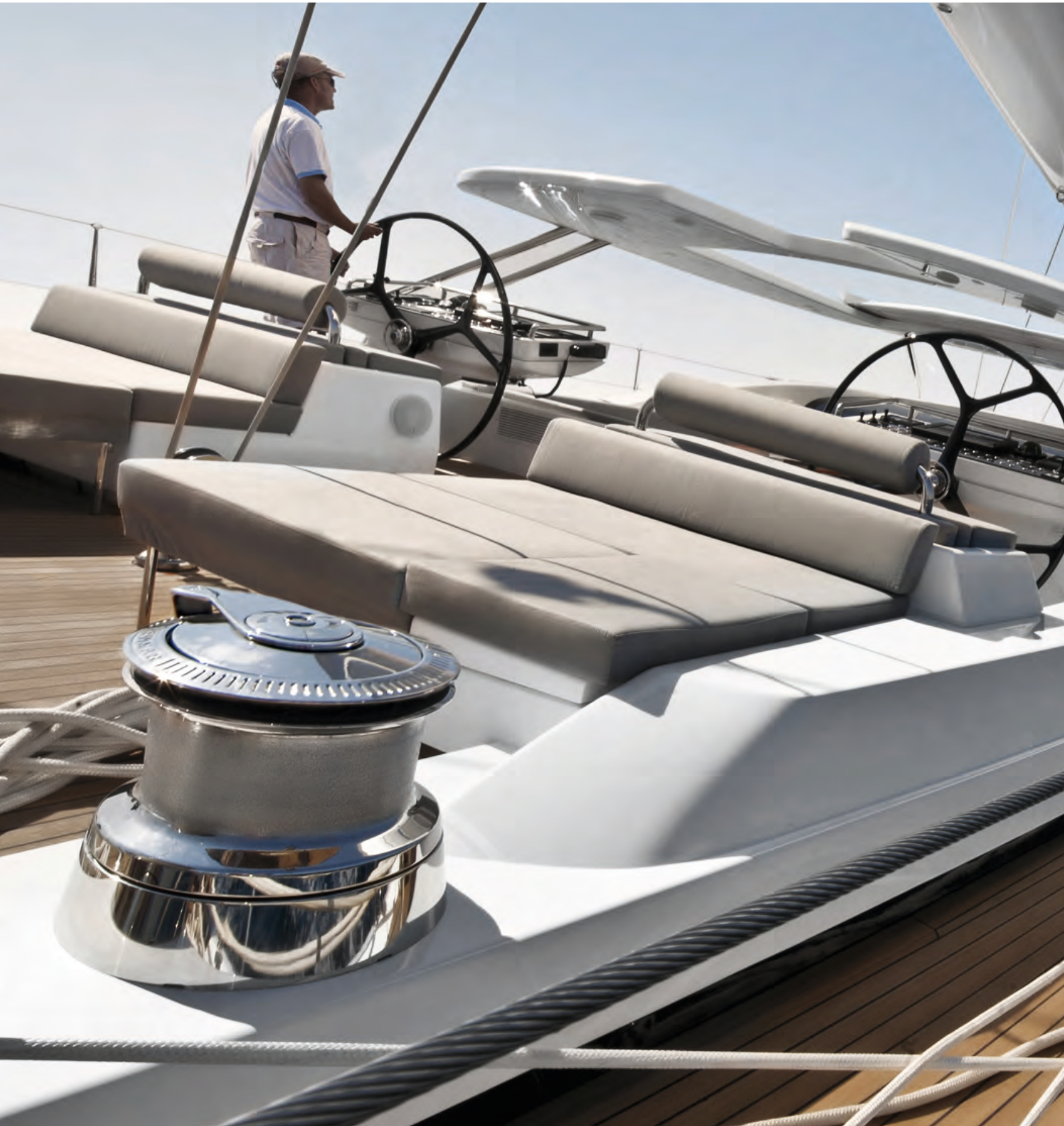
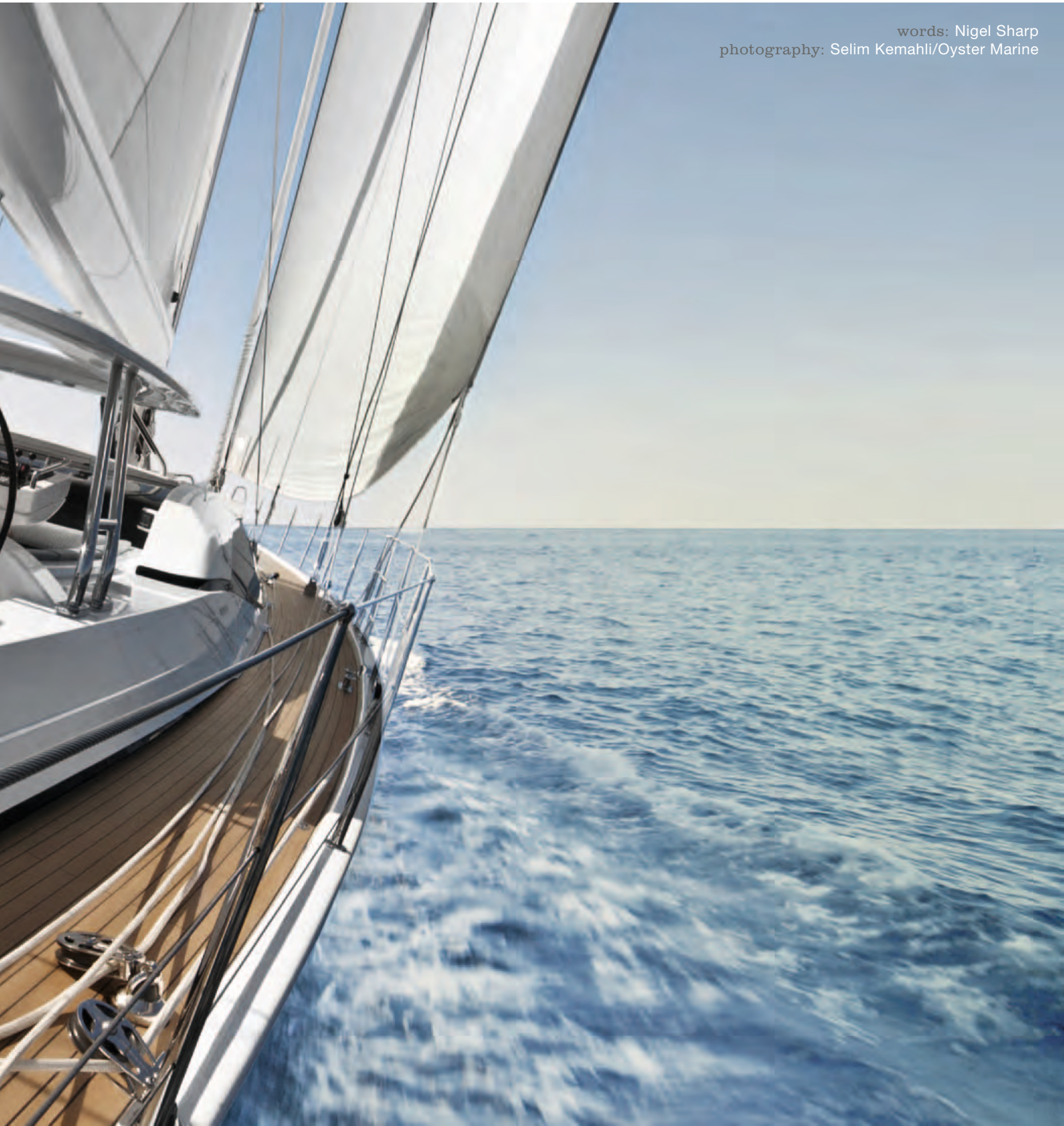
THE FIRST BOAT IN THE OYSTER SUPERYACHT RANGE COMBINES THE EFFICIENCY OF SEMI-CUSTOM DESIGN WITH EXCELLENT SAILING CAPABILITY AND BIG YACHT STYLE

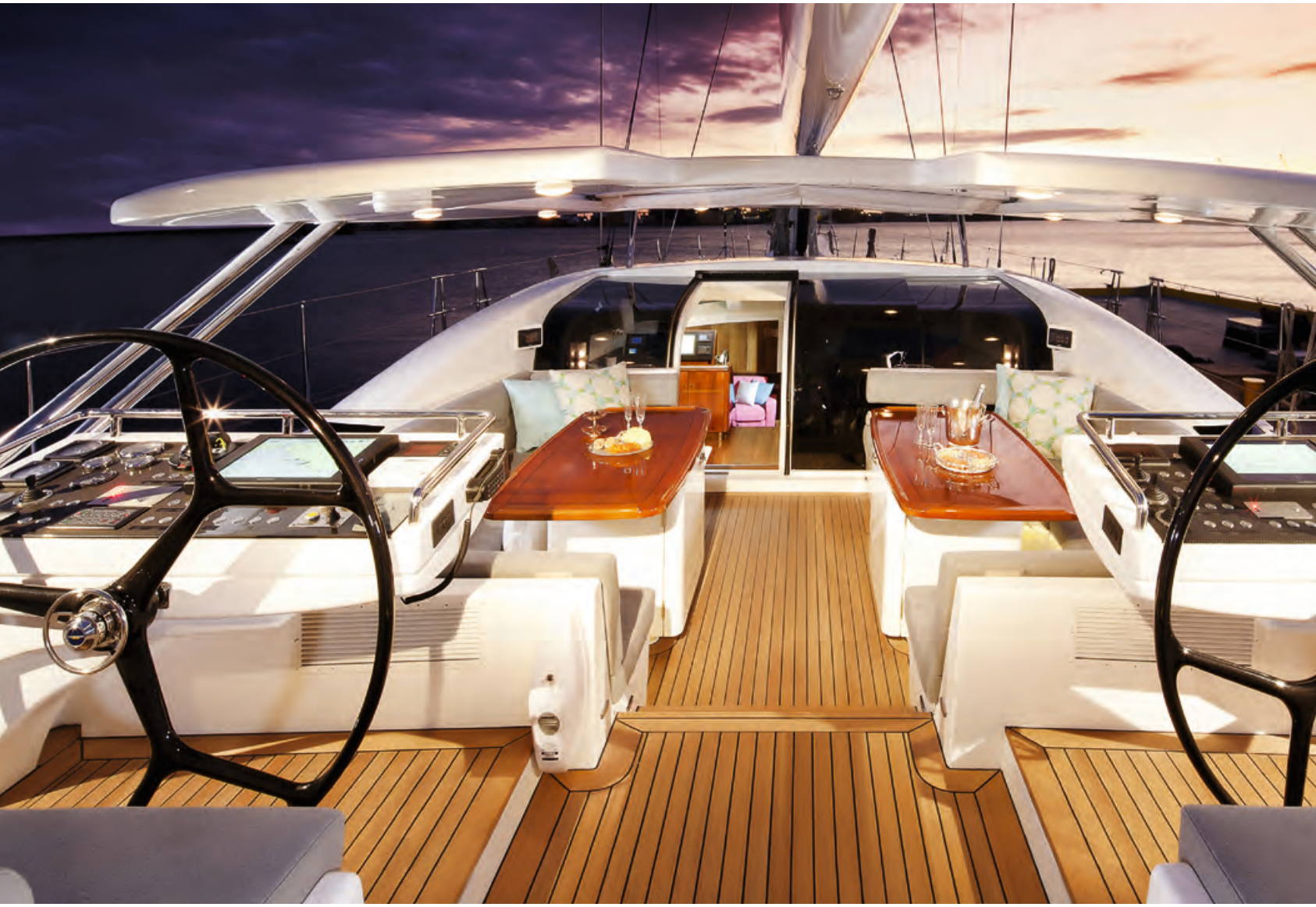


Sarafin

words: Nigel Sharp
photography: Selim Kemahli/Oyster Marine



‘When a customer has signed a contract and decided on materials we **build a mock-up cabin** and **completely fit it out**, even including **light switches**, so they can confirm it’s what they want’



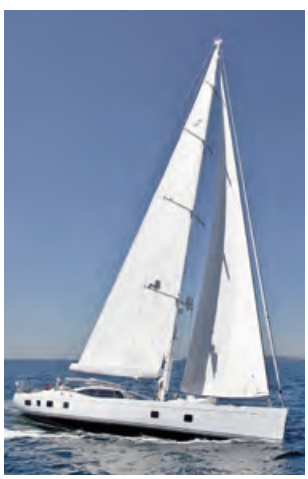
In 2007 an agreement was made between three companies – Oyster Marine, Dubois Naval Architecture & Yacht Design and RMK Yachts – to produce a new range of superyachts. The first of these, the Dubois-designed Oyster 100 *Sarafin*, has recently been completed at RMK’s yard just outside Istanbul, while a second 100 and a flybridge 125 are due to be launched next summer.

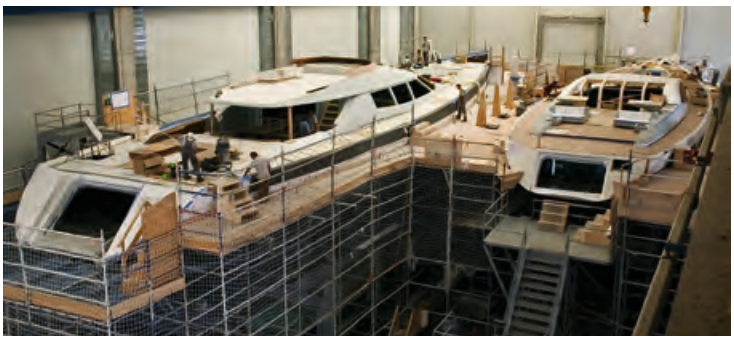
Oyster Marine’s long history of producing semi-production yachts gives their clients the benefit of a proven product, which can be built efficiently and relatively quickly, but also allows a large degree of customisation. While these principles are being applied to the new range, the company has deliberately set out to incorporate features normally seen in larger superyachts, rather than simply building longer versions of their smaller boats. For example, at an early stage the decision was made to comply with Lloyds ✠100 A1 SSC Yacht Mono G6 MCH classifications, which are very nearly the highest standards they could have chosen.

‘It’s quite a statement we’ve made by going to that level,’ says David Tydeman, CEO of Oyster, ‘and it’s a quality endorsement for both RMK and Oyster Marine.’

Although other options were considered, it was decided that the hulls and decks should be of composite resin-infused construction.

‘It is the superior material for a salt water environment,’ explains Murray Aitken, superyacht sales director of Oyster. ‘Although RMK actually had little previous experience of this material, the team rapidly got to grips with the





The yacht's outdoor areas are both functional and comfortable (left). In preparation for the *Sarafin* hull (above), RMK moulded three 11.3-metre racing boats with the techniques and materials that would be used on the Oysters. Oyster 100-02 and Oyster 125-01 are already in fit out for delivery in 2012 (right)

technology required to build composite yachts of this size,' says Hamish Burgess-Simpson, Oyster's Turkey-based project manager.

Guided by specialists Polyworx, an intensive training programme was carried out, including the moulding of three 11.3-metre racing boats – designed by RMK project manager Stephen Thomas – with the same techniques and materials to be used on the Oysters. One of these was subsequently fitted out and named *Holding Pattern*, and has been raced with some success in the Solent.

A unused factory at the 90,000 square-metre RMK shipyard was rebuilt and now includes a fit-out shed for four yachts, and an oven – said to be the biggest in Europe – in which the hulls are post-cured. The costs of the plugs and female moulds were shared equally between Oyster and RMK.

The day the first 100 hull was resin-infused was a tense one for everyone involved, but all went well. 'It was hugely satisfying to see that what actually happened matched the computer model,' says Aitken. The subsequent moulding of the first 125 hull created a world record of 6.2 tonnes of resin in one four-hour infusion.

Dubois' responsibilities included the exterior styling, while Oyster's design team took care of the structural design, interior space planning and joinery details.

Central to *Sarafin's* internal layout is the deck saloon, a universal feature of the whole Oyster range; aft there is an owner's and two guest cabins, all with en-suites; forward is the lower saloon, galley and crew quarters. There are layout change opportunities forward, where an extra sleeping cabin could be included, but Oyster is keen that the standard layout should be retained in the rest of the boat, to maintain build efficiencies. However clients can make changes to details – a wardrobe instead of a chest of drawers, for instance – and can stamp their individuality by choosing different timbers and fabrics.

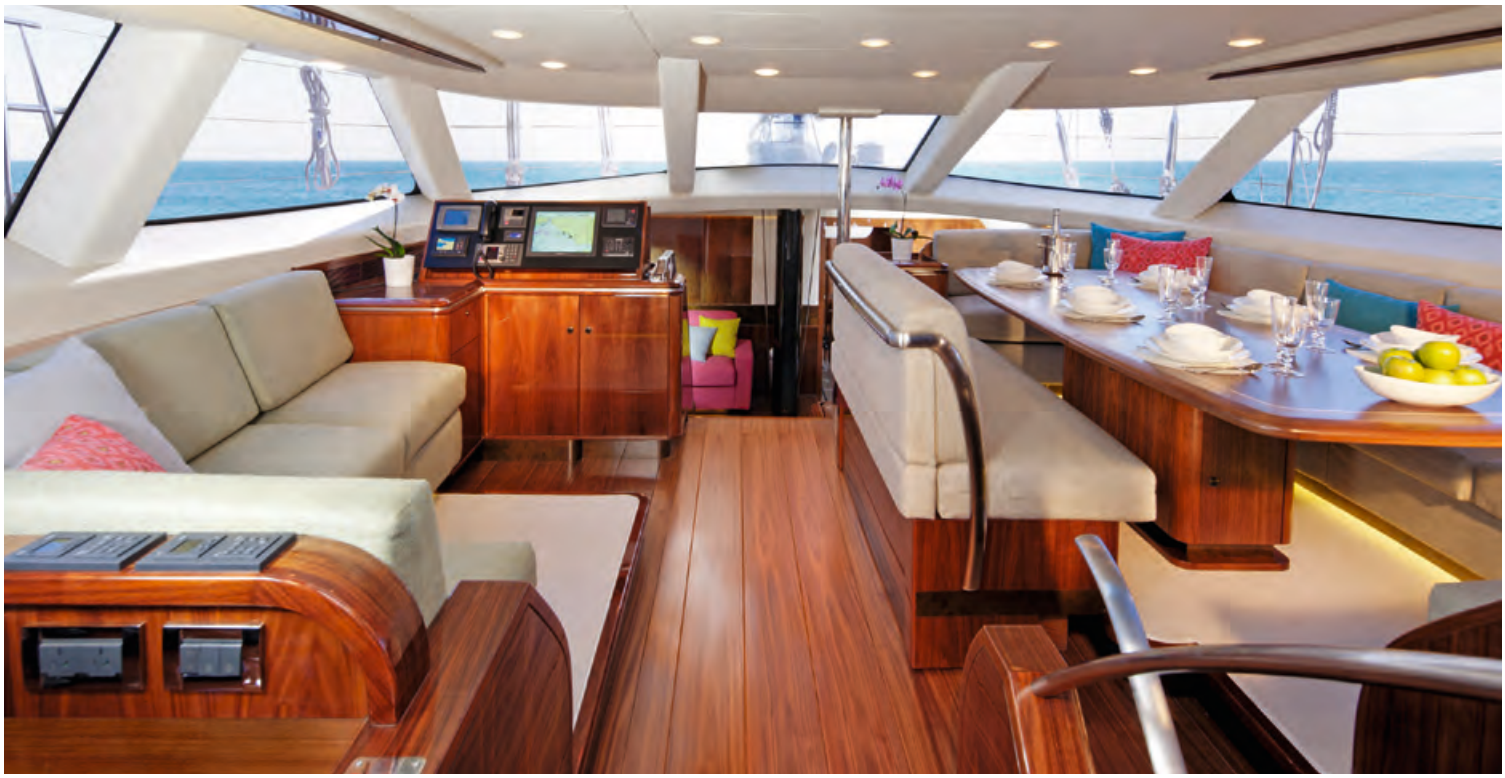
'When a customer has signed a contract and decided on the materials,' says Aitken, 'we then build a mock-up cabin and completely fit it out, even including light switches, so they can confirm it's what they want.'

The materials chosen for *Sarafin* include walnut (high gloss for the joinery units and matt for the soles), Magilite headlinings, Rubelli bulkhead panels, and top quality Italian marble for the bathroom worktops and showers.

The fit-out is high quality and there is great attention to detail: the worktop fiddles, for instance, are profiled to provide effective handholds at sea. And she is very spacious. 'The useable internal volume of the boat, at some 410 metres cubed, is more than we expected,' says Aitken. 'She is a big 100-footer with a long waterline length and a good beam which is carried well aft.'

The design ensures that outside views are maximised from almost all cabins. The hull portholes – in 36mm-thick laminated glass to avoid the need for unsightly

‘The bulkheads are **up to 20cm thick** because the structural part is clad each side with a **variety of insulation materials**, and each cabin is ‘**floating**’ within its space’



deadlights – are substantially bigger than those on smaller and earlier Oysters and are all at a perfect height.

With the help of sound specialists Van Cappellen, a huge amount of work has been done to minimise noise throughout the boat. The bulkheads, for instance, are up to 20cm thick because the structural part is clad each side with a variety of insulation materials, and each cabin is ‘floating’ within its space. The result is so effective that while we were at sea the most noticeable noise when the engine and one generator were running was that of the air-conditioning fans, and even that is expected to improve when planned modifications have been carried out to the baffles and fan speed control.

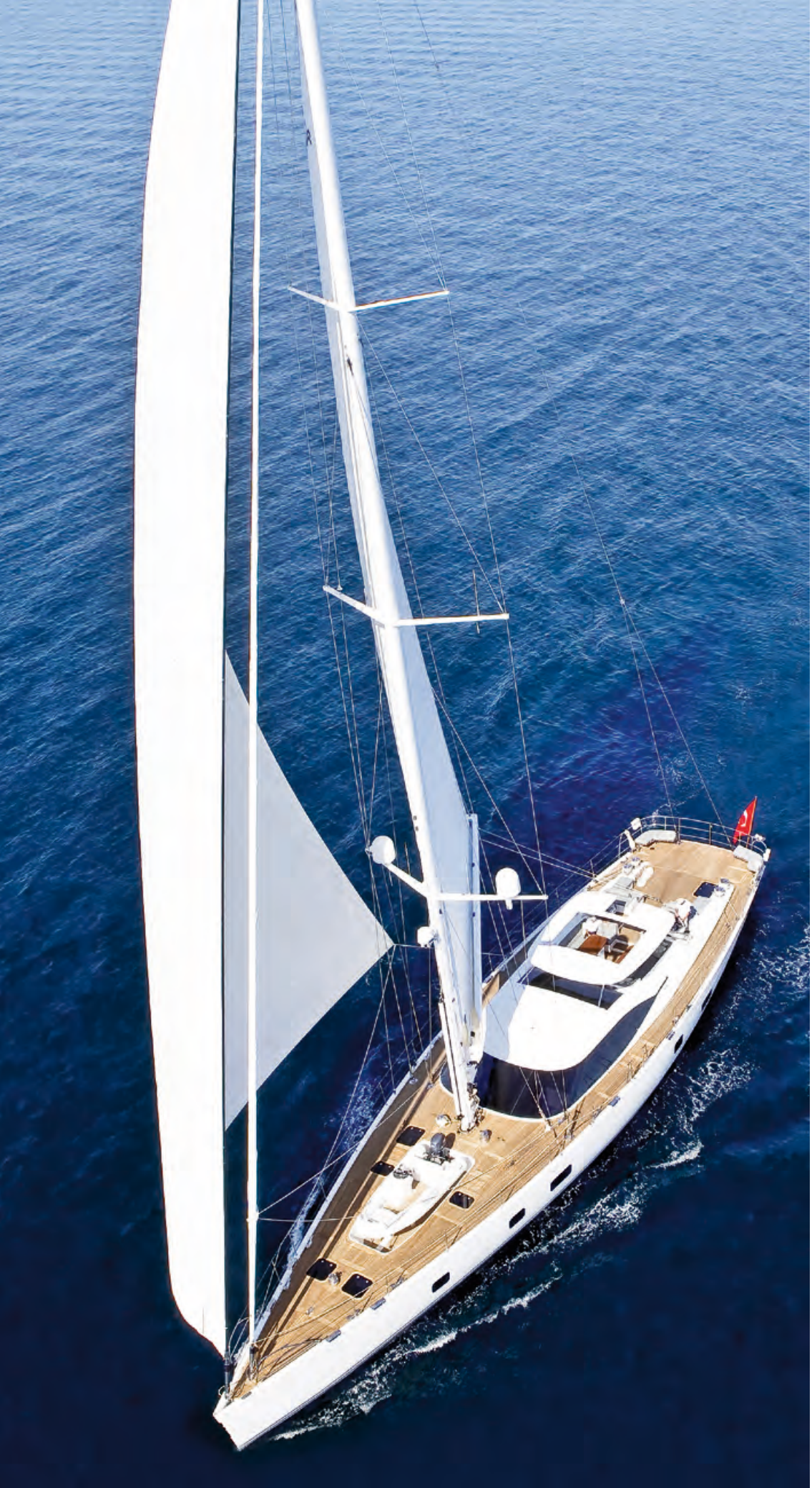
Sarafin’s rig consists of carbon spars with in-boom furling, a blade jib and reacher, and a removable inner forestay for a storm staysail. We took her sailing in the Sea of Marmara in an offshore breeze averaging 21 knots with the mainsail reefed down to the first batten. We easily achieved some impressive speeds including 9.5 knots at a true wind angle of 37 degrees, which increased by a knot when sailing freer at 45 degrees; and with the wind just aft of the beam and the reacher unfurled, we had a short burst of 12 knots. Occasionally a bit of extra sea gave the impression that she is likely to have a comfortable motion in rough weather. ‘We are very pleased that the boat’s performance meets expectations,’ says Ed Dubois, founder of Dubois Naval Architecture & Yacht Design.

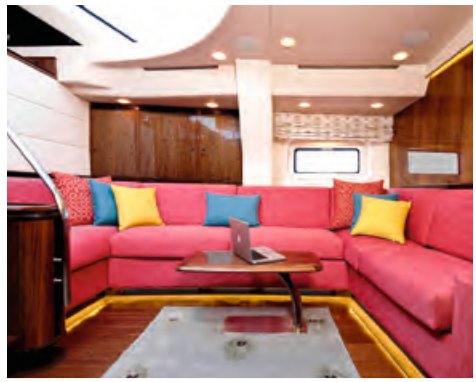
Over the main guest seating area – forward of the helm consoles and away from moving ropes with the headsail sheet and runner winches located further aft – is a Bimini with a fixed perimeter and sliding fabric mid-section, but its interference to the helmsman’s visibility was minimal. The steering was a little stiff but that’s part of the builder’s sail trial process and a Lewmar engineer was expected to fix it the next day with a simple gearing modification.

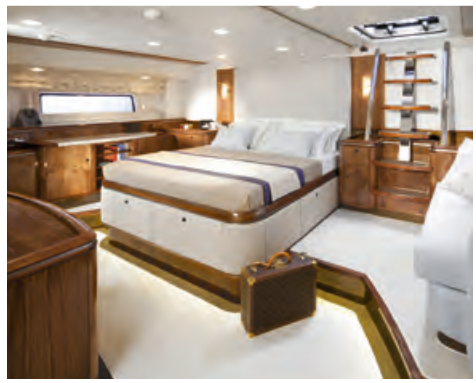
Although the MCH part of the Lloyds classification ensures that engineering systems are of a high standard, Oyster has been keen that ‘small superyacht’ features are included. The Cummins engine – 355hp for propulsion driving a Hundested controllable pitch propeller, and two Onan 27kW generators each with a PTO and hydraulic pump – all receive their fuel from a day tank after it has been polished; and oil changes are easy with all sumps directly connected to a waste oil tank with new oil delivered via a nozzle from another tank. The engine room has a small area of standing headroom next to the entrance as well as below the escape hatch.

Sarafin’s Australian owner previously had an Oyster 68, which he bought in 2006. According to Lachie Paramor, Sarafin’s captain, he got it ‘to see if he and his family liked it, in which case he would get a serious boat to sail around the world in. And this is it!’

The new yacht is named after a Turkish wine, a fair amount of which her owner shared with Aitken the







Clients can stamp their individuality on the Oysters by choosing different timbers and fabrics. Materials chosen for *Sarafin* include bright fabrics (top) high-gloss and matt walnut (above and opposite top). The kitchen worktop fiddles have been profiled to provide effective handholds at sea (opposite bottom)

SARAFIN *Oyster Marine*

LOA 30.80m
LWL 28.62m
Beam 7.57m
Draught 3.90m
Displacement
105 long tonnes (lightship)
Gross tonnage
114 tonnes

Engine
Cummins QSM11 'C' 355Hp
Speed (max/cruise)
12.2 knots / 10 knots
Generators
2 x Onan 27kW
Bowthrusters
Lewmar 400 SVTAH 60Hp-

Mast and boom
Carbon mast and in-boom furling, by Hall Spars
Fuel capacity
7,250 litres
Water capacity
2,330 litres
Owner and guests 2/6

Crew 4
Tenders
(Standard) Castoldi Jet 14
Construction
Composite FRP
Classification
Lloyds ✠100 A1 SSC Yacht Mono G6 MCH

Naval architecture and exterior styling
Dubois Naval Architecture
Interior design
Oyster Design Team
Builder
Oyster Marine
tel: +44 (0) 1473 695 005
email: superyachts@

oystermarine.com
web: www.oystermarine.com
Yard/year
RMK Yachts/2011
Turkey
tel: + 90 216 581 3300
web: www.rmkyachts.com

evening they shook hands on the deal to build her. *Sarafin's* first port of call will be Palma, where any shakedown issues can be resolved by Oyster staff at their new base there, and then she will head to the Caribbean. She will eventually be based in Australia, but probably not for another two years during which time the yacht is likely to return to the Mediterranean and may visit Scandinavia.

'We will have a crew of four most of the time,' says Paramor. 'Keeping the boat in good condition and staying on top of all the systems will be the important thing, but there is good access to everything.'

'She is a genuine superyacht and I am delighted with the finish and overall feel of the boat,' Dubois tells me – and he is right to be. Paul Johnson, RMK's Oyster project director, thinks that some people's perception might still be that countries like Turkey are not capable of high-quality work. If his assessment is correct, this boat, and those that follow, will go a long way towards changing that image.