me to build a yacht for them, so suddenly I found myself in the shipbuilding business, with a shipyard which I named Dragos.

After constructing six custom yachts, I had a telephone call from Shelley – could I drive