

# Holland Shipbuilding

MAGAZINE FOR SHIPBUILDING - MARINE ENGINEERING - OFFSHORE - YACHT BUILDING

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## HOS Achiever

FIRST SHIP LAUNCHED OF REVIVED IHC MERWEDE KRIMPEN A/D IJSSEL SHIPYARD

## Beautriumph

FIRST COMBI FREIGHTER 7200 IN A SERIES OF 11

## CSD250

POCKET-SIZED DREDGER SHIPPED TO MALDIVES IN 2 CONTAINERS

## Darsea

A CLASSIC BEAUTY FRESH FROM THE DRAWING BOARD

## Secret

A LEADSHIP DREAM FOR GUESTS AND CREW ALIKE

**SPECIAL**  
SMM 2008  
MYS 2008





Photo by Flying Focus-Bussum, The Netherlands

# Darsea

Herald of a new series of Moonen Displacement yachts

Builder: Moonen Shipyards BV  
Styling: René van der Velden Yacht Design  
Interior Design: Art-Line Interiors  
Naval Architecture: Diana Yacht Design  
Mechanical Engineering: Moonen Shipyards BV

*Starring a glorious and hopeful role as herald for a new series of displacement yachts by Moonen, 'Darsea' will introduce the steel hulled, aluminium super-structure medium sized long range cruising Moonen 97 series to the Cannes Monaco Yacht Show audience this month. Another successful series from Moonen Shipyards is dawning, as the first two yachts have been built and the third is under construction, even before the yacht show début.*

**T**he Moonen 97 is an evolutionary design, derived from two recent yachts by Moonen. The custom built Moonen 96 Clementine, launched 2005, was one of the yachts that set parameters for the new design. The shipyard's most successful model, the Moonen 84 was the other source of inspiration. The eighth yacht in this semi-custom series has been launched this year. The strong attraction of the Moonen 84 has been its practical 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 the Moonen 97 to have a close family resemblance to the Moonen 84, with a harmonious - somewhat classical - profile comprising a nicely flared bow, sloped stern with twin stairways, graceful sheerline, and bold fashion plates. The greatest apparent difference in the Moonen 97 is that the raised pilothouse of the 96 has been replaced by a long open flying bridge and sundeck with whirlpool bath, resulting in a somewhat lower profile, maintaining the recognisable exterior profile that marks the Moonen Displacement Series image.

In harmony with the exterior profile,

## Principal Dimensions:

Length overall: ..... 30,00 metres  
Length waterline: ..... 27,20 metres  
Beam moulded: ..... 7,00 metres  
Beam maximum: ..... 7,30 metres  
Draught maximum: ..... 2,18 metres  
Displacement full load: ..... 185 metric tons

## Performance:

Twin Caterpillar C 18 DI-TA engines rated  
448 bkW (600 hp) at 1800 rpm  
Maximum speed: ..... 13,0 knots at 10% load  
Continuous speed: ..... 12,0 knots at 50% load  
Range at economical speed: 4.000 nm at 9 knots

## Tank capacities:

Fuel (4 tanks): ..... 27.650 litres  
Fresh water: ..... 6.700 litres  
Black water: ..... 700 litres  
Grey water: ..... 800 litres  
Used lub-oil: ..... 280 litres





Diana Yacht Design has created an underwater body that also combines classic and modern elements, applying best hydrodynamic capacities of both worlds. The round bilged hull form ensures smooth sea keeping abilities, the modern propulsion train generates power at moderate fuel consumption. Comfort aboard is further achieved by extensive sound reduction. The rattle of the propellers rotating just below the hull is minimised by creating a much bigger clearance between the screws and the bottom of the hull. This approach reduces sound at its source, making sound reduction by the use of absorbing materials much more effective. This practice of sound reduction was developed during the conception of the Moonen 84 series, it is applied again with the 97.



The first completed yacht in the Moonen 97 ft. Displacement Series, 'Darsea', was launched in June. The second, to be named 'Sofia', will be splashed by the end of September. The two sister ships look alike, but they are far from identical. Each yacht is being customized by their clients to a high level. 'Darsea' has a fixed bimini top, a single bridge-deck tender crane, a walk-through galley opening to the wheelhouse, two state-rooms with double berths and two with twins. The second, Sofia, has a folding bimini top, two smaller tender cranes, 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.

Technology aboard is identical to the extent of main engines, generators and stabilisation systems. The twin Caterpillar engines generate 600 horsepower each, total propulsion power is rated 1200 horsepower. The four-tank fuel capacity of 27.650 liters ensures a



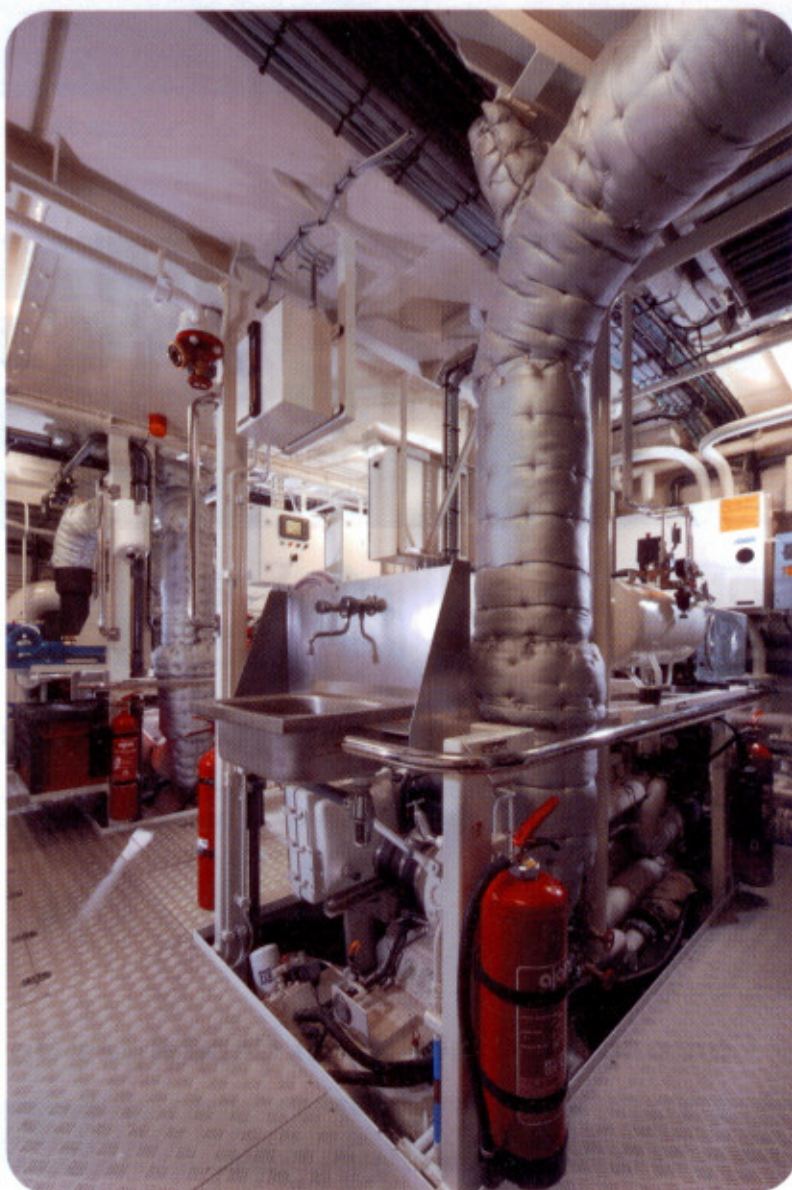




cruising range of 4,000 nautical miles at a cruising speed of 9 knots. In the aspect of instrumentation, the first and second yacht in the series are quite different. The captain of 'Sofia' chose total security and ordered the yard to install complete back-up systems for 75 per cent of all navigation, communication and other technical systems on the yacht.

The contemporary Art-Line interior features ample use of leather, bamboo, panelling and built-in furniture of fine cherry veneers. On 'Darsea' richly classical wengé trim adds drama to the interior, while aboard 'Sofia', lighter more contemporary maple trim creates a contrasting mood. Below, the considerably greater volume has enabled Moonen to augment the four-cabin layout by enlarging the owners' and guests' suites and the crew quarters, increasing stowage for long-range cruising, and adding sufficient fuel for transatlantic capability. Layout is typical Moonen. All state-rooms are on the lower deck. Owner and guest rooms are in front of the engine room and crew quarters aft. This offers the crew a comfortable living area, and provides owner and guests with four spacious cabins. A minor disadvantage caused by this lay-out is that the crew have to enter their accommodation either via a stern door on the bathing platform, or climb a ladder that leads up to a door under the stairs of the aft deck.

Both 'Darsea' and 'Sofia' are built to Lloyd's Register Class and MCA certification. The Moonen 97 Displacement is configured to be a grade 'A' steel hulled, twin screw round bilged motor yacht with aluminium superstructure, transom bathing platform, duct keel and double-bottom tanks integral with the hull.





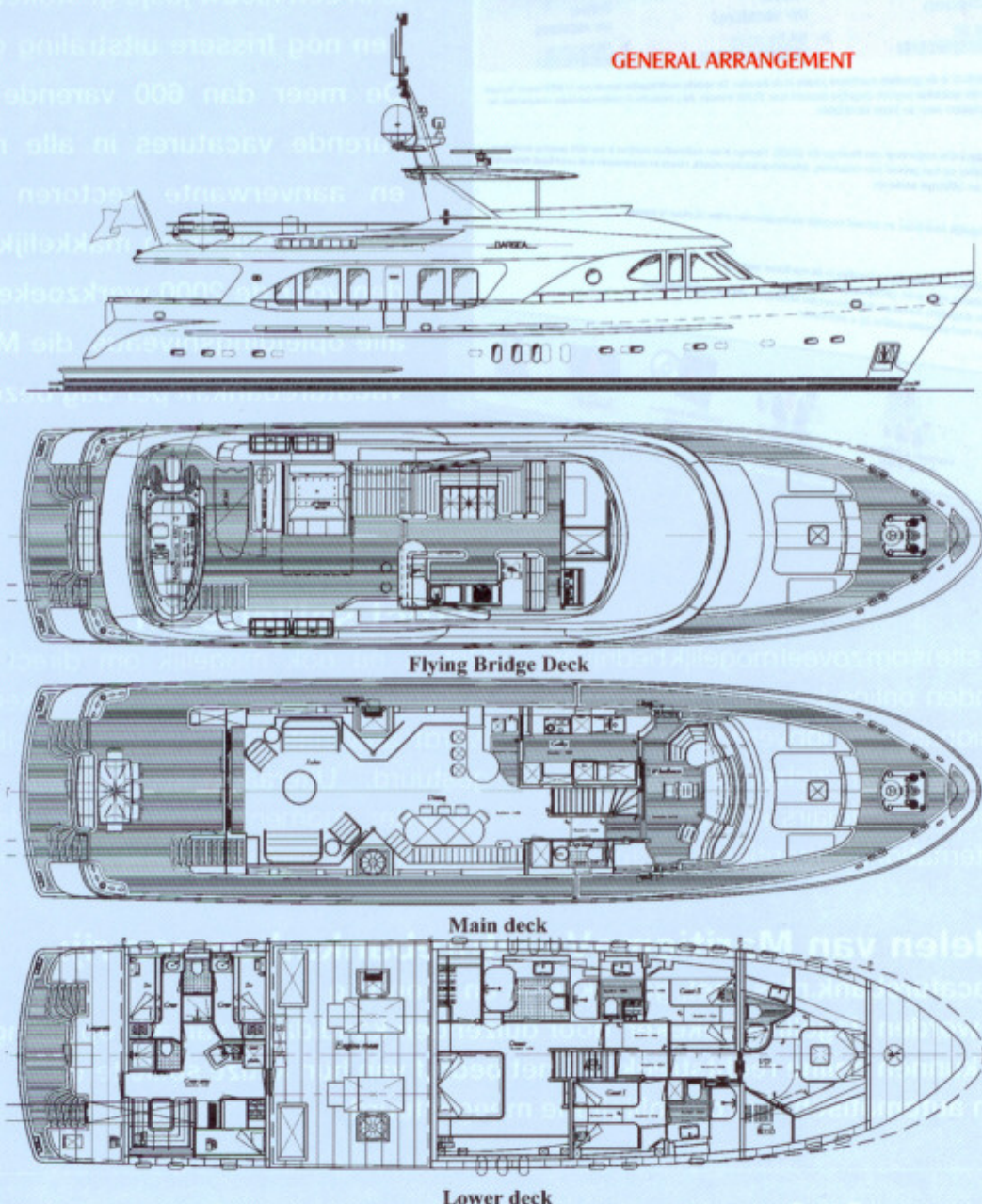
**Subcontractors and suppliers of equipment fitted on board the 'Darsea' (partial list)**

|  |   |
|--|---|
| <b>Alfa Laval Benelux</b> , Breda              | fuel oil separator                            |
| <b>Angst &amp; Pfister</b> , Rotterdam         | Racor filters                                 |
| <b>Artline</b> , Arnhem                        | interior design                               |
| <b>Awigrip Europe</b> , Grobbendonk (B)        | paint   |
| <b>Beekmans rvs</b> , 's-Hertogenbosch         | Freeman water & weatherlight doors & hatches  |
| <b>Bloemen de Maas</b> , Niftrik               | toilets                                       |
| <b>Blokland Non Ferro</b> , Sliedrecht         | anodes  |
| <b>Bosch Rexroth</b> , Rotterdam               | Marex OSV electronic remote control system    |
| <b>Cosalt</b> , Rotterdam                      | life rafts                                    |
| <b>Cramm Yachting Systems</b> , Berlicum       | deck crane; gangway; hydraulic installation   |
| <b>Econosto Nederland</b> , Capelle a/d IJssel | valves & fittings                             |
| <b>Esco Aandrijvingen</b> , Alphen a/d Rijn    | Twin Disc gearboxes; Centa flexible couplings |
| <b>Freeman Marine</b> , Oregon (USA)           | portograph doors                              |
| <b>Heinen &amp; Hopman</b> , Spakenburg        | air conditioning & fresh air                  |

|   |   |
|---|---|
| <b>Idromar</b> , Milano (I)                           | watermaker  |
| <b>IHC Lagensmit</b> , Kinderdijk                     | Supreme stern tube seals incl. ceramic coated liner |
| <b>Inoferro</b> , 's-Hertogenbosch                    | stainless steel                                     |
| <b>Jong Scheepstoffering</b> , De Elshout/Ornen       | upholstery  |
| <b>Klaver Yachtpainting</b> , Vollenhove              | painting  |
| <b>Kroon Technische Groothandel</b> , Hoogeveen       | ship's hardware; CF-systems                         |
| <b>Lloyd's Register of Shipping</b> , Rotterdam       | hull classification                                 |
| <b>Muir Engineering</b> , Australia                   | anchor winches                                      |
| <b>Nicoverken Marine Services</b> , Schiedam          | Namann sewage treatment plant                       |
| <b>Nieuwburg &amp; Zs, L.</b> , Krimpen a/d IJssel    | sound & thermal insulation                          |
| <b>Noordenne Handel</b> , B.M. van, Giessendam        | steel   |
| <b>Observer Instruments</b> , Ridderkerk              | Hipworth window wipers                              |
| <b>Pon Power</b> , Papendrecht                        | Caterpillar main engines                            |
| <b>Rafa Ship Windows and Marine Glazing</b> , Leusden | windows   |

|   |   |
|---|---|
| <b>René v.d. Velden</b> , Amersfoort        | exterior design   |
| <b>R.P.M.</b> , Bodegraven                  | stern door & anchor hatch                                     |
| <b>Hoefnagels</b> , Tilburg                 | sliding door  |
| <b>Rubber Design</b> , Heerjansdam          | propeller shaft- and rudder shaft installation                |
| <b>SIM Holland</b> , Papendrecht            | DWAN generator sets   |
| <b>Snijtechniek Brabant</b> , Raamsdonkveer | cutting and forming superstructure                            |
| <b>Spraybest Europe</b> , Zwijndrecht       | mist eliminators  |
| <b>SPX Process Equipment NL</b> , Assen     | pumps   |
| <b>Johnson Pump brand</b> , Assen           | LINN & Loewe entertainment                                    |
| <b>Technica Nova</b> , Breda                | electrical installation; navigation & communication equipment |
| <b>Tijssen Elektro Zeeland</b> , Zierikzee  | hatches and manholes  |
| <b>Trinox</b> , Rotterdam                   | propellers  |
| <b>Van Voorden-Promac</b> , Zaltbommel      | stabilizers   |
| <b>VT Naid Marine Holland</b> , Heerlen     | anchors & anchor chains                                       |
| <b>Wortelboer</b> , Rotterdam               |   |

**GENERAL ARRANGEMENT**







tems, as well as vertical and reversed bow designs. The latter reduces possible slamming induced vibrations during transits in exposed areas.

Opportunities for further improvement include possibilities to optimise roll stabilisation concepts, bow design for comfort, the use of DP systems to avoid roll-resonant and slamming sensitive conditions and the use of main and auxiliary propulsors with a low vibration and noise excitation. The integration of the different control systems onboard may improve the ride of the vessel even further, for example using the rudders to reduce roll and using the fins for steering.

Bearing in mind that innovation is a key focus for yards and designers, MARIN intends to take a leading role by using its expertise to serve the industry as a whole.

I: [www.marin.nl](http://www.marin.nl)

## Moonen Shipyards

*Moonen Shipyards Room for MORE on the new Moonen 97 2008 Will Be "The Year of the Moonen 97"*

Moonen Shipyards builders of a full range of Displacement, Semi-Displacement, and Explorer models, will add two new 97-foot "pocketsize superyachts" to its growing fleet this year. The Moonen 97 is the latest model in the shipyard's acclaimed Displacement Series. It is handsomely shaped by René van der Velden Design, with a round-bilge hullform drawn by naval architects Diana Yacht Design. Both yachts will have interior styling by Art-Line. With steel hull and aluminium superstructure, they also feature Caterpillar engines and zero-speed stabilizers, and are built 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

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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 tender cranes, 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.

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The first Moonen 97 Darsea has just been launched. Sofia will be splashed in summer. The shipyard has also launched the eighth Moonen 84, Amphitrite, and has further under construction the first 99 Alu semi-displacement yacht, the third Moonen 97, and the largestever yacht to come from the shipyard, the Moonen 124 displacement.

Darsea can be visited at the coming Cannes and Monaco Boat shows.

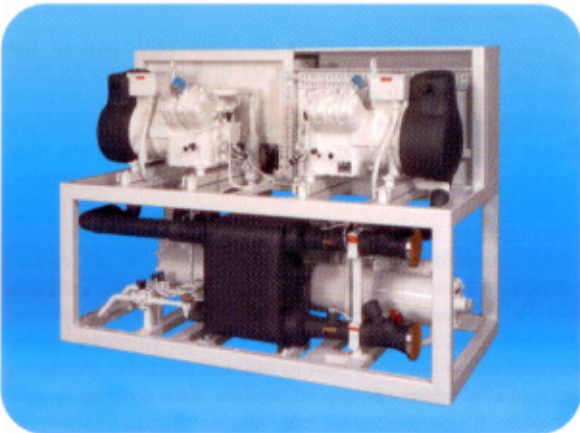
I: [www.moonen.com](http://www.moonen.com)

## N.R. Koeling bv

Founded in 1971, N.R. Koeling has gained experience in the design, executing and building simple to advanced and complicated H.V.A.C. systems, sanitary systems, engineering, engine room ventilation and provision stores.

N.R. Koeling bv is fully certified to handle according to the following standards:

Quality system according to NEN-ISO 9001, Safety norms



SCC \*\* and STEK registration.

The service team of N.R. Koeling is on call 24 hours a day, 7 days a week

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