



Superyacht

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**Plus updates on
new-build activity in
the USA and Holland**

Perini Navi
changes gear

Nick Edmiston
on owner 'education'

**Royal Huisman
Shipyard's Meteor**

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52m schooner**

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))) Hakvoort Shipyards



Yard number 241, the 45m (148ft) *Trust*, set to deliver later this year.

HAKVOORT SHIPYARD BOASTS a very strong order book currently with six major displacement motoryacht projects at various stages of completion.

The first to finish should be yard number 239, the 38m (125ft) steel/aluminium trideck motoryacht *Perle Bleue*. She is being built for the same owner that commissioned Hakvoort's 2002-launch *Campbell Bay*. Diana Yacht Design handled her naval architecture and Donald Starkey Designs has been responsible for her traditionally panelled interior. Built to Lloyd's and MCA rules, she will have a top speed of 13kt, a useful range of 3,500 nautical miles, and will be used for charter when she hands over in autumn 2007.

And delivering around the same time is yard number 241, the 45m (148ft) steel/aluminium trideck motoryacht *Trust*. Cor de Rover designed this one and Diana Yacht Design looked after the naval architecture. Felix Buytendijk came up with her interior scheme. Interestingly, she will be the first yacht to be built for chartering under the new Dutch government rules for Commercial Cruising Vessels (CCV). Delivery is also scheduled for the end of '07.

Next away is likely to be yard number 245, the 39m (128ft) steel/aluminium trideck motoryacht *Pretty Woman*. Azure Naval Architects are handling the technical aspects and Cor de Rover the styling. She is scheduled to depart the yard around May/June 2009.

Then comes yard number 243, the 48.8m (160ft) steel/aluminium quad-deck displacement motoryacht *Atlantis*. Designed by Diana Yacht Design and featuring a Glade Johnson interior scheme, the decks of which will be connected by a glass elevator, she will have a maximum speed of 13.5kt. Delivery is expected sometime in 2009.

Also on order is yard number 246, a 44.9m (147ft) traditional-style steel/aluminium trideck motoryacht for world cruising. Her naval architecture and exterior are the work of Diana Yacht Design and her interior is down to Peter Marino. She will have a top speed of 14kt and a range of 5,000 nautical miles at an economical 10kt cruise. January 2011 is her delivery slot.

The most recent Hakvoort delivery was yard number 236, the Espen Oeino-designed 49.99m (164ft) steel/aluminium motoryacht *JeMaSa*, which delivered in May last year. She was equal in size to the biggest-ever Hakvoort, the Diana/Starkey-designed steel/aluminium *Lady M* (ex-*Lady Marina*) that delivered in 1994.

A family business since 1919, Hakvoort is currently managed by fifth-generation brothers Albert Jnr and Klaas Hakvoort, following their father Albert Snr's semi-retirement last year.

» P106



INFORMATION:

- **Capacity:** Around 52m (171ft)
- **Number of employees:** 85 directly — 50 at Monnickendam yard and 30-plus at Unlimited joinery
- **Most recent delivery:** *JeMaSa* 49.99m, (164ft) May 2006
- **Next delivery:** *Perle Bleue* 38m (125ft) — set to hand over in autumn 2007 — *Trust* 45m (148ft) late '07

))) Moonen Shipyard



THE MOONEN SHIPYARD is currently busier than ever building what it terms its 'pocketsize' superyachts, says managing director Emile Bilterijst, and there's no sign of things cooling off either. Three Moonens will deliver from its facility in 's-Hertogenbosch this year and three more are scheduled to complete during '08. Beyond that, the next available delivery slots stretches into 2010.

The first project to complete this year was yard number 184, the first of the yard's new all-aluminium Rene van der Velden-designed Moonen 94 series, prices for which incidentally start at around €7 million. Called *Nilo*, she features a light anigré interior. Particularly interesting is the propulsion package that includes twin 1,800hp Caterpillar C32 ACERT V12s and Servogear (Norway) controllable-pitch propellers, which are rarely seen in yacht specifications. Her propellers run in tunnels and provide an efficient 18-19kt cruise and a top speed of around 28kt at half load. But, of course, the big benefit of CPP installation is the manoeuvrability.

Next away will be the second all-aluminium Moonen 94 *Infinity*, yard number 185. She will have a more conventional powertrain — twin 1,610hp C32 Cats and fixed-pitch props. She is scheduled to leave in September and will be MCA compliant. The more powerful ACERT engines used aboard the first 94 would not have been suitable for this one as they are not MCA approved.

Then finally at the tail end of the year the seventh Moonen 84 *Etoile d'Azur*, yard number 186, is expected to hand over. The Rene van der Velden-designed has proved a successful development of several previous Moonen designs of around 25m-26m (82ft-85ft) or so. Present prices for the Moonen 84 start at around €5.5 million or €215,000 per metre. The other 84s were *Yawen* (ex-*Mimi*), *Pheonix* (ex-*Gogar Lass*), *Moon Bels*, *Aurora*, *Sofia* and *Far Niente*. And the eighth Moonen 84 *Blue Band*, yard number, is also under construction currently too.

Also in hand are two displacement steel/aluminium Moonen 97s, respectively build numbers 187 and 190. Both of those are currently being fabricated by subcontractors and being built to Lloyd's Register classification and MCA certification.

Described as 'pocketsized' superyachts, three Moonens will leave the yard in 2007. This is one of them, *Nilo*, pictured below.



INFORMATION:

- **Delivery:** Three Moonens for 2007. The first to leave the yard will be *Nilo*, a Moonen 94
- **Capacity:** Around 38m (125ft)
- **Largest build to date:** *Victoria del Mar* 36.5m (120ft)
- **Number of direct employees:** 50

They will deliver to previous Moonen clients in 2008. Neither has a name at the moment.

Then comes the yard's biggest ever project, yard number 189, a 37.8m trideck Moonen 124 also designed by Rene van der Velden. Her interior will be the work of Art-Line. She should deliver for mid-2009. This project really defines Moonen's capacity, as its existing location couldn't really cope with anything much beyond. The longest yacht the yard has built thus far was the Moonen 120 *Victoria del Mar* (ex-*White Heaven III*), a 36.5m steel motoryacht that delivered six years ago, but the 2006-launched 34.8m Moonen 114 Explorer *My Issue* had the biggest displacement.

The last project on the current order book, yard number 191, stretches into 2009 also. It is an all-aluminium 30.2m Moonen 99, which is essentially a stretched version of the 94.

Moonen claims to have built around 60 motoryachts since it started back in '81. The majority shareholders in Moonen are four Scottish brothers — Alistair, Malcolm, Gordon and Euan Snowie — the original co-owners of the Moonen 84 *Gogar Lass* (now-*Pheonix*). The fifth shareholder with 20 per cent is MD Emile Bilterijst.

» P113

deliveries 24m+		2006	2007
34.0m	My Issue	28.7m	Nilo
25.0m	Far Niente	25.6m	Blue Band
		28.7m	Infinity