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# YACHT *Valley*



STATE OF THE ART

THE DUTCH SUPERYACHT  
INDUSTRY IN 2008

PEOPLE AND THEIR PASSION

MUSTANG MANIA

CAPTAIN'S STORY

MEET PREDATOR'S  
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THINK YACHTS... THINK HOLLAND





## HAKVOORT

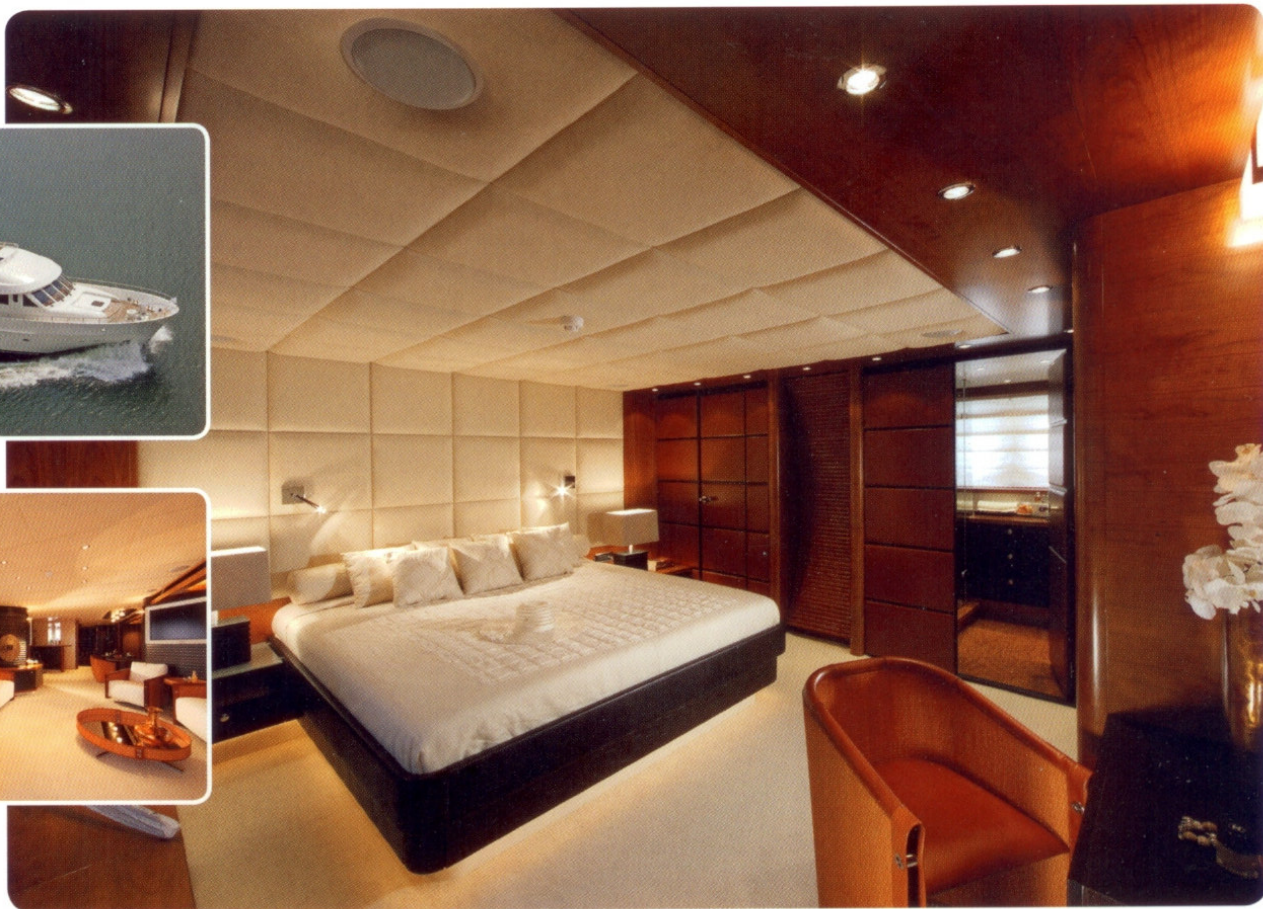
As we report on page 31, **My Trust** was the first yacht to be built in Holland under the new Dutch government guidelines for Commercial Cruising Vessels (CCV). But she is also a fabulous motoryacht in her own right, built for experienced sailors fulfilling a long-term ambition to embark on their own custom build.

A key issue was being able to conduct business onboard the vessel. The IT network includes hard wire connections and WiFi connections in all areas, while a VSAT conferencing system has been installed. The full beam owner's stateroom includes a dedicated office area. Other features normally found on a larger yacht include Creston controls in all cabins for the AV lighting, curtains and air-conditioning.

*My Trust* has a dynamic appearance within the parameters of timeless design. Classic details include the majestic blue hull and teak cap rails, while numerous details in a warm teak veneer exude warmth and personality. The dynamic aspect of the design is evident in the round-bilge displacement hull, with good deadrise, transom, level keel and flared bow. The silhouette is also characterised by a striking sweeping line from stern to superstructure top.

As great fans of sailboats, *My Trust's* owners opted for a traditional nautical interior that provides remarkable comfort for 10 guests and eight crew. A wealth of outdoor relaxation facilities include large open seating areas on the aft decks and a sun deck with bar, whirlpool bath and pads. *My Trust's* al fresco facilities can be enjoyed throughout the year thanks to side screens and infrared heaters integrated in the ceiling.





## MOONEN

Two other additions to the Moonen fleet in 2008 were the 30.00-metre pocket-sized superyachts *Darsea* and *Sofia*, based upon the Moonen 97 blueprint but highly customised. Developed by René van der Velden Yacht Design, both have a well-proportioned profile with an elegant sheerline, appealing flared bow, sloped stern with twin stairways and bold fashion plates, as well as a round-bilge hull from the drawing tables of Diana Yacht Design. The long open flybridge results in an elegant low profile and allows for a sundeck with whirlpool bath.

*Darsea* additionally features a handy fixed bimini top as well as rich classical wengé trim that gives her interior a distinctly dramatic edge. A clever interior detail is the walk-through galley, which opens onto the wheelhouse. The spacious layout below deck includes three double

and one twin staterooms. Caterpillar engines and zero-speed stabilisers form the core of this versatile yacht's propulsion system, which has full transatlantic capacity. *Darsea* is built to Lloyd's Register Class and MCA Certification.

Like its sister yacht, *Sofia* features a steel hull and aluminium superstructure. She also shares *Darsea's* contemporary Art-Line interior, characterised by ample use of leather and bamboo panelling, as well as built-in furniture of fine cherry veneers. The interior is, however, characterised by lighter, more contemporary maple trim that creates a contrasting mood. In addition, *Sofia* features a folding bimini top, two smaller tender cranes, an extended bridge-deck overhang, a U-shaped galley, and two twin staterooms below.





## MOONEN

The recently delivered **AmphiTrite** is the eighth realisation of the popular four-cabin Moonen 84 series. Shaped by René van der Velden, the design features a full displacement hull executed by naval architects Stolk Marimecs. Like other boats in the series, *AmphiTrite* is powered by Caterpillar diesel engines and Kohler gensets, with an additional Lloyd's approved oil-water separator. She has practical electric sliding doors opening onto the afterdeck, as well as twin searchlights with an ingenious heat-sensing camera mounted atop the wheelhouse.

*AmphiTrite's* unique interior comes from the drawing boards of Art-Line, in consultation with the owner. Innovations include a free-standing sofa in the saloon, as well as a desk and walk-in closet in the owners' suite. The luxury guest accommodations on the lower deck feature charming cherry wall panels, furniture, headboards, and parquet floors. Furthermore, the main deck saloon is graced by a floor made of doussie, a straight-grained African hardwood, which gives it an air of particular elegance.





#### TURNING TO MY TRUST

The second new yacht to fly the Dutch flag this summer was also built to the new CCV code. Hakvoort launched the delightful 45-metre motoryacht *My Trust* (see page 24) in April 2008, having constructed her according to both CCV and MCA. "The CCV building rules have been specifically tailored to a number of practical requirements that concern

superyacht owners and cruise operators worldwide," says Michaël Steenhoff, who has been in charge of the CCV project on behalf of HISWA and liaised between the Dutch government and Hakvoort on the *My Trust* project.

"CCV covers all statutory issues regarding safety and the class issues that focus on rules relating to construction and maintenance.

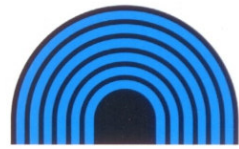
Using the vast experience of the Dutch yachting industry, the CCV rules were custom-designed for customised products. And the crucial flexibility to be able to adapt to changing circumstances has also been built into the CCV code. In other words, they reflect something that other statutory rules have tended to forget - a modern yacht is very different from a cargo vessel."

#### WHO CAN BENEFIT FROM CCV?

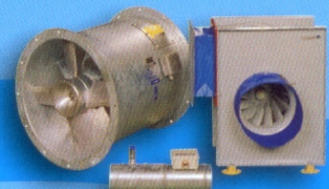
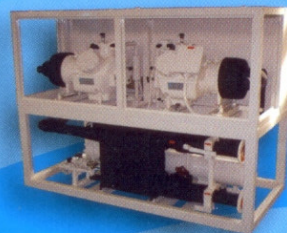
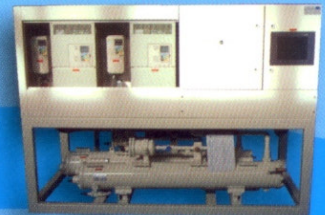
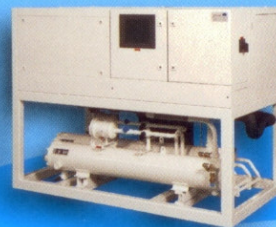
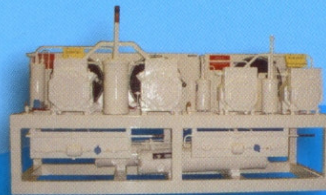
- Owners of all nationalities of yachts over 24 metres in length that are primarily cruised in European waters
- The yacht can be built anywhere in the world to the statutory rules of MCA Large Yacht Code (LY2) or the CCV regulations
- It must be registered in Holland (the ownership company can be based elsewhere)
- The yacht has to be commercially operated, managed and chartered out from a shipping company based in Holland
- The yacht can carry a maximum of 12 guests, with a possible exemption for up to 36 guests on sailyachts.



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The desire for *My Trust* to meet CCV guidelines stemmed from the owners' desire to operate and charter their yacht on a fully professional basis. Steenhoff also points out that the issue of crew is a vital area in this respect. "As yachts continue to increase in complexity, the demand for a well trained and expert crew is growing. CCV has clear requirements in terms of crew education, making the guidelines attractive to owners, shipyards and crew members alike." In cooperation with STC (the Netherlands Maritime University) in Rotterdam, a unique course has been developed aimed at training superyacht crew members. This course is a supplement to the standard nautical education needed to sail on boats smaller than 3000GT. ●





**JONGERT** is gearing up to build its largest project thus far. The modern 50m sailing yacht will be the third yacht in succession commissioned by a repeat client. This spectacular yacht will be built entirely in aluminium, ketch rigged and fitted with features such as the patented Jongert folding keel, which offers a significant reduction in draft, and the Jongert monitoring system.

Twin Caterpillar C18 ACERT engines, each rated 670 bhp @ 2,100 rpm, will offer a range of approximately 3600 nautical miles at 12 knots and a maximum speed of 14 knots. A spacious open plan layout indicates the owner's intention to extensively charter the yacht, and the 5000M will be built to MCA LY2 regulations (unrestricted) to reflect this fact. Construction will get underway in the beginning of 2009 and the yacht is expected to be launched in 2011.

**SHIPYARD MULDER** is to build a Werner 77 Semi Classic for a Dutch client. Blessed with all the latest technologies, this ultramodern round-bilged motoryacht will have retro lines. With two Caterpillar C7 engines each providing 187kW at 2400 rpm, the hull speed has been calculated at 11 knots. The client chose Mulder due to the yard's extensive experience in the 20-to-30-metre segment in both steel and aluminium.

**HAKVOORT SHIPYARD** has signed the contract to build a 39m displacement motoryacht for a Russian client. This will be the first superyacht project for the owner, who became attracted to the 'Hakvoort look' after seeing yachts such as *Perle Bleue*, *Flamingo Daze* and *Spada* on the internet. One visit to the yard later and agreement was reached for a yacht that is scheduled to be completed in 2011.

The yacht will feature a full-beam master stateroom and owner's study on the main deck. Eight guests will enjoy first class accommodation in four cabins, with dedicated quarters for the captain and four crew members. There will be a special garage for the tender in the lazarette, while a swimming platform will be recessed into the stern. The yacht will have four underwater lights. Naval architecture, construction and engineering design for this project will be by Diana Yacht Design, which has been given the brief to optimise technical accessibility and keep maintenance requirements to a minimum.



HAKVOORT 39 M MOTOR YACHT PROPOSAL

