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shock mounts. In addition to this complex work, the Balk yard also has a long list of other refit and repair activities, ranging from a dent in the hull to varnishing the interior and renewing the airco units.

The work on the De Vries-Lentsch designed Cornelia (photo) is a follow-up to activities carried out by Balk during the winter of 2006-2007, which included bring the motor-yacht to full Lloyds and MCA classification. Various adjustments will be made to the interior, the layout of the bridge and console will be changed and the air conditioning system requires major adjustments. There will also be a major refit of the lazarette and the launch installation for the tender, plus a range of electrical upgrades.

With various other projects in the pipeline, the Balk yard - which opened major new facilities in the Dutch harbour town of Urk in June 2007 - has established itself as one of the world's finest refit facilities. Other recent highlights include the rebuild of the 46-metre Putty VI - one of the most radical refit projects of recent years. Launched as Turmoil in 1995, this pioneering expedition vessel was transformed by Balk into a luxury cruising yacht of the highest possible standard in just six months in 2007

Information: www.scheepswerfbalk.nl

of a J. Fluid dynamic calculation software was applied for further analysing of the hull shapes of the five best performing yachts in the fleet.

The naval architects' office is currently working on four new J-class yachts. Now that 'Lionheart's construction is progressing, the next will likely be a replica of 'Enterprise', the first yacht in this class ever built and one of the smallest. Designers believe it will perform very good in the rating, however. The third project is 'Svea'. Originally designed by Thor Holm, this J is to be further developed by the Dutch-Swedish syndicate. The fourth project is the optimisation and finish of a design for a J by Franck Paine, that was never built. This one will show a linesplan similar to that of 'Lionheart'.

With 'Endeavour II' in scheduled for launch autumn 2008 at Royal Huisman and more designs in the pipeline at Gerard Dijkstra Associates for new J's, the classic racing fleet enjoys a boost. The recent change of the rule, allowing the construction of aluminium hulls, inflicted this revival of interest for the wineglass hulled racers.

Information: www.jclassyachts.com

DIANA PRESENTS FUTURE HAKVOORT CRUISER

Diana Yacht Design has unveiled the design for a classic styled blue water cruiser to be built by Hakvoort Shipyard. The gentlemen's yacht with walkaround sheltered gangways and canoe stern combines the appearance of a mid-twentieth century ocean liner with state of the art technology. At almost 45 meters of length, it is to be one of the largest Hakvoort yachts ever built. The four-



deck layout shows a fabulous owners suite above the bridge, displaying a panoramic view over the bow and forward scenery. With a 9.30 meter beam and 2.90 meter draft, the full displacement yacht of steel hull and aluminium superstructure has room for 4 guest staterooms, 5 crew cabins a midships dining room, an aft main salon and an additional salon with bar on the owners' deck. Atop the sundeck, an arrangement is set up for al fresco dining, as well as beds for sunbathing and a jacuzzi. Quite unusual, a variety of tenders and water toys is stored on the fore deck, where an hydraulic crane lifts all the additional craft into the water.

The main tender is quite large, stretching 7,5 meters in length and it is stored in a tender bay on the main deck. A boarding ladder connects to the harbor wall when docked, but goes down to the fold-out swim platform on the side of the yacht when at anchor. From this platform, the tenders and water toys can easily be accessed. Twin MTU 939 horsepower diesels propel the yacht up to the maximum speed of 14 knots. Maintaining a cruising speed of 10 knots, the 60,000 liter fuel capacity gives the yacht a range of 5,000 nautical miles. The yacht is planned for launch in 2011.

Information: www.dianayachttdesign.com

CONSTRUCTION OF SUPER J-CLASS 'LIONHEART' WELL UNDERWAY

At Bloemsma Van Breemen shipyard, the aluminium hull of 'Lionheart' was turned mid January. The wineglass hull was built upside down, to finish the yacht is now in its upright position. With a total length of 44 meters (144 ft.) and astonishing overhang of 17 meters (56 ft.), 'Lionheart' will be the largest J-class boat in the fleet. She will be completed at Claassen Jachtbouw in Zaandam. The lines of 'Lionheart' are based on the drawings by Olin Stephens and Starling Burgess for the 1936-built 'Ranger'. At Hoek Design Naval Architects, the line plans of virtually all known J-class designs have been studied. Hydro- and Aerodynamics specialist Barend Jan Binckhorst at the office took part in the studies, analysing the speed potentials of these yachts and trying to implement clever alterations within the J-class rule to make even faster yachts in this exciting racing fleet. Hoek's Design team has developed a state of the art velocity prediction programme for J class yachts, using test data taken from a six meter long test tank model

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