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HAPPILY EVER AFTER

*One owner's loss is another one's gain,
and she's called Just J's.*

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On this day, five-deck *Just J's* was the biggest yacht on the Miami River – by a lot. Docked at the Epic Marina, sandwiched between the Brickell Avenue Bridge and Biscayne Bay, the 200-footer was quite the attraction for boaters and mariners on the coastal freighters that ebb and flow on the river. From inside the quiet salon on Hakvoort's largest build ever, the scene outside of the huge windows was seen but not heard and looked like absurd pantomime. The gestures and the double-takes of the waterborne passersby were even more amusing as Captain Eric Edscorn shared anecdotes about the yacht's Atlantic crossing and preparation for the summer cruising season for *Just J's* American owners.

And therein lies a story about fate, faith and circumstances. The boat we saw was very different than what she was to become when the first contract was signed in July 2012. Or when her second contract was signed in February 2015.

"It's an interesting story," says Klaas Hakvoort. The family-owned yard, hemmed in by the small town of Monnickendam in The Netherlands, was in the midst of expanding when this story begins. It had bought a neighboring property in the winter of 2011-2012 to create workshops and was upgrading its electrical power supply and lengthening its main shed to 180 feet to accommodate larger vessels. Now the builder was looking for a customer to fill it.

Fort Lauderdale-based broker Rob Moran had reached out to Sander Sinot of Sinot Exclusive Yacht Design, and together with



the yard, they began working on a concept for a 180-footer for a particular Russian client.

"It was clear from day one that this would be the next-generation Hakvoort," says Sinot's lead designer on the project, Paul Costerus. "It was to be a contemporary profile with lots of windows. We made a rough GA with the yard and developed a preliminary profile and the concept for the owner's lounge."

"The client arrived at 6:30 one morning to have a look at the yard," recalls Hakvoort. "At 10:30, we went inside to have a look at the plans. He looked at them for half an hour and he asked, 'How big can you go?' I told him sixty meters. He said, 'Sixty is not a good number for me. How about sixty-one? I want a price before I leave at noon.'

"By 11:45, we had an understanding of where we would use the extra six meters and we had a price. We agreed on it and at 12:15, he left with a signed contract. For months we had been sitting with an empty hall; it was like a gift from heaven."

With Sinot's redesigned profile and interior — that accommodated two more guest cabins — the yard set to work. By the annual spring Dutch shipyard tour hosted for the media by the

country's marine industry group, HISWA, in 2014, Project Golden Age was well along. Her traditional, elaborate dark and green wood joinery was being finished at Hakvoort's extensive interior facility a few miles away from the home office. But then Russia's economy fell into a crisis and payments slowed.

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"[The client] was a gentleman and continued to pay as he could to avoid foreclosure. It helped us keep the lights on, but at the end of the year, we stopped work," Hakvoort says. That was just the half of it. A second yacht, a 210-footer, had been signed after Project Golden Age. Her owner, too, found himself in financial difficulty.

"In six weeks, we went from €110 million in orders to €90 million in canceled contracts. You can imagine how stressful that was," Hakvoort adds.

As the saying goes, it is always darkest before the dawn. In January 2015, Moran returned to the yard with a ray of hope in the form of a knowledgeable U.S. customer looking for a contemporary yacht he could have in short order. "We went to forty of our clients and seven of them wanted to see the boat. One immediately sent his captain to evaluate the project for his use and for its quality," says Moran.

The yacht's beach house look comes into its own in the impressive main salon, which has a long dining table that seats 14 people (opposite top).





A circular glass elevator and accompanying stairs (left) connect all levels. The Sinot design studio's fresh palette for the interior chimes well with the exterior.





Big, cozy seats and a bar shaded by the support arch add to the considerable pleasures of the sun deck, where there is a large countercurrent pool with glass sides and colorful custom ceramics with sea motifs.

"It was definitely not their style, but the quality was excellent. Despite the client's financial difficulty, the yard had not cut corners," says Captain Edscorn. "Within a week, the yard and Sinot showed how the interior could be modified without being gutted, and the yard agreed to finish the boat in a year. A new deal was struck, and in February Hakvoort's carpenters were revamping the interior. By the 2015 HISWA press tour, the boat had taken on a vastly different personality."

"The American owner wanted more of a beach house theme," says Costerus. "Our new design covers much of the dark wood with paint or upholstery, using the dark wood now as an accent." Sinot worked out a new color palette for the interior, coordinating the indoor and exterior spaces and working out a hierarchy of finishes based on comfort and use. The master stateroom, for

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example, has pure silk-wall coverings; whereas, the hallways of the same color are covered with linen.

"It was a very exciting project for us. Because we designed both the exterior and interior, we were able to develop it as one unit. That connection is really important for us," says Costerus. "We thought a lot about the windows and the placement of technical areas to not make them noticeable or impact the owner and guest spaces. Our collaboration with the yard was very good, and there was plenty of room to exploit. For example, we don't have furniture

pushed up against the windows, and there is plenty of room to walk around."

The yacht's original owner had a formal lifestyle, and he didn't want crew coming into the guest spaces to put away china or glassware. As a result, the pantries were enlarged to store the service for each deck's dining areas. The current owner has a special bond with his crew and wouldn't mind them

in his space, but he's thrilled with the amount of room and how it allows the crew to work in private.

"Sinot did a fantastic job of sizing up the new owners," says Edscorn, who is on his third yacht with them. "We had been looking for a new boat for a year. They knew what they wanted. When I saw the volume this boat presented – it's like a two hundred and twenty-three footer – I thought it was a fantastic opportunity." Soon Edscorn was at the yard full time as the owner's representative. "We



The garage has room for four Jet Skis and a tender launched through side doors finished as terraces.

prided ourselves on never holding up the yard for lack of a decision.”

“We did a lot of listening and we made an inventory of everything that would stay and everything that would change,” adds Costerus. For soft goods and loose furniture, Sinot’s team got out a blank sheet of paper and started over.

Just J’s is for private and family use, a place to get together and have fun, hence the owners’ predilection for bright colors and casual furniture. Among the numerous changes, Edscorn says they chose stainless steel over the original varnished teak for the caprails. Exterior seating areas were modified and awnings were added for shade. On the sun deck, a small pool was removed and replaced with a much larger countercurrent version that sports custom mosaic tiles and a charming ceramic sea theme. Look closely and you might notice a daring little crab clutching a J in its claws. Bold purple cushions and pillows adding extra joy to this chill-out space perfectly match this bit of whimsy.

Below, on the bridge deck, a cinema room with a 96-inch screen, whitewashed oak floors and a tray ceiling with oak squares replaces what was to be a party room with gloss walnut joinery, gold and green columns and gold fixtures and mirrors on the ceiling.



Above: With comfortable seating and large windows, the bridge-deck salon is a sociable family space. Left: The bed in the master suite, which includes an office and sitting room (opposite far right), is set below a magnificent skylight dome. The owners’ deck also features a well-stocked bar (opposite top left).



Guests and crew have separate corridors on the centerline and amidships, creating room for the dumbwaiter on the crew side and unobtrusive doors that allow the housekeeping crew to pop into the guest corridors to freshen the cabins.

Just J’s is one boat that won’t suffer from lack of storage. It is everywhere, and the various mechanical functions of the yacht are grouped into their own areas making maintenance a pleasure rather than a chore.

“That happened because of the extra deck. We moved the owner up and then there was room for five guest cabins on the main deck,” says Hakvoort. “Their views are absolutely great. All the new inquiries are asking for that. Technically, we are building the boat to the same set

of rules as a fifty-meter, but the client and crew get so much more space with this layout.”

The main deck is where the transformation to the beach house look is most noticeable. The salon itself is a massive open space with a seating area, a transition area for games and an impressive dining table seating 14 before the foyer – foyers, actually. The center of circulation – wide stairs wrapping around a glass elevator – has a suitable landing area; however, the main entrance from the side deck is a separate and ample lobby farther forward with a beautiful waterjet-cut inlaid marble floor. This lobby and a VIP suite allowed Sinot to institute a bend in the passageway forward to the cabins that prevents the all-too-familiar bowling alley view from the salon, creates more privacy and is the perfect spot for a self-serve guest bar.

It’s worth elaborating on the elevator: According to Hakvoort’s production manager Marc van Ditschuijzen, the yard built a solid shaft outside of the yacht, then removed the shed’s roof to lower the lift shaft into place with a crane before buttoning up the roof again.

On the main deck aft, a box-like structure provides access to the lower-deck gym that replaces a steam room. The tender garage, modified as well, can serve as an extra recreation space. “We don’t need two huge tenders because we travel in tandem with our fishing boat and dayboat,” says Edscorn. With the Jet Skis in the water or off to the side, the opening shell doors create a beach, which the crew sets up with inflatable sofas.

Each of the guest suites shares a neutral background color



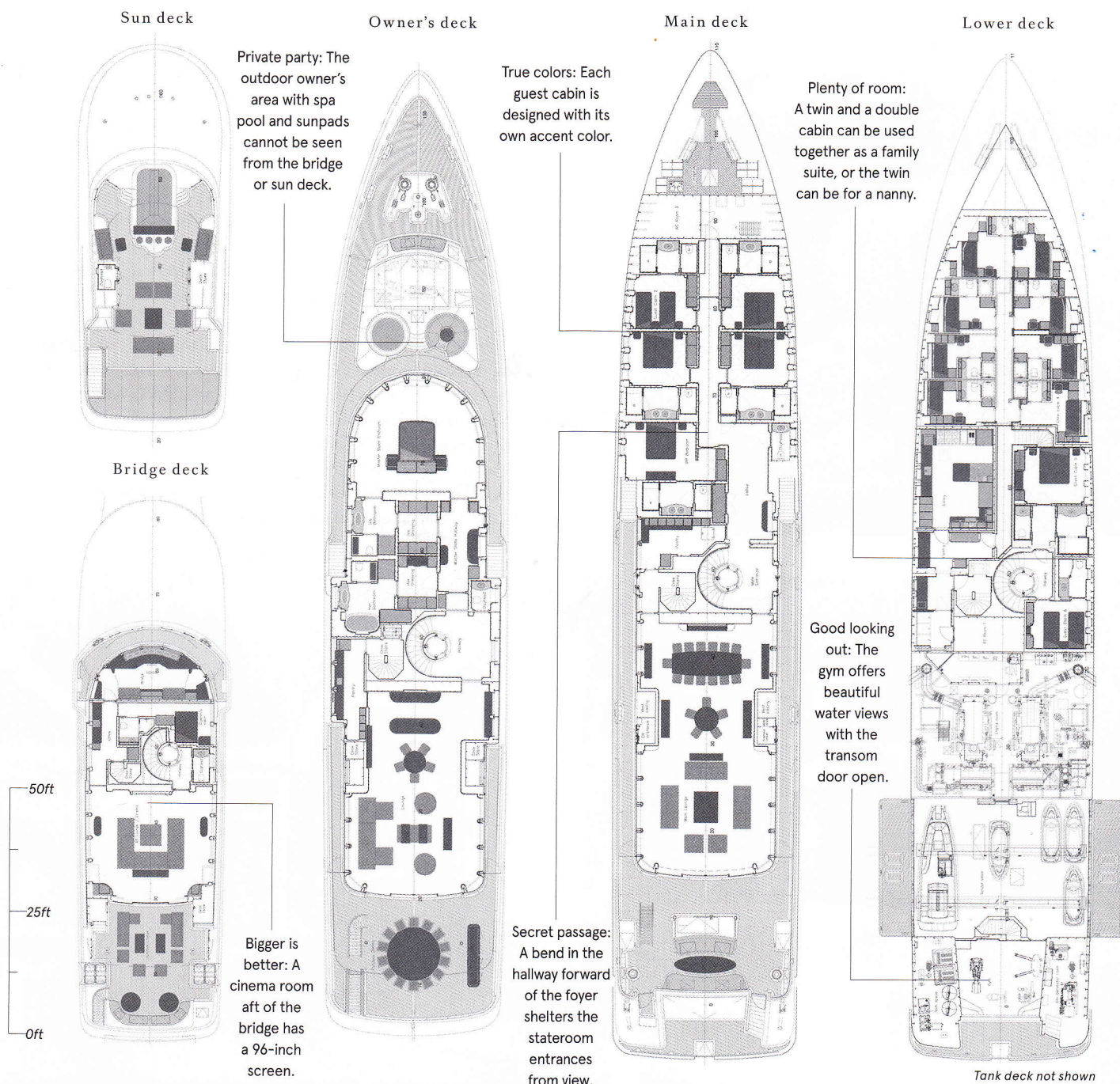
overlaid with a unique accent color — orange, purple, light blue, navy blue and beige. The two cabins on the lower deck, a twin and a double, can be organized as a family suite or the twin cabin can be used by a nanny.

The owner's deck is a true retreat and, according to Edscorn, is where the most elaborate changes took place. With closets and the bed along the wall, the room felt too big. Sinot flipped the layout and floated the bed under a stunning skylight dome. There are now his-and-hers dressing rooms en route to his-and-hers baths and a separate study. A side door leads outside to a private seating area, a Jacuzzi and sunpads. With the superstructure stepping aft sharply, this owner space is invisible from the bridge or sun deck. The outdoor area aft of the owner's sitting room is the primary spot for al fresco dining. It's on this deck that the prominent glass windows become the design stars, with 350-pound panels that wrap around the corners.

And so, a story that could have gone wrong has a happy ending. By obtaining their new boat in Europe, the owners had the chance to explore different cruising grounds on the vessel's way to the U.S. More importantly, they got a brand-new yacht in about the time it would have taken to refit an existing one. For the yard, not only is its largest boat complete and sailing, but the other halted 210-foot project also has a new owner and is back under construction, paving the way for the next generation of Hakvoorts in Monnickendam. ■



Just J's – Hakvoort Shipyards



LOA: 200' 1" (61m)

LWL: 165' 4" (50.4m)

Beam: 36' 1" (11m)

Draft: 11' (3.4m)

Displacement: 699 tonnes

Gross tonnage: 1,219 GT

Power: 2 x 1,574-hp Caterpillar 3512C

Speed (max/cruising): 15.5/13 knots

Range: 4,000 nm @ 12 knots

Generators: 2 x 275kW Caterpillar C18

Fuel capacity: 31,701 U.S. gallons

Freshwater capacity: 5,283 U.S. gallons

Owner and guests: 16

Crew: 17

Tender: 1 x Tender Shipyard TS68

Construction: Steel, aluminum

Classification: Lloyd's #100 A1 SSC Yacht
Mono G6 #LMC, UMS, LY2 and MCA

Naval architecture: Diana Yacht Design

Exterior styling and interior design:

Sinot Exclusive Yacht Design

Builder/year:

Hakvoort Shipyards/2016

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