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MOONEN TO LAUNCH TWO YACHTS IN NEW SERIES

Launch of the first two semi-custom Moonen 97's is planned for this year. The yard heralds the start of a new series, to join the popular Moonen 84 series. The new 97-foot motor yacht, with a round-bilge hullform drawn by naval architects Diana Yacht Design will draw the Moonen signature with its exterior styling by Rene van der Velden. Both of the yachts that will start the series, planned for delivery in 2008, will have interior styling by Art-Line. Caterpillar engines will power the steel hulled, aluminium superstructure yachts. Zero speed stabilisers will provide tranquility at anchor. The yachts will be built according to Lloyd's Register Class and MCA Certification.



The Moonen 97 is an evolutionary design, derived from two recent yachts by Moonen the custom Moonen 96 Clementine (launched 2005), and the shipyard's most successful model, the Moonen 84 (the eighth will be launched this year). The strong attraction of the Moonen 84 has been its ideal four-cabin layout. The equally strong attraction of Clementine is the considerable volume she offers on a waterline about four meters longer than that of the 84. Combining and rearranging the outstanding features of both designs, Moonen has created the new 97-foot model to satisfy a clear market need for a medium-size, long-range cruiser between its smallest model, the Moonen 72, and its new "Queen of the Fleet," the Moonen 124. René van der Velden sculpted a profile comprising a nicely flared bow, sloped stern with twin stairways,

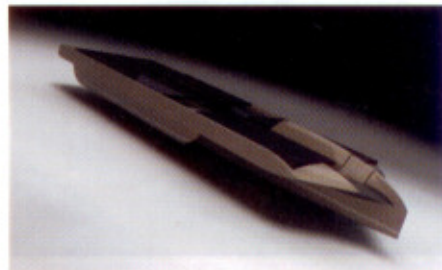
graceful sheerline, and bold fashion plates. Below, the considerably greater volume has enabled for enlarging the owners' and guests' suites and the crew quarters, increasing stowage for long-range cruising, and adding sufficient fuel tank capacity for transatlantic crossings. Though the two Moonen 97 are "sisterships," they are far from "identical twins," each being highly customized by their clients. The first one has a fixed bimini top, a single bridge-deck tender crane, a walk-through galley opening to the wheelhouse, three staterooms with double berths and one with twins.

The second, Sofia, has a folding bimini top, two smaller tendercranes, an extended bridge-deck overhang, a U-shape galley, and two twin staterooms below. The saloon and dining area configurations are quite different as well. The first Moonen 97 is set for delivery in early spring 2008; Sofia will be splashed in summer. The shipyard also has under construction the eighth Moonen 84, Amphitrite, the first 99 Alu semi-displacement yacht, the third Moonen 97, and the largest-ever yacht to come from the shipyard, the Moonen 124 displacement.

Information: www.moonen.com

VRIPACK GOES SOLAR

Vripack steps into development of alternative propulsion by use of Solar Panels. The company will take part in the 2008 Frisian Solar Challenge, a 220km race over water passing the famous 11 cities of Friesland. This project is focussed on designing and constructing an ultra light and fast boat which is strong enough to endure the torments of a long distance race. The solar boat built by the Vripack Solar Team will prove its excellence during the international Frisian Solar Challenge. The Solar powered experiment is based on the use of durable energy for powering use. Vripack attaches great value to the preservation of a healthy environment and is proud that an enthusiastic in-company team is performing this develop-



ment. The Vripack boat is driven only by electric power from five solar panels and can achieve a speed of 11 knots. She is propelled by a two blade propeller placed on an innovative pod coupled to an all electric motor. The hull, together with the deck and side hulls, will be made of fibre glass and carbon glued by epoxy to make the boat as light as possible. With an overall length of 6 meters and a 2 meter beam, she will be controlled by one man only for periods up to six hours. During the race the boat also has to be manually lifted out of the water and transported over obstacles such as dikes. For this purpose a quick release has been designed to dismantle the solar panels.

More information: www.vripack

MONACO YACHT SHOW SOLD OUT

Seven months before its next edition, the Monaco Yacht Show is already sold-out thanks to an impressive repeat exhibitor rate as well as new requests for the few stands that were available in early January. With a rapidly expanding market in recent years, participating in the show has become a must for industry leaders and therefore so has the demand for berths, notably for the biggest yachts. The MYS accurately reflects the evolu-