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Lady Duvera



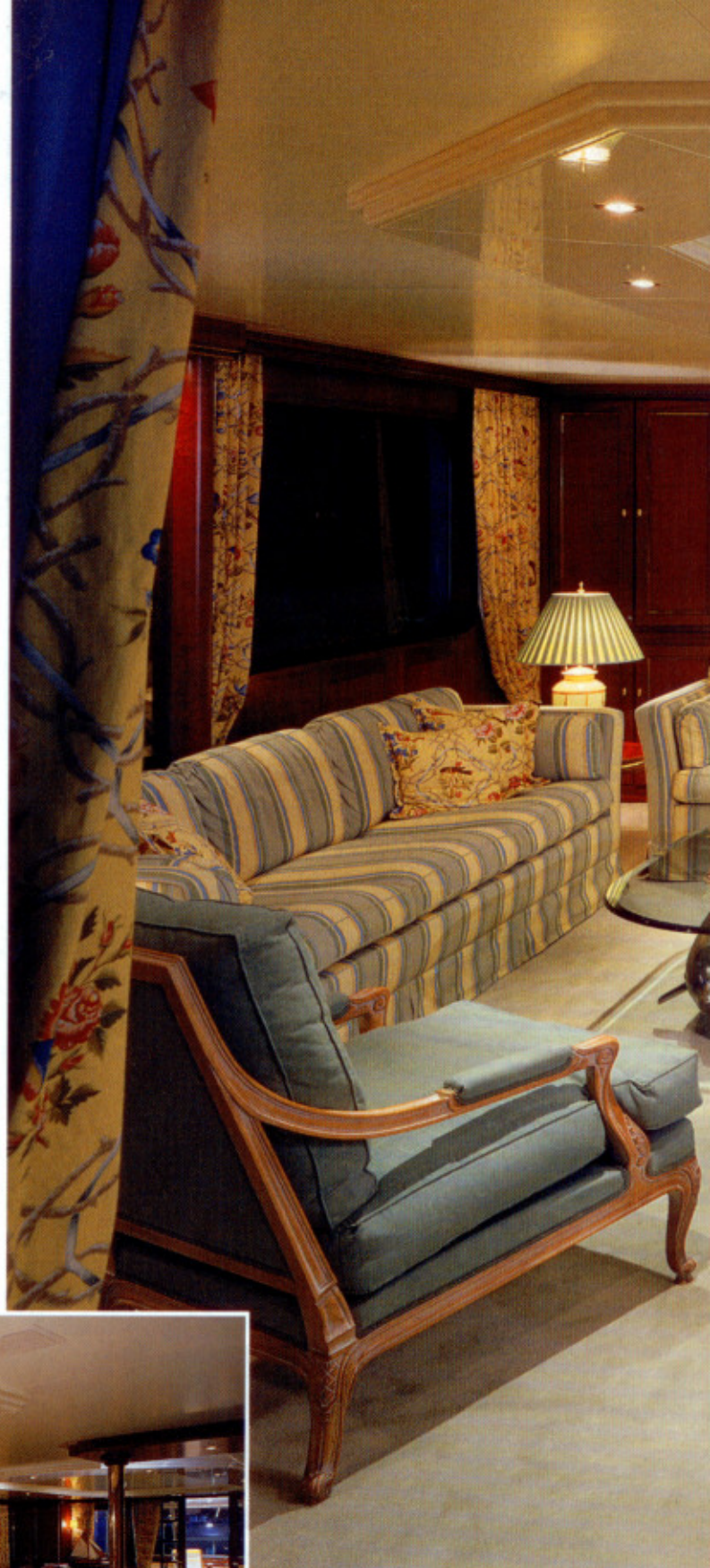
The new 43.6m **Lady Duvera** has many similarities to her elegant predecessor but is much improved, reports **Roger Lean-Vercoe**.

Photography by Bill Muncke

In 1991, the Hakvoort Shipyard in Monnickendam delivered *Lady Duvera*, a handsome 43.6m displacement motor yacht, whose fully-welded double bottomed steel hull had been designed by Diana Yacht Design. This was topped off with a particularly elegant superstructure designed by Felix Buytendijk, who was also responsible for the yacht's interior design. Today, after 10 years of excellent service, *Lady Duvera* sails under the name of *Lord Jim* having, in the interim, carried the name of *Joanna Alexandra*, while a brand new *Lady Duvera*, the same size as the former, was delivered to the original Dutch owners in April last year.

The new *Lady Duvera* was obviously built for owners who dearly loved their previous yacht, as the similarity between the two vessels is quite uncanny. Perhaps this is unsurprising as both yachts were put together by the same designers and builder, but while the two yachts might outwardly appear to be sisterships, the combination of experience and advancing technology have ensured that the latest *Lady Duvera* is a much improved vessel.

Many changes for the better have been made to both her interior and exterior and, of the latter, the sun deck has seen the most significant alteration. Previously, this deck surrounded the centrally-positioned funnel and mast unit and, while the base of the funnel provided a convenient space to incorporate a head and shower, the downside of this layout was the physical block to views and



The main deck saloon is divided into dining and formal seating areas. The eight-seater circular table is an exact copy of the one on the former yacht



tables. Yacht owners from northern latitudes tend to be more aware of the need to protect outside seating areas from the elements and this area can be totally enclosed with soft, button-on screens.

The main deck aft, a sizeable area of teak abaft the double doors leading into the main saloon, offers alfresco dining at a table set athwartships within a horseshoe of seating against the aft rail. A passerelle is set to

starboard of the seating while, to port, internal stairs descend to the bathing platform. This deck has also been afforded a high degree of protection from the elements, the side decks being closed off with glazed doors that extend from the deckhouse to the aft fashion plate, while the remainder of the deck can be shut in with transparent screens that close the gap between deckhead and bulwark. With protection like this, there is no chance of

having dinner disrupted by gusts of wind.

The stern layout of the latest *Lady Duvera* has also seen some development. The former yacht was fitted with an early version of the now common integrated bathing platform which was accessed from the aft deck by twin stairs. The new *Lady Duvera* has a 'clamshell' bathing platform which hinges outwards from the otherwise closed stern to create a huge teak-decked area. When shut, this has the



added advantage of increased security against unauthorized boarding. When the bathing platform is not in use, the void immediately forward of it provides a home for water toys such as jet skis, which can be launched using the 500kg-lift crane, while to port and starboard are two lazarettes containing the shore power cable, fire pump and sundry stores.

In terms of her interior layout, *Lady Duvera* is a three-deck motor yacht with a conventional deck plan, the main deck having a combined saloon and dining saloon aft of a central block containing the entrance lobby, galley and both crew and guest stairways, with the master suite positioned forward. On the lower deck, guest accommodation is positioned aft of the central engine room, and crew accommodation forward, while on the upper deck the observation lounge is positioned aft of the bridge and the adjacent captain's cabin. Unusually, the joinery work was divided between two sub-contractors, De Ruiter Quality Interiors and the Hakvoort-owned subsidiary,

Unlimited Interiors, the former completing the saloon, dining saloon and guest accommodation and the latter the master stateroom, observation lounge and bridge, both companies delivering the high quality for which Hakvoort yachts are renowned.

It is surely a measure of Felix Buytendijk's previous success that his brief was, quite simply, to recreate the atmosphere of his earlier work. He fully achieved this, incorporating improvements in layout together with minor variations caused by technological progress into a sedate and seamanlike interior, partly mahogany-panelled and partly panelled in maple, that is further distinguished by its fabrics, marble and free-standing furniture. The



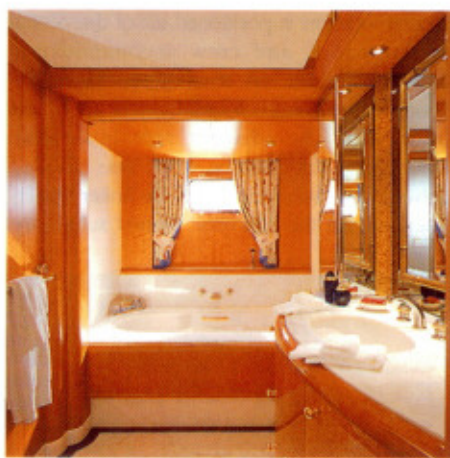
The master suite, entered from the main deck lobby, comprises of a delightful study and a bedroom where elegant fabrics have been used to good effect. A white Carrara marble and mahogany bathroom adds the finishing touches





scene is set in the entrance lobby, amidships on the starboard side, where guests are initiated to the nautical atmosphere with a splendid painting of the Big Boat Class racing in the Solent. From here, a Georgian-style door, glazed with bevelled glass, leads aft to the main deck saloon. This door, like others in critical areas, is fitted with a second fireproof door which automatically slides into place should the alarm be sounded. Other doors in the yacht are sandwiched with two thin layers of a special material which expands at high temperature, sealing the gap between door and frame, to prevent the escape of fumes from the affected compartment.

The saloon, divided into lounge and dining room by a pair of low cupboards extending from port and starboard, is formal and comfortable. Forward, an eight-seater circular table, an exact copy of that on the former yacht, is surrounded by marble-topped mahogany sideboards and glass-fronted cabinets that store the china, glassware and cutlery in perfectly customized drawers lined with suede and classic green woollen baize. Service is direct from the pantry through a



Guest cabins, positioned aft on the lower deck, are finished in maple and birds-eye maple to give a light and airy feel

door to port. Moving aft, the green-carpeted saloon extends past a games table and a group of settees and easy chairs to the glazed doors, flanked by cabinets and bookshelves topped by models of Dutch sailing working boats, which provide direct access to the aft deck.

The yacht's second saloon – the observation lounge – is positioned at the head of the stairs ascending from the main deck lobby, beyond a sumptuous day head with tulip-painted basin set in a distinguished red marble surround. Provided with a blue carpet and upholstery, panelled in bird's-eye maple rather than the darker tone of mahogany found on the main deck and furnished with comfortable seating, a granite-topped bar and a full audio visual entertainment system, this has proved to be the yacht's most popular saloon.

As *Lady Duvera's* engine room is positioned amidships, access to the guest staterooms down stairs from the main entrance lobby is not feasible. In what might possibly be considered the yacht's only outdated design feature, stairs descend directly from the saloon to the lower deck lobby, a route which has been all but outlawed by today's stringent MCA

fire regulations which apply to British registered yachts intending to charter. While *Lady Duvera* was not designed to comply with MCA, an element of inter-deck fire protection is afforded by the fire seals fitted to the doors of the staterooms leading off the lower lobby. The previous *Lady Duvera* had four staterooms in this area, a number that has been increased to five on this latest yacht by the addition of a small twin-bunked cabin. The latter is positioned between the port side doubles and is intended for the owner's grandchildren. All are finished in the lighter tones of maple and bird's-eye maple and are provided with a TV, CD and VCR.

Lady Duvera's most significant redesign has occurred in the master suite. This is entered from the main deck lobby through a delightful study furnished with an elegant writing desk and a red leather sofa overlooked by a historic print of the Dutch trading post in Nagasaki. Forward is the stateroom, perhaps slightly smaller than on the earlier yacht, yet still roomy. The bed, backed by an attractive fabric-covered wall, is faced by twin wardrobes and a central sideboard, which houses a pop-up television. One of the wardrobes carries an escape hatch to the forward lazarette and out to the foredeck, a path which is partly shared by the crew's escape route from the lower deck. On the port side of the stateroom is a dressing table, its hinged lid concealing a mirror and a customized toiletries drawer, and



aft of this, behind the bed, is the bathroom. This room, once again panelled with mahogany, is floored in a pale Carrara marble that is also used in the surround of the twin basins and the bath. The separate shower compartment is, very practically, provided with a seat for ease of use while at sea.

The yacht's crew and technical areas have seen practically no change. Naturally, the equipment in the spacious bridge has been updated but it nevertheless retains the former practical, no-frills approach to navigation and control, with such items as a chart plotter or a comprehensive monitoring system being seen as unnecessary. The engine room displays similar philosophy, being highly functional,

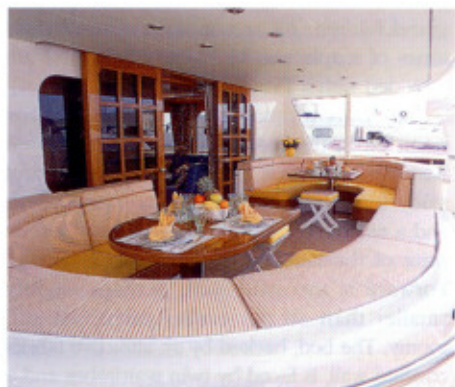
particularly well equipped and well sound insulated. With the exception of the uptakes to the restyled arch mast which now rise outboard rather than centrally, it also has an identical layout to that aboard the previous *Lady Duvera*. The former Mercedes generator sets have been exchanged for a pair of boxed 105kW Northern Lights units but she is still powered by Caterpillar 3508DI-TA diesels from which improved technology has coaxed a few more horsepower. Driving her five-bladed propellers through an Akerboom oil-bath shaft, these deliver a 14.5 knot top speed with almost unnoticeable noise or vibration, and will power the yacht indefinitely at around 12.5 knots.

A second yacht built with the experience of an earlier sistership is sure to be superior to the first, and while this is certainly the case with *Lady Duvera*, tribute must also be paid to her owner. Living just 45 minutes from the Hakvoort Shipyard, he was so closely involved with the build that he was given a key to the yard so that he could inspect progress at weekends, time that was well spent in developing and refining the yacht's amazing detail. For a 43.6m vessel, *Lady Duvera* has a huge amount of accommodation and equipment packed into her hull – the former is well dimensioned and tastefully decorated, while the latter, without gadgets and gimmickry, emphasizes pure functionality and top quality. This is a yacht which any owner or shipyard would be proud to call their own. □





Above: the observation saloon with bird's-eye maple panelling and comfortable seating



LADY DUVERA

LOA

43.6m (143ft)

LWL

37.5m (123ft)

Beam

8.8m (28ft 9in)

Draught (light ship)

2.8m (9ft 2in)

Displacement (light ship)

490 GRT

Engines

2 x 917hp Caterpillar

3508DI-TA diesels

Shafts

Akerboom, oil bath

Speed (max/cruise)

14.5 knots/12.5 knots

Fuel capacity

52,500 litres

Range (at 12 knots)

4,000nm

Electricity generation

2 x 105kW Northern Lights

Capstans

Steen

Stabilizers

Koopnautic Sea Rocq

Bowthruster

CRAM 75kW

Side boarding ladder

Marquipt, hydraulic

Throttle linkages

Mannesman Rexroth

Radars/GPS/Wefax/

Navtex/SSB

Furuno

Wind/sounder/log

B&G

Watermakers

HEM

Autopilot

C Plath

Deck cranes

Cramm

Air-conditioning

Heinen Et Hopman

Sewage system

Microphor

Satellite television

SeaTel

Satcom M

Nera

Telephone system

Panasonic

Interior furniture

De Ruiter Quality Interiors/

Unlimited Interiors

Construction

Steel hull & aluminium

superstructure

Classification

Lloyds #100A1, SSC Yacht

Mono G6, #LMC

Interior design

Felix Buytendijk

Naval architecture &

styling

Diana Yacht Design

Builder/Year

Hakvoort Shipyard/2000

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