

Alenyacht

AS DAYBOATS GO, THIS TURKISH BUILDER IS PRODUCING SOME BEAUTIFUL NEW HEAD-TURNERS. WE TAKE THREE STYLISH OPTIONS OUT FOR A SPIN

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Many manufacturers claim they offer high quality, unique yachts but Alenyacht delivers interesting designs which can be customised, with virtually no limits, to suit owners' requirements



In the full-width master cabin (below) there is superb headroom, a racetrack, a vanity unit to starboard and a walk-in wardrobe aft. The forward VIP (top) comes with an en suite shower. The crew cabin option can be accessed from the cockpit in the aft wings, although on the 65 we tested this area was used as a pair of lazarettos



Formed in 2004 by the merging of two Turkish yacht companies, Alenyacht has established itself firmly at the small end of the motor boat market. In the last six years it has launched the 305 Classic, the 425, the Aken Tender and the Metaphor 68, and a 'green' Metaphor 108 and 82 Aken are on the drawing board.

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Take the Metaphor 68. Originally designed by Italian studio Victory Design, the plan was rejected by Ferretti because it was deemed financially unviable. Alenyacht noticed the potential, bought the design and altered the concept to make it work at an affordable price.

However, it wasn't without its difficulties. The windscreen on the 68 presented new challenges as the five metre length and large

double curvature meant early attempts to create flawless mouldings had a success rate of only one in 10. But Alenyacht persevered and the results are spectacular. Competitors have offered to buy the finished product and rebadge it, but Alenyacht believes it can succeed alone.

In the past, some Turkish manufacturers had the reputation of being perhaps unreliable and of varying quality but Alenyacht is part of a new breed of successful, high-quality builders that are working hard to change this perception.

Its production line is modest for a bespoke builder, delivering 14 425s, six tenders and four Metaphor 68s over the last five years. The factory of 5,000 square metres is divided up into three floors and an outdoor testing pool.

The set-up allows fabrication of virtually all of the yacht's components, keeping control of quality and workmanship. With new orders rolling in, Alenyacht has the infrastructure in place to meet increased demand in the future.

Metaphor 68



Metaphor 68

LOA	20.7m
beam	6.45m
displacement	48.5 tonnes
speed max/cruising	35 knots / 24 knots
engines	2 x MAN 1,550hp

There are few boats that leave concept designers' sketchpads without changing beyond recognition. The Metaphor 68 however is an exception. Its futuristic exterior is a real head-turner and will certainly appeal to extroverts and the style conscious alike. The theme is replicated inside where you are hard pushed to find any surface that is straight or styled without double curvature. The central console has 360 degree views, and combined with the full-width glass hardtop and a fully customisable interior - including the seating layout, materials, colours and fabrics - the Metaphor 68 really stands out from the crowd.

Below decks lies a well-appointed modern galley to port, which can be closed off to separate the crew from guests. To starboard is the day head that also acts as the shower room for the twin cabin just forward. The master is amidships and the VIP forward.

The six-seater fore and aft cockpit area connects smoothly with the bathing platform by means of three teak-laid steps. Throughout the yacht, the level of workmanship is high with the engine room well laid-out and all pipes and cable runs labelled for ease of maintenance.

On the sea test, the Flexdrive system, which allows vertical trim of the surface-piercing Rolla props, provides deep immersion at low speeds that can be raised for increased speeds at higher revs. The difference is obvious throughout the speed ranges providing 40 per cent more speed for similar revs just by altering the pitch. We tested a boat that was fully loaded, the hull hadn't been cleaned and it still reached a respectable 35 knots. The quoted top speed of 45 knots may be possible in ideal conditions but I feel 40 knots is a more realistic figure. That is still a good achievement for a 20-metre-plus boat with twin 1,550hp engines and acceleration is smooth thanks to the wide beam.

Although well sound insulated, our boat was a touch on the noisy side at speed but this was probably down to the owner's minimalist taste - the boat doesn't feature many soft furnishings that would have normally absorbed some sound.

The Metaphor is well priced considering the exclusivity and design involved. As the 68 isn't mainstream it won't appeal to everyone but for the extroverts among us it is a statement that is difficult to ignore.

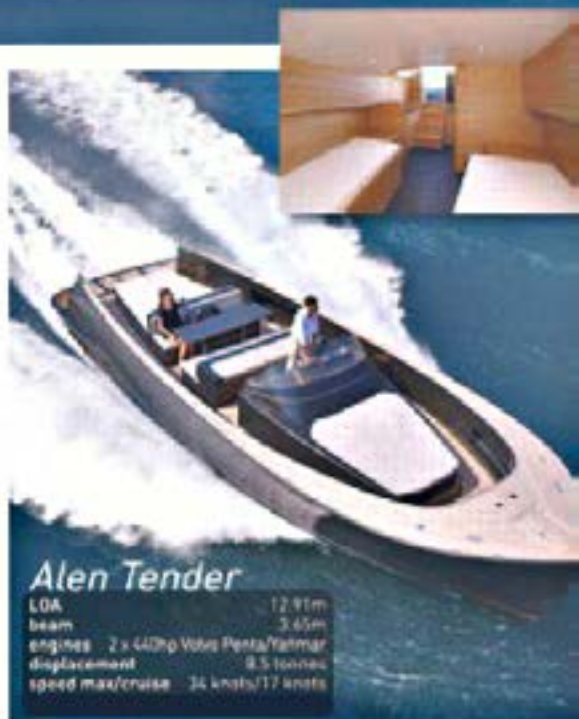


Alen Tender

Choosing the right tender is a priority for many superyacht owners as initial impressions count. The Alen Tender has both style and poise on the water. Where the Metaphor 48 pushes the boundaries in terms of style and technology, the Alen Tender is more relaxed and offers comfort over fashion. The beautifully laid teak bathing platform sole extends right to the helm at one level offering safe boarding for guests.

Reaching the six-seater table is easy as the side decks are wide and flat. Should you feel the need to top up on your tan before reaching the main yacht there are two sunbeds which, as I reluctantly tested, are extremely comfortable even at 20 knots. This tender can also be considered a dayboat with overnight sleeping accommodation. Below is a small galley and sink, day head and double berth forward.

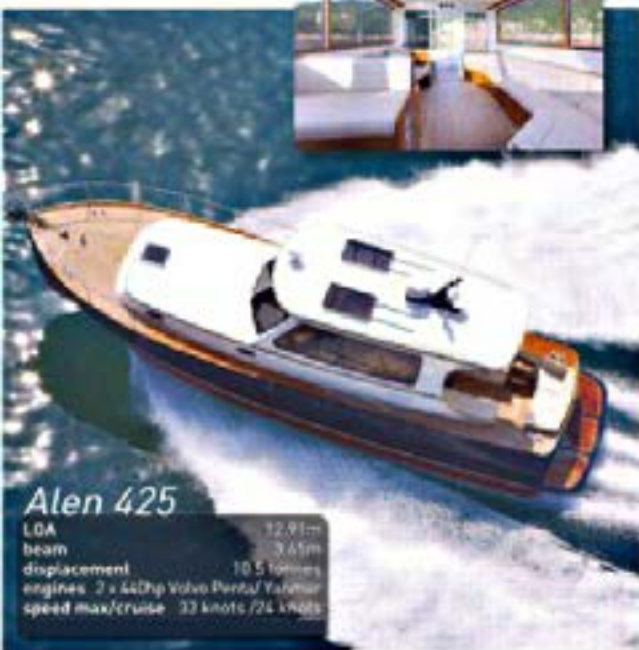
Helming is a stand-up affair, which may become tiring for crew if it's a busy day but this isn't really what this tender is about. She feels comfortable with minimum wind damage to the hair style at 17 knots but it will accelerate to 34 knots within 10 seconds. Priced modestly at €320,000, she represents an affordable alternative to the likes of Wally or J/Craft if cut-and-out performance is not the main criteria.



Alen Tender

LOA	12.91m
beam	3.65m
engines	2 x 440hp Volvo Penta/Yanmar
displacement	8.5 tonnes
speed max/cruise	34 knots/17 knots

Alen 425



Alen 425

LOA	12.91m
beam	3.65m
displacement	10.5 tonnes
engines	2 x 440hp Volvo Penta/Yanmar
speed max/cruise	33 knots/24 knots

Taking styling traits from Scandinavian cruiser manufacturers is the Alen 425. Somewhat of a retro, stroke-functional exterior offers a practical solution for those wanting to use the boat in testing conditions and cater for more traditional tastes.

Keeping in line with Alernyacht's versatility, owners can match the interior to their own requirements. We tested a version with a double-cabin version forward and lower galley although there are nine other 'standard' versions available, which can be further modified. The cockpit is a simple but adequate fore-and-aft bench layout with a J-shaped helm in the wheelhouse. Helming is ergonomic and allows for comfortable cruising from both a seated or standing position. Construction is the same as the tender: a GRP sandwich for both deck and hull.

Although it was a relatively calm test day, when we did encounter swell the 425 happily took the rough and made it smooth. The 700 litre fuel tank and 300 litre water tank illustrate that cruising in comfort, what the 425 is all about without unnecessary frills. If you are looking for a reliable easy cruiser to enjoy long weekends on then the 425 should certainly be on your list.

