

# BIG *fun*

THE 75-METRE TURQUOISE  
*INFINITE JEST* BLENDS RESIDENTIAL  
STYLE WITH GO-ANYWHERE CAPABILITY.  
KATE LARDY DISCOVERS AN ELEGANT  
YACHT WITH AN ADVENTUROUS SPIRIT

Cover boat  
INFINITE  
JEST

PHOTOGRAPHY STUART PEARCE / YACHT SHOT



As any globe-trotting superyacht owner knows, the beauty of a yacht is the freedom it gives to explore the world while never leaving “home”, so to speak - a home that’s the pinnacle of luxury, no less. Yet only a few owners harness this power and push their yachts to the limits of their range.

*Infinite Jest* was conceived exactly for this, and the 75-metre from Turquoise Yachts wasted no time in getting started. With the full crew on site well ahead of delivery, just four days after the formal handover, she was off and running. After two months of roaming the Mediterranean, the yacht set course for Antarctica and by Christmas she was anchored among icebergs, accompanied by her support vessel, *Jester*, a 69-metre converted Russian hydrographic survey vessel fresh from a two-year rebuild at Pendennis.

“We did 20,000 nautical miles in just over six months. Nobody does that,” said Captain Tom Shipton, one of *Infinite Jest*’s two rotational captains, when the yacht arrived in West Palm Beach in March, following some Caribbean cruising. The distance is nearly the equivalent of a circumnavigation.

This was the vision: a global travelling yacht with the capabilities and redundancies to go



Above: *Infinite Jest* shadowed by *Jester* in Antarctica. Note how the wing station is mirrored in larger form one deck below, giving the exterior extra character



**“WE DID 20,000 NAUTICAL MILES IN JUST OVER SIX MONTHS”**



PHOTOGRAPHY: PREVIOUS PAGES: OLLIE COLEMAN  
ADDITIONAL PHOTOGRAPHY, THESE PAGES: MADISON STEADMAN;  
JUSTIN HOFFMAN



While *Infinite Jest* does not have an ice-classed hull, she is Polar Code compliant



Left: the foredeck has cosy nooks accessible from the owners' cabin that are out of sight from the bridge deck above. Below: the owners' deck aft seats 14 for meals. Above: the sundeck is arranged with loose furniture. Right: a massage room opens to the bridge deck aft



**“A LOT OF YACHTS ARE GLITZY, CONTRASTING WHAT’S AROUND THEM. I TRIED TO BLEND”**



anywhere. Four years earlier, the yacht began life as a spec project at Turquoise. The Turkish shipyard was building *Roe* to a design by A Vallicelli & C Yacht Design and had started a second build of the same design. By the time the contract was signed, the hull and superstructure were substantially complete, yet there was still ample opportunity to make the yacht a home. Yachting heavyweight Sinot Yacht Architecture & Design was commissioned to redraw the interior arrangement and New York designer Julie Hillman was hired to design it. Their brief was to create spacious, clean, airy interiors that were unlike any other yacht out there.

To this end, there is a strong residential feel on the decks, both inside and out. Only loose furniture is used, with interior pieces built to Hillman's designs by the French atelier Jouffre in marine-grade materials and held in place by pins, while Manutti's Kobo collection is found outdoors.

“What I wanted to achieve was the feeling of a home, not a yacht,” says Hillman, who specialises

in high-end residential work. Casting her fresh eye in the yachting sphere, she chose organic shapes, textural fabrics in pale hues and materials that complement the nature unfolding outside the yacht. “I really focused on all the pieces feeling very natural, the sofas outside feeling like rope and the coffee tables feeling like stone... everything is very cohesive,” Hillman says. “I find a lot of yachts are glitzy and shiny, contrasting what’s around them. I tried to blend.”

The result is both sophisticated and soothing. A warm straight-grain oak overhead shelters the seating areas in the main and upper saloons, which are strewn with rare furniture. “I specialise in collectable design, things that are limited edition, signed or vintage pieces,” Hillman says. For instance, while the upholstered chairs and starboard-side sofa in the main saloon are her designs, the central pair of blue sofas are collectable Pierre Paulin, and the coffee table that sits between them is signed by its sculptor, Mauro Mori. One deck up, in the owner's deck saloon, the shape and look of alabaster “Bubbles” wall



**“WHAT I WANTED TO ACHIEVE WAS THE FEELING OF A HOME, NOT A YACHT”**

lights by Studio Glustin in Paris is reflected in the semi-translucent onyx Copernicus coffee table where alabaster balls spin around a grooved track on the rotating top, like planets around the sun. This is the more casual of the two saloons, with an oversized U-shaped sofa facing a large television screen on the forward bulkhead.

Hillman and Sinot worked together to design the yacht's centrepiece, a striking three-deck circular staircase whose sculptural form is fashioned from stucco, hand-applied to give it a subtle texture. Framing the stairwell are twin 8.2-metre-long panels hand carved by DKT Artworks in London. White leather covers the stair treads, in tune with the overall neutral palette on board.

This stairway stretches from the main deck up to the bridge deck. Between these lies the owners' deck. Naturally, the owners' cabin commands the coveted forward position here with 180 degrees of windows facing a private terrace - which is hidden from view from above - and the touch-and-go helipad beyond it. Taking up about half of

*This page: the beach club opens to the sea and peeks into the pool above. Opposite page, top: the sculptural staircase; bottom: the bar stools from Ralph Pucci are shaped like chess pieces*



*Below: in Antarctica, meals had to be taken indoors, so the fleet design specialist, Andy Lehel, fashioned a larger table to seat 14. A more permanent solution is being crafted to replace the original table seating six, seen here*





The carpets on board are custom-made by Tai Ping. In some areas they are based on a watercolour design, while in the owners' office (below) it is rag-rug style in leather

## The yacht challenge

Julie Hillman, head of Julie Hillman Design in New York City, is not used to designing spaces that pitch and roll. *Infinite Jest* was her first yacht, and she found it to be "challenging and fun at the same time". The learning curve encompassed not only adjusting her design so things would be secure under way and stowable if needed, but also getting guarantees from her vendors that they were supplying marine-grade materials that could stand up to the harsh environment.

When it came to the design, she brought a different vision to those used to doing things a certain yacht-like way. Ultimately, the marriage of residential and maritime served to move the design forward. "We were doing something that was really not yacht-like, yet it had to function and work in a yacht, and I think that pushing those boundaries was really interesting and absolutely doable. Because it worked."



**"YOU SHOULD BE ABLE TO TAKE A NAP ON EVERY SINGLE PIECE OF FURNITURE"**

The backlit onyx Copernicus coffee table is a statement piece in the upper saloon. Below: white leather covers the stairs

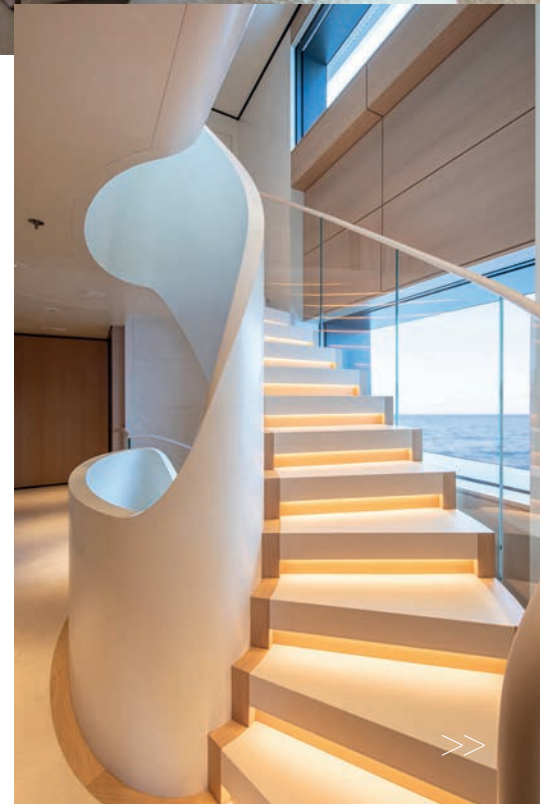


the superstructure, the apartment includes an office and two dressing areas and en suites. Her wardrobe is particularly stunning, with doors of gold-effect metal mesh enconced in laminated glass. Travertine and Bianco Dolomiti marble adorn his and her en suites respectively. "The bathrooms don't look like bathrooms on a yacht; they look like those in any home I would do," Hillman says.

The owner's cabin itself is a serene sea of white. Where Hillman had a little fun with colour was in the guest rooms on the main deck. With two VIPs, three doubles and one twin all stemming off a straight corridor, the risk of monotony was real, so Hillman sought to make each one special. "We really focused on the rooms feeling very different," she says. "We did them around a

colour, so we have the silver room, the rainbow room, yellow room, orange..." Distinctive furniture and fabrics, including Poni leather by Dualoy and an alpaca velvet by Holly Hunt, further differentiate the cabins. Each also features a custom carpet that Hillman designed like an abstract watercolour, which were brought to life by Tai Ping.

While the guest spaces are incredibly stylish, comfort was also a key consideration, Hillman says. The silk and cashmere underfoot in the upper saloon is a decadent choice, and sofas everywhere are invitingly deep. "I think that's really important. In the interior and exterior spaces, you should be able to take a nap on every single piece of furniture. That's what life is about," Hillman says with a laugh.





The aft decks that hold this comfortable furniture are spacious and, like the interior seating areas, feature warm wood deckheads, but in teak. Five decks are available to guests, from the lower deck beach club, which opens to sea on three sides and to the sun through a window at the bottom of the pool, found on the main deck above. The owner's deck is where al fresco meals for up to 14 are served, while the bridge deck above has a wellness focus with a spa pool and a massage/yoga room with sliding-glass walls that open fully to the aft deck. Finally, perched on top are intimate seating areas fore and aft of the emergency generator, a place to hide away with the loftiest views.

The original exterior concept was drawn based on a brief from Turquoise Yachts, which fortunately was right in Vallicelli Design's wheelhouse, so to speak. "We like to make a boat that has some flair of modern design but retains some classical lines, keeping the superstructure volume in proportion with the hull quite compact," says Alessandro Nazareth, co-head of the firm.

*Infinite Jest* is perfectly in keeping with this ethos; her superstructure does not fill the full length of the hull. "The decks go down smoothly from the sundeck to the main deck, with a

## "WE REALLY FOCUSED ON THE ROOMS FEELING VERY DIFFERENT"



Each guest cabin has its own vibe, including the twin "rainbow" room (right). Opposite page, bottom and centre right: the owner's cabin is situated on its own deck



Left: the “her” dressing area in the owners’ suite features gold-effect metal mesh ensclosed in laminated glass; with the lights on, clothing is revealed through the translucent doors



progression that is reducing the effect of the volume. Other yachts start a lot more forward; we start a certain distance from the bow – this is what we like to design,” Nazareth says.

Adding to the slimming effect is the gentle slope of the transom sheer line that is reminiscent of a racing sailing yacht, working in tandem with the tapering geometry of the forward overhangs. The modern flair can be seen in the large vertical windows that bring extra light into the full-beam VIP cabin, and in the teardrop-shaped protrusions of the wing stations, which are mimicked in larger form outside the owners’ apartment, expanding the private outdoor space

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Each en suite is lavished in a different stone and is bathed in natural light, as all cabins are on the main and upper decks. Top and opposite page, bottom: “her” en suite in the owners’ cabin features Bianco Dolomiti marble





A wellness focus is found on the bridge deck aft with a spa pool, hammock and yoga/massage room. Before all this relaxation, guests can work up a sweat in the gym adjacent to the beach club with bikes, free weights and a treadmill recessed into the floor



**FIVE DECKS ARE AVAILABLE TO GUESTS, FROM THE BEACH CLUB TO THE SUNDECK**

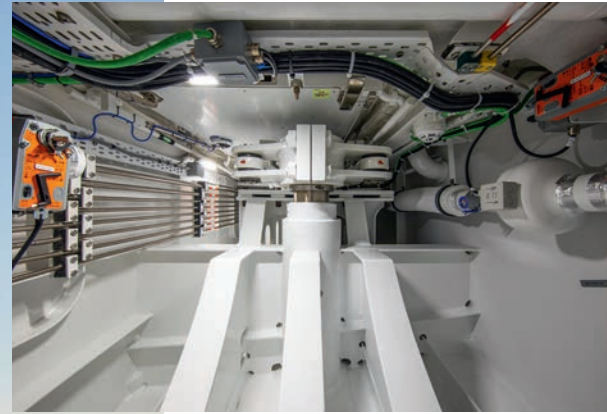
Below: a 7.8m Scorpion RIB is hidden under the helipad forward



here. "They draw you in," says Burak Akgül, executive director of Turquoise Yachts. "Rather than just seeing a magnificent big boat, there's this bit of character."

Akgül lists Vallicelli's design as one of the stand-out features of the yacht. "It has such a harmonious togetherness. It really is pleasing to the eye and you seek more when you look at it." Another of its great attributes is the efficiency of the hull form, he says. "She's very comfortable in the water and runs very well through the water, which is not a foregone conclusion. The original hull form of these vessels is steeped in a design by Ed Dubois, which was the very original Turquoise. Those hulls have developed through time obviously with the various sizes and everything, but the actual hull form is basically derived from what was done with Ed at the time."





**“SHE RUNS VERY WELL THROUGH THE WATER, WHICH IS NOT A FOREGONE CONCLUSION”**

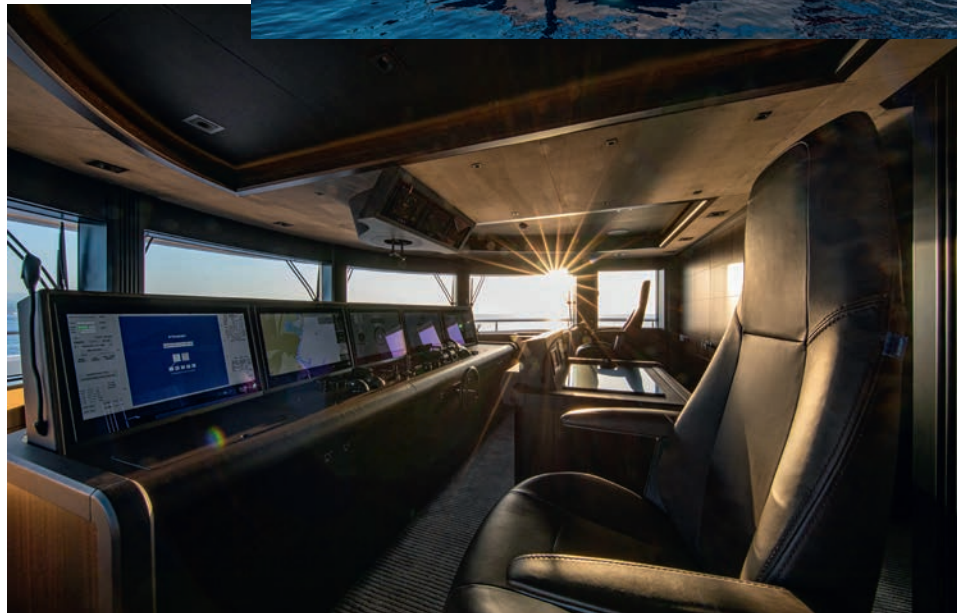
CFD analysis fine-tuned *Infinite Jest's* hull, which is 40 centimetres wider than her predecessor, *Roe*, and has a new bulb and reduced hull appendages, allowing her to make a top speed of 18.2 knots powered by two Caterpillar engines. Furthermore, she's library-like quiet under way.

“I can tell you from purely personal experience, the noise and vibration damping is phenomenal,” Akgül says. In addition to sound reduction panels on the hull, the yacht has spring-type engine and generator mounts and shaft couplings from a company called Lo-Rez, which specialises in vibration control equipment, in lieu of solid rubber mounts. The yard reports less than 39 decibels in the owner's cabin at any speed.

Lloyd's classed and MCA LY3 and Polar Code compliant, the yacht benefitted from significant owners' representation on-site during the build, including the crew led by fleet captain Tim Davison, project management by Fraser and build surveyor Kerr Maritime. The fact that so soon after delivery the crew managed to pull off a voyage to the ends of the earth – which included 45-knot winds and four- to five-metre seas in the Drake Passage – is a testament to the quality that this team and shipyard achieved together. ■

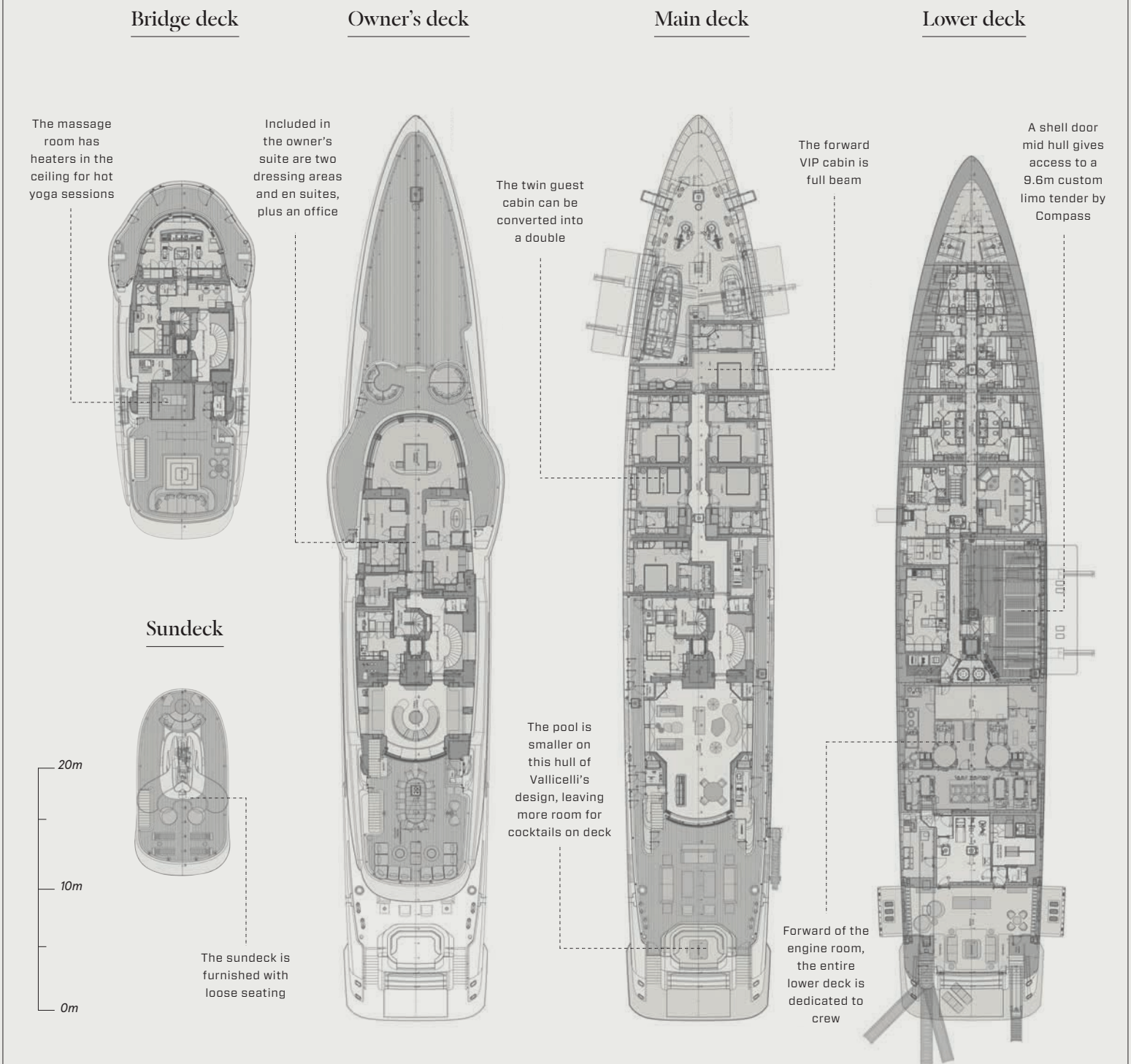


*Below: in contrast to the light interiors, the wheelhouse is dark and sober. In Antarctica, the guests treated it like an observatory, sitting in front of the walkaround bridge to enjoy the views under way*



## Infinite Jest

## Turquoise Yachts



**LOA** 74.9m  
**LWL** 66.3m  
**Beam** 14.55m  
**Draught** 4.1m  
**Gross tonnage** 1,714GT

**Engines**  
2 x 1,920kW  
Caterpillar 3516C  
**Generators**  
3 x 250kW Caterpillar C9.3  
**Speed** (max/cruise)  
18/15 knots

**Range at 15 knots**  
4,395nm  
**Fuel capacity**  
156,000 litres  
**Freshwater capacity**  
42,000 litres  
**Tenders**  
9.6m Compass custom limo; 7.8m Scorpion

**Owners/guests** 14  
**Crew** 20  
**Construction**  
Steel hull; aluminium superstructure  
**Classification**  
Lloyd's Register # 100A1  
SSC, Yacht, Mono, G6 (#)  
LMC, UMS

**Naval architecture**  
Turquoise Yachts  
**Exterior design**  
A Vallicelli & C  
Yacht Design  
**Interior design**  
Sinot Yacht  
Architecture & Design;  
Julie Hillman Design

**Builder/year**  
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