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**STOP AND SMELL THE ROSES**

# **Hakvoort 164'** *JeMaSa*

Story Jerry Stansfield Photography Hakvoort

**A PRODUCTIVE COLLABORATION AMONG NAVAL ARCHITECTS, DESIGNERS, OWNERS AND BUILDER, HAKVOORT'S NEWEST MOTORYACHT—AND ITS LARGEST BY VOLUME—PUTS THE FUN BACK IN FUNCTIONAL.**





WITH NAVAL ARCHITECTURE BY  
DIANA YACHT DESIGN, ESPEN  
OEINO DESIGNED THE EXTERIOR  
AND INTERIOR, WHILE DECOR  
IS BY MICHELA REVERBERI  
AND BARBARA BARRY





**W**ith its 85-year history as owner of a shipyard that dates back to the eighteenth century, the Hakvoort family can legitimately claim status as a charter member of the elite club of Dutch yacht builders, and as such has demonstrated admirably its credentials as a producer of ocean-going luxury vessels, including *Flamingo Daze*, *Campbell Bay* and *Lady Duvera*, plus the occasional specialized build like the shallow-draft, low-clearance *Tigre d'Or*, a steel luxury barge currently plying Europe's inland waterways.

All that may help explain the ship-like feel of the 164' *JeMaSa*, an aluminum-over-steel tri-deck motor yacht completed last April at the Hakvoort yard in Monnickendam. An inspection of mechanical and utility spaces reveals stout weldments securing massive frames to hull and deck plating, clean and well-supported routings for electrical, plumbing and hydraulic systems, and running gear of a caliber equal to the demands of sustained offshore operation. In true shipboard fashion, generators occupy their own room, massively insulated lest the slightest sound intrude on whispered conversation. An appropriate platform, in other words, for the seagoing lifestyle envisioned by *JeMaSa*'s American owners as they contracted for the build. Naval architecture and engineering is by Diana Yacht Design, with exterior styling by Espen Oeino and interior by Oeino, Michela Reverberi and Barbara Barry.





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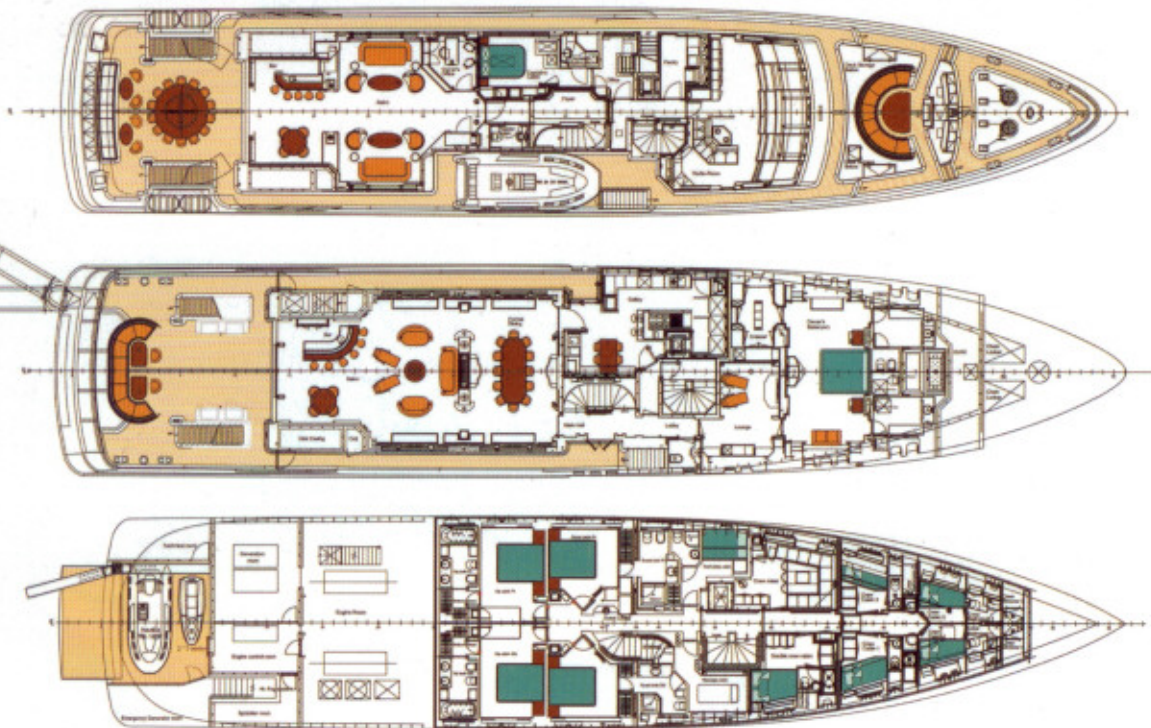




THE MAIN DECK MASTER SUITE HAS A COMFORTABLE SCREENING ROOM OPPOSITE AN OFFICE







**THE LOWER DECK GUEST SUITES OPEN TO A FOYER AND A STAIRCASE THAT LEADS TO THE MAIN AND BRIDGE DECKS**

**LOA:** 164' • **Beam:** 31' • **Draft (full load):** 10' 6" • **Fuel Capacity:** 22,000 gallons  
**Water Capacity:** 4,000 gallons • **Construction:** Steel hull, aluminum superstructure  
**Engines:** 2 X Caterpillar 3512B DI-TA; 1379 h.p. @ 1600 rpm • **Generators:** 2 X Caterpillar 170 kW  
**Classification:** Lloyd's +100A1 SSc Yacht Mono G6 +LMC UMS

**Contact** Hakvoort Shipyard, Havenstraat 22, 1141 AX Monnickendam, The Netherlands; +31 (0)299 651403; [www.hakvoort.com](http://www.hakvoort.com)







## the owners have not forgotten that the purpose of a boat is to have fun

"The owners have not forgotten that the purpose of a boat is to have fun," says Albert Hakvoort, "and so have made ample allowance for places where guests can put their feet up, sit back and relax." To that end, *JeMaSa* offers commodious lounge areas topside and within, big, cushy chairs and sofas surrounding vast ottomans in place of coffee tables, an open invitation to kick back. One notable exception to the implied no-work rule is an office, just off the skylounge on the port side, that's equipped for wireless internet access and global telephone communications.

The décor itself supports the informality, universally home-like, and in the skylounge more like a beach house, with white wall panels, window blinds and bent-wood furniture with floral-patterned upholstery suggesting a tropical theme and providing a marginally perceptible transition to interior spaces from outdoor social areas. The overall look is contemporary, with a few nautical touches and just-right embellishment for an inviting residential ambience.

Enjoyment takes many forms aboard *JeMaSa*. Within the context of its inviting décor, owners and guests may enjoy every level of socializing or solitude, from gala receptions to curling up in a quiet corner with a good book. Or, see the movie, on the obligatory big-screen TVs in saloon and skylounge, of course, but also in an intimate lounge/screening room opposite a small office in the owners' suite...or under the stars, from a huge open-air circular lounge facing a screen that rises out of a coaming structure between pilot house and foredeck.

Teak panels surround the aft main deck, giving exterior bulwarks an almost interior finish; along

with big panels of tempered glass that disappear into pockets in side-deck wing features, or slide out for wind protection or heating and air conditioning as needed, they blur the distinction between indoor and outdoor areas. Full-service bars, strategically located adjacent to sliding doors at the aft entrance of saloon and skylounge, allow convenient beverage service to revelers outside and in. A twelve-place dining table forward of the saloon, another on the sundeck, and a huge round table for fourteen aft on the bridge deck, encourage convivial gatherings for formal or casual dining, all well within the capabilities of the commercial-grade galley. A dumbwaiter facilitates food and refreshment service to all four decks.

*JeMaSa* is equally suited to more active leisure pursuits. A large door in the flush transom opens to form a broad swim platform, extending the deck area of a garage housing a Novurania Solas tender, jet ski, fishing tackle and a full complement of SCUBA equipment. The primary shore/ski/fishing boat, a 6.64-meter Novurania Custom Line, resides at bridge deck level, concealed behind a wing feature that slides outward as part of a dual gantry system for launch and recovery. Sailboards also are stored in this upper bay.

As if the available choice of water sports weren't sufficient, the truly hardy can then repair to the sun deck, where a gymnasium awaits with sundry exercise equipment arrayed beneath the arch, and enclosed by glass partitions forward and aft. The starboard leg of the arch houses a head and steam shower. A large deadlight, set into the sun deck beneath the dining table, by day illuminates a bridge deck passageway below, and at night transmits interior light upward to provide pleasant illumination for after-dark diners. Close by the exercise room is a free-standing spa tub for an after-workout soak; to ease any lingering aches, there also is a massage cabin with spa on the lower deck.

Accommodations aboard *JeMaSa* include the main-deck master suite forward, which in addition to the aforementioned screening room features his-and-hers baths and a walk-in wardrobe with closets surrounding a cushioned bench. One level below, two VIP and two queen-berth guest suites

amidships open onto a central foyer and a staircase that continues up to main and bridge decks. Forward on the lower deck are four en suite crew staterooms with upper/lower berths, a mate's/engineer's cabin with double berth, a large crew mess, and a sixth cabin with bunks for guests or additional staff opposite the massage room. The captain's double stateroom and adjacent ship's office are located just aft of the pilot house. A separate crew staircase allows discreet service access to bridge, main and lower decks, and to a space forward on the tank deck equipped with a large laundry room, extra freezer and a dry store for provisions.

Centerpiece of the pilot house is a six-screen console complete with controls for a Quantum Marine stabilizer system and Quantum at-anchor stabilization. Three leaning posts include lumbar support bolsters for comfortable watch keeping. A radio desk/weather station is tucked behind an elevated observers' settee on the starboard side.

Fit-out and detailing are uniformly excellent, and include immaculately welded side-deck railings with double stanchions, varnished wood caps and intermediate rails. With its 5200 nautical mile range at ten knots, *JeMaSa* has been configured for ocean crossings, with rounded bilges and a raised sheer line forward. A helicopter pad aft on the sun deck allows quick shuttle service for owners and guests.

The yacht's hull form allows sufficient volume for a large, two-level engine room in which paired Caterpillar 3512B DI-TA mains, turning at a sedate 1600 rpm, develop 1379 h.p. each to produce a top speed just shy of 16 knots, or a 13.5-knot cruise. Separate pump and control rooms allow a convenient, logical layout of systems for access and maintenance. In accordance with its MCA certification and Lloyd's classing, *JeMaSa* is equipped with an emergency steering station in the aft control room.

Scale and proportion are fundamental to *JeMaSa*'s inviting arrangement and décor. Appropriate for private or charter use, the arrangement provides a mix of common and intimate areas to accommodate every kind of occasion, from festive—and well-attended—receptions to quiet retreats for smaller groups or individuals, all in an atmosphere of relaxed, unhurried enjoyment. ■

**THE OVERALL LOOK  
IS CONTEMPORARY, WITH  
A FEW NAUTICAL TOUCHES**