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HOME SWEET CHARTER YACHT

# HAKVOORT 151' CAMPBELL BAY

STORY JAMIE WELCH PHOTOS HAKVOORT

PEGGY AND STANLEY BEY HAVE HELPED BRING ENOUGH CHILDREN, GRANDCHILDREN AND YACHTS INTO THE WORLD TO KNOW THAT A GOOD CHARTER YACHT HAS TO BE COMFORTABLE FOR FAMILY MEMBERS YOUNG AND OLD. ABOARD THEIR LATEST CREATION, 151' HAKVOORT CAMPBELL BAY, THE BEY'S FEEL THEY HAVE THE BEST OF BOTH WORLDS. "THIS IS A GOOD CHARTER BOAT AND A DAMN GOOD FAMILY BOAT," STANLEY SAYS.

**T**he hyper-friendly Beys have owned a spectrum of sailing and motor yachts since the 1960s and the first charter megayacht they built was the 130' Broward *Pegasus*, on which they spent six months annually with their family.

"Peggy tells me if I had the money I'd buy a 500' yacht, and I would," says Stanley Bey. "I've always considered myself very lucky because I was not born into wealth, my family worked for everything we have. I brought my father on *Pegasus* and we sailed past Ellis Island, where he came into America in 1917 as a penniless nine-year-old after walking across Europe."

In 1993 the Beys sold *Pegasus* and then bought and refitted a

115' Feadship. "That Feadship was very romantic," Peggy Bey says. "So when we decided to build a bigger boat we knew we wanted something romantic and simple, and that's probably why we chose Andrew Winch for the interior."

Although the Beys weren't decided on the yard where their next boat would be built, they were set on the country. "The Dutch know how to build a boat from scratch better than anyone else," Stanley Bey says. "They have always invested in building offshore vessels, and when you get into the North Sea you know why."

The Bey's choice was Hakvoort, a builder they knew well. "We met the Hakvoort family years ago," Peggy Bey says. "We felt we





*Campbell Bay's  
sumptuous saloon,  
with raised  
walnut paneling,  
and dining area*

were getting personal attention, Monnickendam is quaint and the yard has been building boats for over 200 years."

Mr. Bey was drawn to one Hakvoort project in particular: the 144' *Lady Duvera*, a duplicate hull Hakvoort was building for an owner who felt that the yacht was good enough to clone. "I was shocked to find out that it was exactly the same as his first *Lady Duvera*," Stanley says. "I wondered what was so good about it."

The owner had sold the original a bit prematurely and discovered he missed the boat very much. "Simply put, the yacht works inside and outside," Bey said. They decided to use the same hull design for *Campbell Bay*.

Hakvoort GM Klaas Hakvoort admits that at first he wasn't completely comfortable with the Beys' choice of Andrew Winch as interior designer. "I must admit that although I admire Andrew's work tremendously I was a bit afraid to do this project with him," Hakvoort said. "Mr. Bey had indicated that he wanted to work with a certain budget to build the boat and—from what I had seen—that budget did not fit an Andrew Winch interior. But the shipyard, Andrew and Mr. Bey made changes to fit the budget. The result is an extremely elegant interior that was reasonably priced."

All interior woods, save the oak-finished crew quarters, are raised-panel French walnut with bookend-patterned burl veneers. Honey teak covers all outdoor rails, tables and aft-deck cabinetry. Antique headboards and dressers in the suites and a fireplace in the master-stateroom library provide a country home feel. "Knowing Andrew designs sailboats I told him I wanted to capture the romance of a sailboat and the feeling of country life, as opposed to city life," said Peggy Bey.

A unique part of the construction of *Campbell Bay* was that the interior was mocked up outside of the hull, which was designed by the Dutch naval architects, Diana Yacht Design. **Previously a large design office, it now employs seven young enthusiastic designers.**

With all their experience, the Beys made many creative and useful additions to the yacht as. Cases in point are spouts around the sundeck Jacuzzi rim, which turn it into a fountain, and the addition of a day head on the main deck.

One unfortunate event occurred during the construction process when half of the finished interior was lost in a devastating fire at





Guest accommodations  
equal the owner's in  
comfort and luxury

The formal dining  
room, ready for a  
royal banquet



## TECHNICAL SPECIFICATIONS

|                       |                             |
|-----------------------|-----------------------------|
| LOA:                  | 147'                        |
| LWL:                  | 126'                        |
| Beam:                 | 29'1"                       |
| Draft:                | 9'2"                        |
| Displacement:         | 355 MT                      |
| Fuel:                 | 57,000 ltr                  |
| Water:                | 15,000 ltr                  |
| Engines:              | 2x 970 hp Caterpillar 3508B |
| Generators:           | 2x 99 kW Northern Lights    |
| Watermakers:          | H.E.M. 4200 GPD             |
| Cruising Speed:       | 12.5 kts                    |
| Maximum Speed:        | 14 kts                      |
| Range @ Cruise Speed: | 3800 NM                     |



The master suite's study has a working fireplace



Charter guests will find plenty of sunny corners for alfresco dining

de Ruiter Quality Interiors workshop. "It probably cost us about five months," Peggy Bey says. "But Hakvoort handled it very well and it didn't really hurt us at all."

During the christening of *Campbell Bay* Captain Rusty Allen was surprised to find journeyman woodworker Gertjan Van Den Dorpel still on the boat fruitlessly looking for things to fix. Later, as the boat left the yard Peggy Bey spotted Van Den Dorpel standing on the quay with tears running down his face.

"There was a lot of emotion put into those three years of construction," she says. "Gertjan is a big burly guy, but it was really touching to see how emotional he was. And we still get e-mails from him! His wife had a baby while the boat was under construction, so he's been sending us baby pictures." □

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