

Super Yacht industry

Anastasia

LUXURIOUS & SPECTACULAR

The Netherlands

DISTINCTIVE YACHT BUILDERS

Rule Britannia

BRITISH YACHT DESIGNERS

Propulsion Power

PROPELLER TECHNOLOGY

Darsea & So

Siblings Far from Twins



DARSEA & SOFIA II

BUILDER/SYSTEM ENGINEERING	Moonen Shipyards
STYLING	René van der Velden Yacht Design
INTERIOR DESIGN	Art-Line Interiors
NAVAL ARCHITECTURE	Diana Yacht Design

fia II



The first two Moonen 97s are the latest of the Dutch Moonen shipyard's acclaimed displacement series models. Both Darsea and Sofia II are 30m cruisers that were launched in 2008. The third and fourth are under construction for delivery in 2010.

The Moonen 97 is a prime example of how Moonen teams up with the initial client to produce a model with unique features that is still universal enough to attract future clients. The Moonen 97 is an evolutionary design based on two prior Moonen yachts: the remarkable Moonen 84 (the most successful series, with eight deliveries since 2001) and the custom Moonen 96 Clementine (launched in 2005). Combining and rearranging the outstanding features of both designs, Moonen created the 97 for a growing number of clients seeking a medium-size, long-range cruiser midway between the Moonen 72 and the company's new 'Queen of the Fleet', the Moonen 124. René van der Velden Yacht Design sculpted the Moonen 97 with a close family resemblance to the popular Moonen 84, with a harmonious profile, nicely flared bow, sloped stern with twin stairways, graceful sheer, and bold fashion plates. She is set over a sea worthy round-bilged hull by Diana Yacht Design that delivers comfort, range, economy, and at-anchor stabilization and she has an inventive contemporary styling by Art-Line Interior Design.

Conservative Goal

The Moonen 84's highly efficient four-stateroom layout, one of the model's signature features, is

often considered the starting point of the new and larger Moonen designs, as in this case. The equally strong attraction of Clementine is her length on waterline, which is about 4 m longer than that of the Moonen 84. Several years back, when Moonen conceived the Moonen 84 with René van der Velden, the yard set itself a conservative goal for the 'standard' interior. Even though there was some call for 'Italian' styling, Moonen deliberately designed it to serve as a neutral backdrop to any client's choice of furniture, lamps, curtains, artworks, and other personal decorative items.

The Moonen 96 has a typical steel round-bilge displacement hull with a classic sheer, concave bow, and rounded transom stern with swim platform. The long and voluptuous aluminium superstructure, combined with ample hull freeboards, gives Clementine an unusually large volume to comfortably accommodate the owners, six guests, and four crew with no sense of crowding. She also offers lots of opportunities for protected outdoor living, with glass doors on the side decks to keep wind and spray out of the spacious aft-deck lounge, and a flying bridge with a solid bimini, enclosed by a wraparound clear shield.





Highly Customized

Darsea, with steel hull and aluminium superstructure, is in some ways an extended version of Clementine, with the raised pilothouse replaced by a long flying bridge and sundeck with whirlpool bath. This results in a somewhat lower profile in keeping with the 'typical Moonen' look of the displacement series. Below, the greater volume enabled Moonen to augment the four-cabin layout by enlarging owner and guest suites and increase stowage. Besides that there is enough fuel for transatlantic range. There is also room for sufficient crew to easily adapt the model to chartering.

Though the first two Moonen 97s are sisterships, they are far from twins, each being highly customized. Darsea has a fixed bimini top, a single bridge-deck tender-crane, a walk-through galley open to the wheelhouse, two staterooms with double berths and two with twins. Sofia II has a folding bimini, two tender cranes, a longer bridge-deck overhang, a U-shape galley, and two twin staterooms below. The saloon and dining areas are quite different as well.

Bamboo Surrounds

Darsea's interior by Art-Line features ample use of leather and bamboo, against a backdrop of fine cherry panelling and furniture with well-rounded corners for a soft look. Dark wengé trims add drama. For Sofia II, Art-Line used lighter maple trim to accompany the cherry joinery. Unique fabrics and details also enhance the difference between the two yachts, including unique 'high-end'

designer furniture. In Darsea's saloon, alternate plexiglas and wengé slats provide the backdrop for two flat-screen TV monitors. The saloon and dining area feature woven-suede seating, white fabric overhead liners, tight-woven fabric insets, window cabinets and carpets with bamboo surrounds. The central stairway has open steps that allow natural light into the space below and is dominated by a large circular mirror that adds the illusion of even more space. The master suite, with walk-in closet, has a large TV, 'roll-top' effect decorative panels with hand-strung fine copper strands that add warm highlights to the wood, padded leather wall segments and ripple-effect doors. Beyond the pleasurable interior lifestyle, equal emphasis was placed on enjoyment of outdoor living.

Excellent Vision

Both yachts easily meet their 13-knot design speed. At the 'economy' cruising speed of nine knots, the fuel consumption is 55 litres/hour. Sound measurements, with both engines and a genset running, are better than predicted: no guest cabin exceeds 50 dB(A) at cruising speed and 54 dB(A) at maximum speed.

With steel hull and aluminium superstructure, both vessels are driven by twin Caterpillar engines, and are equipped with Naiad zero-speed stabilizers, Cramm bow thruster, and built to Lloyd's Register Class and MCA Certification. Sofia II is the first Moonen yacht equipped with a Night Vision Camera (Night Navigator3), a heat-sensing system that provides excellent night vision.



Largest Ever

On Saturday 25 April 2009, the longest displacement yacht Moonen Shipyards has built, the 38-metre Moonen 124, was brought out of her construction hall and launched into the Lek River. She had been under construction in Moonen's Groot-Amers hall since 3 May 2008, where her steel hull and aluminium superstructure were delivered by barge, then welded together.

During the same period, Moonen also rebuilt the 60m Groot-Amers hall, adding new structural elements and insulation, fully equipping and preparing it for construction or refit of yachts up to 50 m.

The Moonen 124 was shaped by René van der Velden Yacht Design over a hull form by Stolk Marimees naval architects. She is the first Moonen yacht with a four-deck central atrium and spiral staircase. Her layout features a main-deck master suite forward with 'veranda'. Below, two double and two twin guest staterooms centre on the stairs, with crew quarters forward. The Moonen 124 has an innovative interior by Art-Line featuring 'fusion' styling of western cherry joinery 'spiced' by Oriental details. The wheelhouse is a fine example of ergonomic planning.



Main Suppliers & Subcontractors

Alfa Laval Benelux Fuel oil separator | **Angst & Pfister** Racor filters | **Awgrip Europe** Paint | **Bloemen de Maas** Teak decks | **Bosch Rexroth** Marex OSII electronic remote control system | **Caterpillar** Main engines | **Cosalt** Life rafts | **Cramm** Deck crane, gangway | **Cramm Engineering** Hydraulic installation | **Econosto Nederland** Valves, fittings | **Esco Aandrijvingen** Twin disc gearboxes, Centa flexible couplings | **Freeman Marine** Pantograph doors | **Heinen & Hopman** Air conditioning, fresh-air | **Hoefnagels** Sliding door | **Idromar** Watermaker | **Inoferro** Stainless steel | **Johnson Pump** Pumps | **De Jong Scheepstoeffering** Upholstery | **Klaver Yachtpainting** Painting | **Kroon** Ship's hardware, CP-systems Isolamat | **Lloyd's Classification** | **Muir Engineering** Anchor winches | **Nicoverken Marine Services** Hamann sewage treatment plant | **Nieuwburg & Zn** Sound, thermal insulation | **Noordenne Steel** | **Observer Instruments** Hepworth window wipers | **Rafa Windows** | **R.P.M.** Stern door, anchor hatch | **Rubber Design** Propeller shaft- and rudder shaft installation | **SIM Holland** ONAN generator sets | **Technica Nova** LINN & Loewe | **Tijssen Elektro Zeeland** Electrical installation, NAVCOM equipment | **Trinox** Hatches, manholes | **VT Naiad Marine** Stabilizers | **Wortelboer** Anchors, anchor chains |

i. www.moonen.com

Photo courtesy of Moonen Shipyards

Facts & Figures

Darsea & Sofia II

Principal particulars

Length o.a.	30.00 m
Length on waterline	27.20 m
Beam moulded	7.00 m
Beam maximum	7.30 m
Draught maximum	2.18 m
Displacement full load	191 mt

Tank capacities

Fuel Oil	27.60 m³
Fresh Water	6.70 m³

Performance

Engine	twin Caterpillar C 18 DI-TA diesels rated 448 bkW at 1,800 rpm
Max. speed	13 knots at 10% load
Cruising speed	12 knots at 50% load
Range (at economical speed)	4,000 nautical miles at 9 knots