

# BOAT

OCTOBER 2006

£3.50 US\$7.50

HAPPY DAYS  
OFF THE WALL 50 METRE  
MOTOR YACHT

CAMBRIA II  
GRACEFUL NEW  
EDWARDIAN  
CLASSIC



# KOGO

WORLD EXCLUSIVE FIRST LOOK AT  
VERY PRIVATE 72 METRE MOTOR YACHT



# 16

PAGE FORT LAUDERDALE SHOW PREVIEW  
HI-TECH WIRELESS ENTERTAINMENT

# INTERNATIONAL YACHT







# JeMaSa

Hakvoort's latest and largest yacht has a versatile layout and comfortable, understated interior that will cosset her guests. Michael Howorth steps on board in the south of France. Photography by Stephane Bravin







As beginnings go, that of hull number BN 236 was quite inauspicious. The client had sold his previous 40 metre yacht – a Hakvoort named *Lady Alice* – and wanted the same yard to build his new yacht. He and his captain developed the plans for over two years and hoped that the vessel would be ready for cruising the eastern Mediterranean in time for the 2004 Olympic Games in Athens. However, the frustrations of yacht building scuppered the plans and the incomplete yacht, known as Project H&H, was put on the market. Fortunately, yacht broker Merle Wood had a client looking for a yacht that could accommodate a helicopter and be

ready to sail in 12 months. Project H&H seemed to fit the bill, and she was sold to her present owner in December 2004. On paper, the only change that needed to be made was the specification for the helicopter landing platform on the stern. The platform had been constructed as a touch-and-go pad and had to be substantially strengthened to carry the new owner's helicopter when cruising. While this modification was taking place, designers and family influences brought about some changes to the interior guest areas. The owner also renamed the yacht *JeMaSa* after his three daughters.

We joined the yacht as she lay alongside the commercial jetty in the port of Nice. At first

glance she does not look radically different from other yachts of her size. She has pleasantly flowing lines and her three decks and overall length of 50 metres offer a sense of perfect proportion. What marks her out is her superb manoeuvrability, which was demonstrated soon after we boarded. The port requested that she change berth and, listening to her start up and watching her captain move her across a short stretch of dock, it was clear just how quiet she is in operation and how well she handles in close quarters situation.

When not in use as a helipad, the sundeck aft accommodates the rescue boat, and the helicopter refuelling apparatus which is so cleverly disguised that the uninitiated are





**Left: the sunbathing area forward of the bridge becomes an open-air cinema or a delightful place to star gaze on clear nights. Above: splendid views accompany dining on the aft bridge deck Right: the ingenious tender launching system. Below: the gym and alfresco dining on the sundeck**



unlikely to question why a fifth lifeboat canister appears one deck above its sisters. Glass doors enclose the area under the radar arch, creating a large, well-equipped gymnasium that includes all manner of fitness equipment in addition to a steam shower. The doors open to the spa pool astern and a dining and sunbathing area forward. A food lift links the alfresco dining area directly to the galley two decks below.

More sunbathing space can be found one deck down forward of the bridge. This delightful semi circular area is just one that guests will covet – it can be converted into an open-air cinema or a huge sleeping area under the stars. Crew can access the foredeck







The main saloon (right) exudes comfort with plump, closely grouped seating, while the upper saloon (above) has a beach house feel. Casual dining on deck contrasts with more formal indoors (left, below)



from here to work the mooring and anchoring apparatus and access the spacious rope store.

Moving astern, we noticed that the captain had stowed away the discreetly placed bridge wing control station he had used earlier to move the yacht. Facing the stern, on the starboard side of the bridge deck is the main tender stowage which is shielded by an ingenious wing-like structure that hides the Novurania tender from view. The structure is moved clear of the yacht when the gantry cranes are deployed to give the tender a clear launching area. This system, conceived by the yard and *JeMaSa's* captain, Juan Koegelenberg, will almost certainly be copied aboard large yachts in the future.





There is also ample stowage for the yacht's additional kayaks and sailing dinghy.

Captain Koegelenberg, who has been with the yacht throughout her build at Hakvoort, was also behind the ergonomic design of the navigation area. As a somewhat pedantic and sometimes old-fashioned navigator, it was here that I found the only thing that jarred – I could not see how navigators could check a compass for error, a point that was conceded by her commander. Seen for the first time aboard a yacht of this size was the new DekaSis alarm monitoring system from De Keizer, which will soon be standard on many, if not most, of the Dutch new builds. The bridge has no seats for the bridge team

in a smart move to keep watchkeepers alert when at the wheel and on lookout duty. Instead, handsome but effective leaning posts reduce fatigue.

Astern of the bridge, the captain's cabin and office are connected by a short corridor to the bridge deck saloon. This light and spacious area, which is finished in white painted woods with naturally stained cherrywood highlights, includes an office and a bar and is divided into three separate seating areas, one of which offers the opportunity for intimate dining. Outside, a large round table seats 12 – a system of quadrants is used to reduce its size for smaller numbers. The attention to detail on deck

ensures the needs of guests will be met no matter what the weather or where the yacht is. The side decks can be closed to inclement weather with sliding glass screens, blowers above the seating areas discharge heated or chilled air, and the buffet serving areas offer a storage for hot or cold food.

Espen Øino, whose offices are in Juan les Pins on the Côte d'Azur, was responsible for the initial interior design, including the unusual design of the stairs that lead up one deck and down to the main deck. The central strut of the stairway is of a tubular design that supports each step, and fitted under each step is a recessed deck light that acts as a safety feature as well as a pleasing decorative detail.







The main deck is divided into the owner's suite forward and the main saloon with a dining area astern. The spacious, teak-finished owner's cabin, with a splendid king-sized bed, is accessed through an office and sitting area. Aft of the bedroom to port is a large cedar-walled dressing room and right forward the cleverly designed full-beam en suite with separate his-and-hers areas which are adjoined by a central double shower unit and bath.

The focus of the main saloon is the intimate and inviting cluster of overstuffed sofas and armchairs in chocolate box beiges and browns, which surround a large, square ottoman, clad in tan leather. A repository for trays of coffee or after-dinner cognacs,

perhaps a book or two, or even an informal perch when having a tête-à-tête with someone on the armchair, it will undoubtedly also tempt guests to put their feet up. Separating this seating area from the dining area forward is a cherrywood cabinet, the central portion of which houses a large pop-up flat screen television for cosy film evenings. The aft part of the saloon is taken up by a curved bar to port, fringed with a string of bar stools, opposite which is a small games table, where up to four players can gather to pit their skills against each other. The large oval table in the dining area comfortably seats 12 for more formal silver service dining.

The large galley is located on the port side

of the main deck, forward of the dining room. Its spacious easy-to-use layout will be the envy of any crew who have sought space to plate up 12 dishes simultaneously. Useful areas are provided for food preparation, and ample cold storage is available, with secondary storage close by. A food lift serves all decks to ensure that meals arrive at the table in the fashion intended by the chef.

The starboard lobby's stairs lead down to the guest accommodation on the lower deck. Here two generously sized, well-appointed VIP cabins have en suite bathrooms, while two slightly smaller double cabins and a twin cabin with up-and-over bunks have en suite shower rooms. Discreetly tucked away in a





**Left, above and below:** the spacious, teak-lined bedroom in the owner's suite is accessed through an office and private sitting and television room  
**Right:** a marble-clad double shower and bath occupy the central area of the full-beam his-and-hers owner's bathroom



## Better by design

Built to class with Lloyd's of 100A1, the yacht's profile was designed by Espen Øino with naval architecture by Diana Yacht Design. The interior design was in the hands of Barbara Barry, of Los Angeles, and Michela Reverberi, whose offices are in Rome. In the original design, Espen Øino was called to design the lower deck around the needs of small children. Under the requirements of the current owner, the lower deck was gutted and rebuilt with a comfortable, low-key theme that is, if anything, understated. Espen Øino believes that the yacht maximises the space available and describes her as having an exceptionally high volume on deck, both inside and out, for her length. He is proud of the way the yacht has been delivered and, having taken a short cruise on board, declares that she has splendid sea-keeping qualities.

starboard corner is a massage and treatment room, where guests can be pummelled or pampered as they desire. On the same deck, a large mess and five cabins with shower rooms accommodate the remaining 10 crew.

The engine room houses two Caterpillar diesel engines driving twin Wärtsilä five-blade propellers. Each engine has an output of 1,014kW at 1,600rpm, producing a top speed of 15.7 knots and cruising speed of 13.5 knots. *JeMaSa's* fuel capacity of 83,270 litres gives her a range of 3,750 nautical miles at 12 knots. At the aft end, the emergency generator with emergency steering position is positioned on the starboard side. The dive locker takes up the same area on the opposite



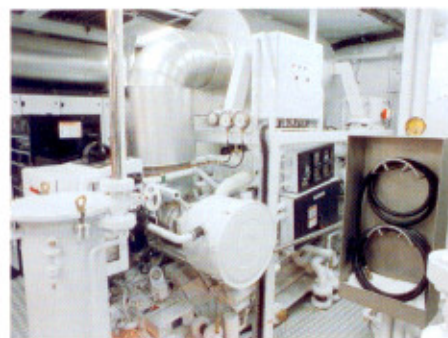




side, while between the two, the lazarette is chock-full of every conceivable water toy, all of which can be launched through a drop-down transom door that doubles as the bathing platform.

After the delivery of *JeMaSa*, the owner wasted no time in ordering a customised shadow boat from a yard in Louisiana. He was far from dissatisfied with his new yacht – it simply did not have enough space to carry all his beloved water toys at any one time. The 48 metre support vessel, to be commissioned in spring 2007, will carry jet skis, motorcycles, a 12 metre sports fishing boat, a Mini Cooper and two hovercraft. With a crew of up to seven, she will offer guests on the mothership additional cabins, recreational areas, including a gymnasium, steam room, sauna and massage spa and, for the more seriously inclined, a suite of conference rooms.

*JeMaSa*'s versatile accommodation across three spacious decks would alone make her highly desirable for today's discerning charter guests, but in combination with her support vessel she will almost certainly offer one of the most comprehensive and desirable charter packages available. ■



**Top: the massage room offers a serene setting for a pampering session**

**Above: the efficiently laid out engine room**

## JEMASA

**LOA**  
49.99m  
**LWL**  
43.13m  
**Beam**  
9.45m  
**Draught**  
3.2m  
**Displacement**  
696 gross tonnes  
**Engines**  
2 x Caterpillar 3512B DI-TA diesels, 1,014kW at 1,600rpm  
**Propellers**  
Wärtsilä five blade  
**Speed (max/cruise)**  
15.7/13.5 knots  
**Fuel capacity**  
83,270 litres  
**Range**  
3,750nm at 12 knots  
**Bow thruster**  
Jastram, 120kW  
**Stabilisers**  
Quantum Marine QC 1500, Zero Speed  
**Generators (main/emergency)**  
2 x 170kW Caterpillar 3306B, 1 x 55kW Northern Light M1064F1  
**Watermakers**  
2 x HEM, each 12,000 litres per day  
**Freshwater capacity**  
18,184 litres

**Grey/black water**  
18,184 litres  
**Sewage system**  
Hamann  
**Fire-control systems**  
Thorn T2000 with Ultra-Fog sprinkler system  
**Security systems**  
De Keizer DekaSis  
**Monitoring system**  
De Keizer DekaSis  
**Air-conditioning**  
Heinen & Hopman  
**Communication/navigation electronics**  
Advanced New Technologies Furuno radar, Navipilot 4000 C, Plath autopilot, Sailor H2095 SatCom  
**Entertainment systems**  
Sony and Pioneer  
**Owner and guests**  
12  
**Crew**  
12 (including captain)  
**Tenders**  
Novurania: GS 420 Solas, Customline 6.64m, Equator 500 LP  
**Tender launching system**  
Hydromar lazarette crane, Steelhead Marine mob crane  
**Passerelle**  
Cramm: Ocean Custom  
**Paint**  
Awlgrip

**Construction**  
Fully welded steel hull with aluminium alloy superstructure  
**Classification**  
Lloyd's #100A1 SSC Yacht G6 #LMC UMS, MCA compliant  
**Yacht management**  
Wilson Yacht Management  
**Naval architect**  
Diana Yacht Design  
**Exterior styling**  
Espen Øino Design  
**Interior designer**  
Barbara Barry Incorporated and Michela Reverberi (Espen Øino Design)  
**Broker**  
Merle Wood & Associates  
**Charter**  
Merle Wood & Associates  
Tel: +1 954 525 5111  
E-mail: mail@merlewood.com  
**Charter rates**  
\$240,000 per week MYBA  
**Builder/year**  
Hakvoort Shipyard/2006  
Havenstraat 22  
NL-1141 AX  
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E-mail: sales@hakvoort.com  
**Price guide**  
Not available

