



Newsletter  
2010

**HOEK DESIGN**  
NAVAL ARCHITECTS







# Introduction



The year 2009 was a buoyant and challenging one for Hoek Design and Hoek Brokerage. One of the highlights was the launch of the 175 ft sloop *Erica XII*. Similar in styling although quite different in deck and interior layout, she is a superb successor to the much admired 180 ft ketch *Adele*. Other launches included the 108 ft sloop *Jazz* and the 90 ft *Atalante*, each with a distinctive 'Hoek-look'.

It has been a great pleasure to become involved again in several modern sailing yachts such as the 74 ft *La Nina* project and a 101 ft project. Both are being built in high-tech composites in Turkey and amply demonstrate the wide variety of design work for which our office has become renowned. Also featured in this newsletter is the development of various plumb bow styled Pilot Classic sailing yachts. Good examples are the PC116, the PC85 *Windhunter II*, the PC73 *Albatross*, the PC66, and the Marstrand 57 and 68. Furthermore three daysailer designs are under construction in a similar style in lengths of 33 ft, 37 ft and the Wally Nanos. This shows the increasing popularity of these classically styled, long waterline yachts. With six designs under construction and three being developed in this style, the high expectations we had for our Pilot Classic line are coming to fruition. In the motoryacht segment we have successfully developed a 90 ft classically styled wolf in sheep's





clothing, a vessel that looks like a sedate gentlemen's yacht but is capable of speeds in excess of 35 knots. We will also remember 2009 for the development of the ambitious Hollander MK II motoryacht project with Holland Jachtbouw (HJB), Azure Naval Architects and Fraser Yachts. Serious negotiations are underway with a client to build what would be another major milestone in our design portfolio. The Hollander certainly looks different to any other powerboat currently on the market and is also attracting sailors that had not previously considered owning a motoryacht.

Whilst on the subject of possible new builds, we can also report that the *Ceres* project is close to the construction contract signing stage. I would be thrilled to see this 180 ft vessel for architectural cruises in Chicago come to life after a long time and I am sure the wait will have been worthwhile. All in all, despite the tough economic climate, the year 2009 will still be remembered with fondness for the creativity of the people with whom we work, including owners and potential clients. Writing this not long after the major boat shows, I am once again amazed by the passion I encounter at every level of our industry. Yachting remains very much a matter of emotion and that is just the way we as designers like it!

Andre Hoek.







# Recently launched

## 175 ft sloop “Erica XII”

Launched in January 2009 and delivered to our client at the end of February, *Erica XII* immediately departed for the Caribbean. The fifth superyacht built to our designs at Vitters Shipyard, *Erica XII* was created for a very experienced owner for whom this is the 12th customised yacht. As the largest classically styled sloop to be sailing at the moment, she incorporates many new exterior features and is the first superyacht

to be fitted with a separate crew cockpit forward with dodger and engine controls. Three seating areas have been designed in the cockpit. Not visible in the photo but an equally integral part of the yacht’s design are the below-deck crew tender storage and the half sunken storage for the owner’s tender. Other impressive highlights to look out for on *Erica XII* are her manual steering options, the separately





designed sundeck areas and an array of skylights above the owner's stateroom. The interior layout was developed in close cooperation with the client, with Redman Whiteley Dixon responsible for the interior styling. As the largest sloop thus far to be fitted with fibre standing rigging, *Erica XII* has been extensively optimised for performance using our custom velocity prediction software. She sailed more than 15,000

nautical miles in the first six months after her launch, and as this newsletter went to press this fabulous yacht was about to embark on a three-year world tour. Her captain, first mate and chief engineer all sailed on the successful 180 ft ketch *Adele*, and they report that *Erica XII* is even faster. Everyone at Hoek Design would love to see that statement put to the test by having two of our greatest ever yachts race against each other!



## 108 ft sloop "Jazz"

Built by and for one of the owners of the renowned Proteksan yard in Tuzla, Turkey, *Jazz* is another superb looking yacht that gives true expression to the 'Hoek-look'. With a cold moulded hull and deck construction and visible structural deck beams and frames, classic panelling and leather inlays, the interior has a very special feel to it. The light and stiff hull construction combined with a poured lead bulb has created a yacht that is fast around the cans and comfortable for cruising. The aft cockpit and deckhouse are for sailing and navigation, whereas relaxation and dining are the focal points of the centre cockpit and main deckhouse.

An aft owner's stateroom, three guest cabins and separate crew quarters with a galley, a crew mess and two crew cabins are integrated in the interior. The engine room is below the deckhouse and is partially head-height. *Jazz* is an excellent alternative to the large number of very popular gullets that have been built in Turkey using a similar construction method. Plans for a sister vessel are presently being developed.















## Truly Classic 90-2 "Atalante"

The lovely *Atalante* is the 18th yacht completed to one of our designs by Claasen Jachtbouw and a sister vessel to the award-winning TC90-1 *Kealoha*. Although the two yachts have an identical hull, keel, rudder, sail plan and deck layout, their interiors are customised. With a raised and fielded mahogany panelled interior and different owner's stateroom layout, *Atalante* is as distinctive below decks as her dark hull above. She is equipped with carbon spars, rod rigging, a controllable pitch propeller, an AC generator and all the equipment more normally

associated with a much larger superyacht. Among her recent excursions was a fine performance during the Les Voiles de St Tropez regatta and *Atalante* also drew admiring crowds as she went on display at the Monaco Yacht Show. Meanwhile, the hull for the third TC90 has recently been finished by Claasen Jachtbouw and the yard has also started cutting metal for hull number 4. We look forward to seeing this successful series continue to expand in the years ahead.





## 208 ft schooner "Athos"

The excitement is mounting as the mighty *Athos* nears completion at Holland Jachtbouw, ready for launching in the spring of 2010. She was designed for a repeat customer who has been highly involved in the design and build. With an overall length of 62 metres, a giant beam spanning 10.88 metres and a phenomenal Panamax sail plan, she will be the largest privately owned, modern two-mast schooner built to date. Exhaustive tank and wind tunnel tests were carried out on the design and we have fully optimised her performance using velocity prediction software. Her rigging package includes furling booms that feature a new system whereby the furling booms will support the main sails with a large roach. Hoek Design was responsible for both the exterior and interior styling on *Athos* as well as all the naval architecture. The yacht's magnificent exterior joinery work includes barrel skylights as well as an ingenious crew entrance that incorporates the air intake for the engine room. Both deckhouses and cockpits are built of solid teak. *Athos* will be the 25th yacht to our designs to be built at Holland Jachtbouw and be one of the pinnacles of both our work and that of the HJB yard when launched.



## Under construction



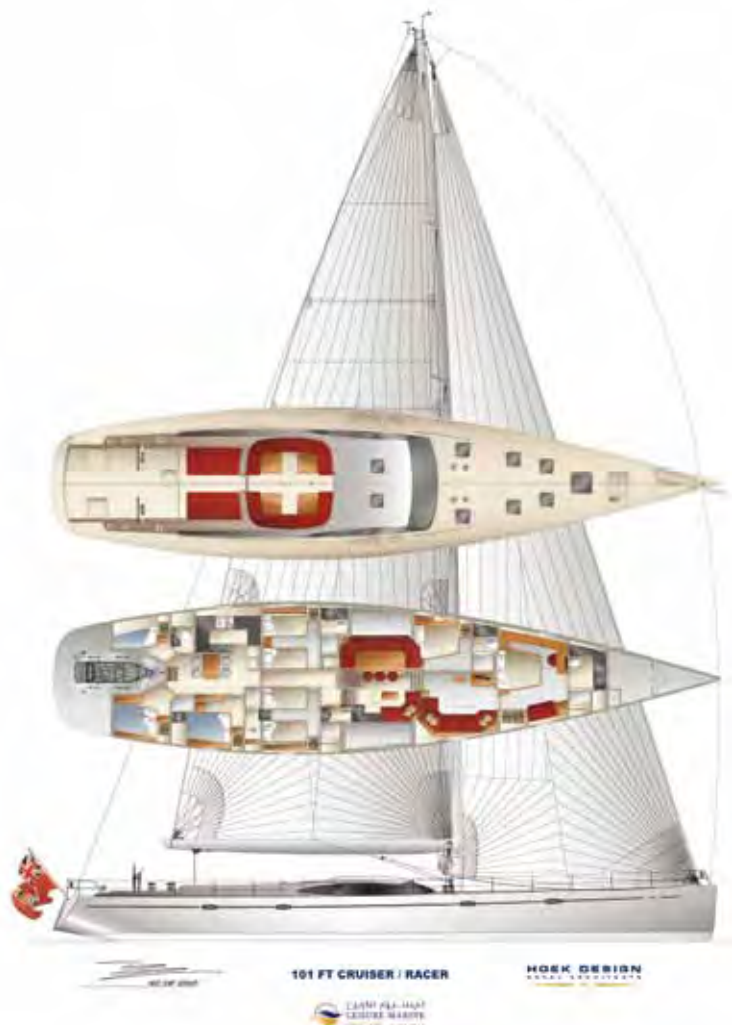


## 180 ft ketch "Marie"

*Marie* is under construction at Vitters Shipyard and incorporates all the experience gained by both our office and the yard after having also built *Adele* and *Erica XII* together. With an identical hull, keel, rudder and sail plan to *Adele* but a customised deck and interior layout, the 180 ft *Marie* will sport carbon spars and a composite rigging package. A slightly stiffer boat, the technical installation of *Marie* has been further optimised with the know-how gathered from *Adele* having sailed close to 100,000 nautical miles. The engine room houses two instead of three generators, the main hydraulic system has been improved and simplified, and a new extensively tested hydraulic steering system was developed by Vitters that incorporates feedback on the helm. In addition, a weight saving programme was initiated in order to enhance performance even further. *Marie's* interior is built in high gloss anigre wood and styled by the offices of David Easton in New York. The yacht is scheduled to launch in the second quarter of 2010.







## 101 ft cruiser / racer

We are delighted that this modern styled superyacht is now under construction for Leisure Marine Middle East LLC in Turkey. Female moulds have been produced to enable a carbon epoxy composite structure. The design was extensively optimised for performance with our velocity prediction software. It features a planing knuckle in the aft part of the hull similar to the Volvo 70s. Her carbon hull, deck, spars, rudder and keel fin have resulted in a yacht with a light displacement of 78 tonnes. The interior

is also designed entirely by our office and will be in bare teak with wenge floors. She will be built in semi-series either with the crew aft and the owner/guests forward, or vice versa. The vast cockpit with a dining area, sun beds and racing cockpit, below-deck dinghy storage, optional captive winches for cruising and many other features are all neatly incorporated into the design.







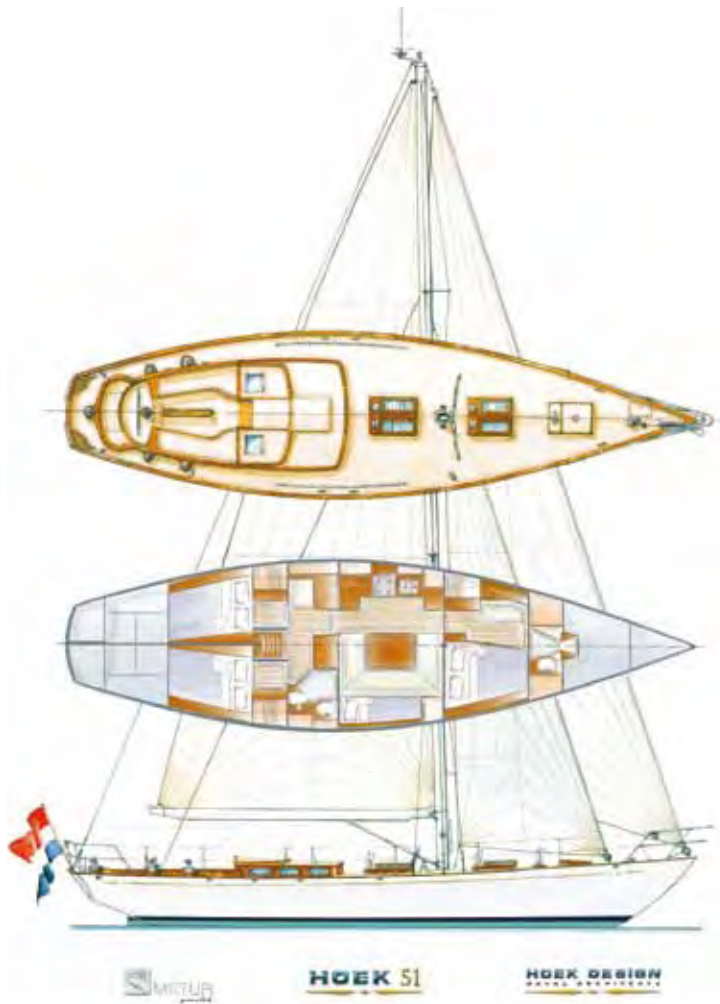
## 85 ft Pilot Classic “Windhunter II”

*Windhunter II* is the fifth yacht under construction at Aluboot to our design. With an aluminium hull, carbon spars package and lifting keel, she will make a powerful impression both on the race course in the Spirit of Tradition class and when cruising. Her plumb bow gives her a long waterline and is reminiscent of the famous British Pilot Cutters. The design incorporates many interesting features such as a large cockpit area, a deckhouse with a dining and navigation area, a full beam aft owners stateroom,

an engine room with standing headroom, two guest cabins and separate crew quarters. Naval architecture, exterior and interior design is done by our office. The interior features mahogany panelling with offwhite panels above the dadorail. The yacht is being built for a Turkish client who is being represented by Bora Kadikoy from Metur Yachts (Bodrum). *Windhunter II* is due to be launched in the spring of 2011.







## 51 ft Hoek Classic

This custom project at Metur Yachts (Turkey) deploys all the experience gained in seven sister vessels. A cold-moulded hull with composite deck and cockpit is topped by a magnificent teak deck and superb joinery. An improved interior layout, deeper keel and tall sail plan with spreader angled spars are among the features normally seen on much larger yachts. After delivery in spring 2010 she will be for sale via Hoek Brokerage.

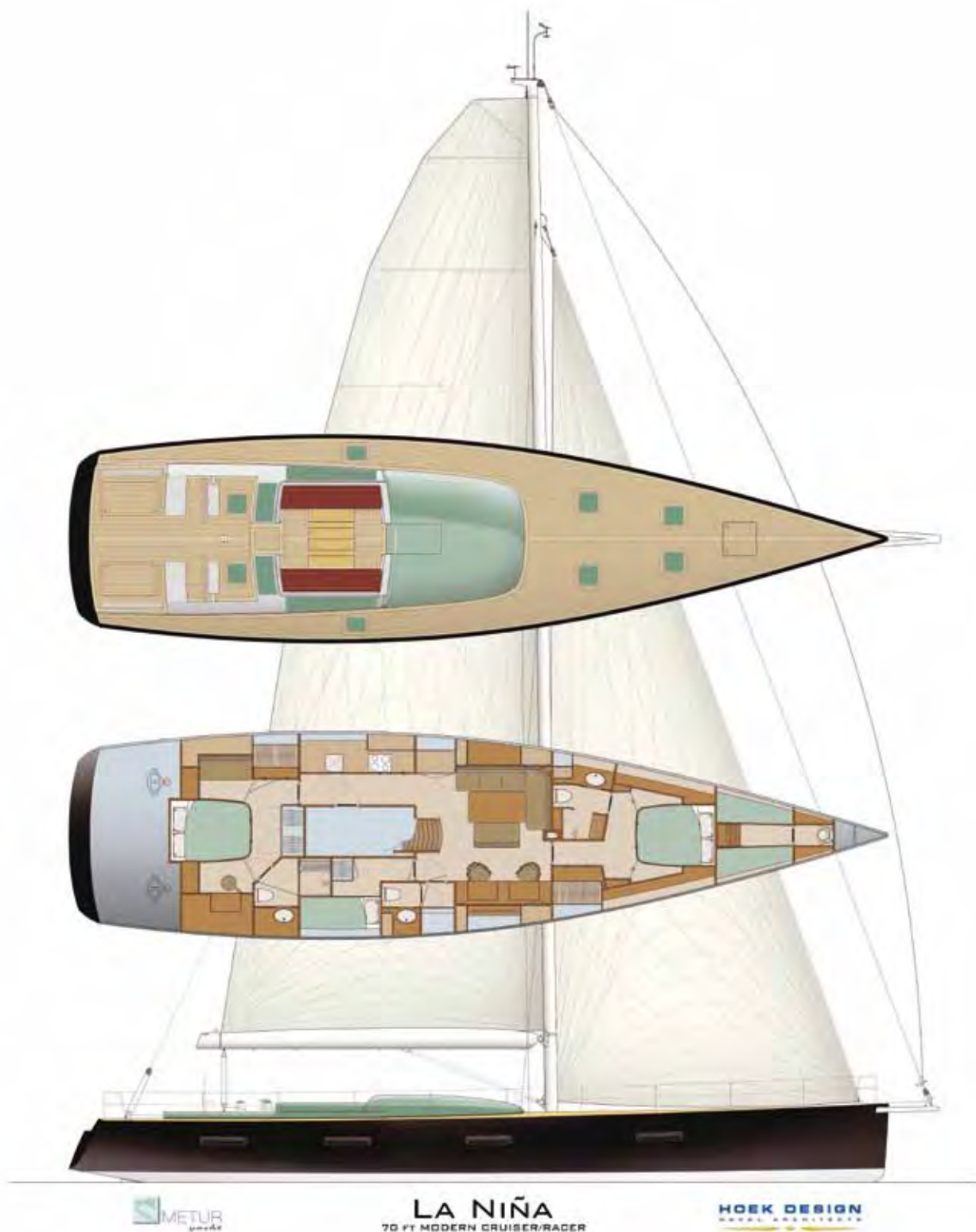


## 66 ft Pilot Classic

Also being built at Metur Yachts is this stunning Pilot Classic Yacht, the fifth custom project for her owner. Her sailing systems are designed for single handed cruising with a Park Avenue boom and self tacking jib on a bowsprit. With a 21-tonne displacement and three-metre fixed keel she will be very competitive in the Spirit of Tradition regattas. The interior layout and styling was done by the owner in close cooperation with our office.







## 74 ft sloop “La Nina”

This exceptional project is presently being developed for a Turkish client and construction has just got underway at Metur Yachts in Bodrum. The yacht is being built with a PVC foam cored hull and deck using a combination of epoxy glass and carbon. *La Nina's* glass superstructure will be modelled with all rounded corners in one piece and be a unique styling element. Her hull is reminiscent of the Volvo 70s and her lifting keel stays below the floorboard and reduces the draught from 4.40 to 2.90 metres. The concept includes a large Mediterranean-

style open cockpit with a vast aft deck area. A large aft sun bathing platform over the full beam of the transom will slide out of the hull to create a beach platform. A boarding ladder will be incorporated that can double up as a swimming platform. *La Nina's* interior is based on luxury cruising for two couples and a separate crew cabin. Presently the plan is to build three yachts as part of a small series within which interior layouts can be customised to the owner's preferences.





190 ft Classic Ketch

HOEK DESIGN



Truly  
Classic 125

HOEK DESIGN

# On the boards

## 190 ft Classic Ketch

This new 190 ft design is presently being developed based on the previously built yachts *Adele*, *Erica XII*, *Athos* and *Marie*. It takes fully into account all the lessons learned after sailing *Adele* extensively as a guest in the Arctic, the Antarctic and the Pacific, helping us to fine-tune the design further. This slightly longer version will incorporate a larger owner's stateroom, larger guest cabins and an extra crew cabin. The design also incorporates ideas developed on *Erica XII* with a separate crew cockpit and the fine details created for *Athos* such as barrel skylights. Sail handling systems will be a combination of *Adele* and *Erica XII* deploying furling booms on a ketch rig with mizzen staysail and asymmetric spinnaker. The interior styling will be similar to *Adele* although lighter in materials both in terms of weight and looks. Further exciting developments are in the pipeline.

## 125 ft Truly Classic

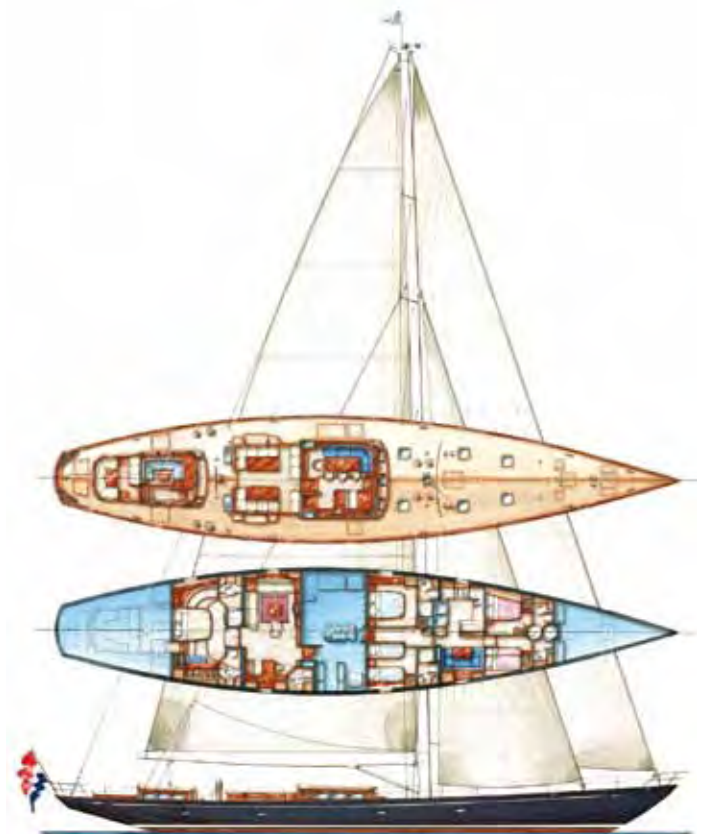
This new 125 ft design is presently under development for a repeat client who previously owned a smaller Truly Classic and currently owns a 100 ft classic yacht built to our designs. Contrary to many other designs, this yacht will have an owner's stateroom and four guest cabins forward and three crew cabins and a crew deckhouse aft. The helm station and sailing systems will be in the aft cockpit and the social hub will undoubtedly be the centre cockpit. Meanwhile, the forward deckhouse will also have a social function and incorporate a dining area. Overall the design will be made with an aluminium hull, a carbon spars package, fibre rigging and the option for a lifting keel. Her performance will be extensively optimised for the Spirit of Tradition regattas. We are looking forward to developing this exquisite yacht further and hopefully see her go into construction in the near future.





Pilot  
Classic 116

HOEK DESIGN  
YACHT ARCHITECTS



CLASSIC 114

Truly  
Classic 114

HOEK DESIGN  
YACHT ARCHITECTS

## 116 ft Pilot Classic

This stunning yacht is presently under development for an experienced owner. With a long waterline and moderate stern overhang, lifting keel and carbon spars package she will be a powerful vessel. With guest and owner's cabin aft and crew area forward the design is well balanced and tailored to the client's wishes. Her hull will be built in 5383 aluminium and features a lifting keel that expands the draft from 3.4 to 5 metres, with the lifting mechanism below the floorboards in the interior. This unique system was developed by our office and has been successfully fitted in three other yachts thus far. Her deck layout has a forward deckhouse with dining area and navigation station, while the aft deckhouse incorporates the owners stateroom. The aft cockpit is designed to give privacy for the owners and incorporates a sunbathing zone and small dining area. The centre cockpit features dual helm stations as well as an outside dining area. The yacht is designed with a cutter rig for cruising and a masthead sloop rig with removable inner forestay and overlapping genoas for racing. Her performance will be extensively optimised with velocity prediction software.

## 114 ft Truly Classic

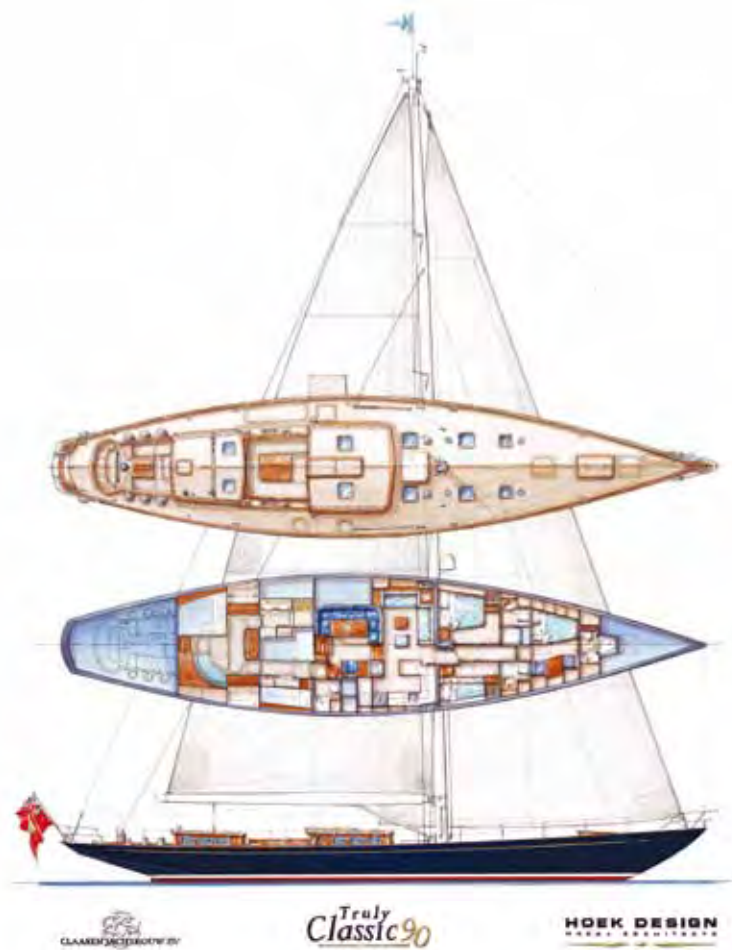
This design is presently under development by our office and a further advance on our successful 90 ft Truly Classic series. The design was originally realised for an experienced yacht owner who previously had a smaller Truly Classic and integrated his and our latest ideas into this very well thought-through concept. She will be built in 5383 aluminium construction and as an option can be fitted with a lifting keel. Other notable features include a private owner's deckhouse and cockpit, a central social cockpit with dining tables and helm stations, and a main deckhouse with a formal dining area and navigation station. The interior layout is flexible and includes the option to place the two guest cabins either aft or forward of the main deckhouse. The standard design has the saloon between the owner's and main deckhouse in a way that completely reserves half the boat for the owners when on board without guests. Presently plans are being developed for two yachts with slightly different and customised interior layouts. We look forward to develop this design further within the successful Truly Classic series.





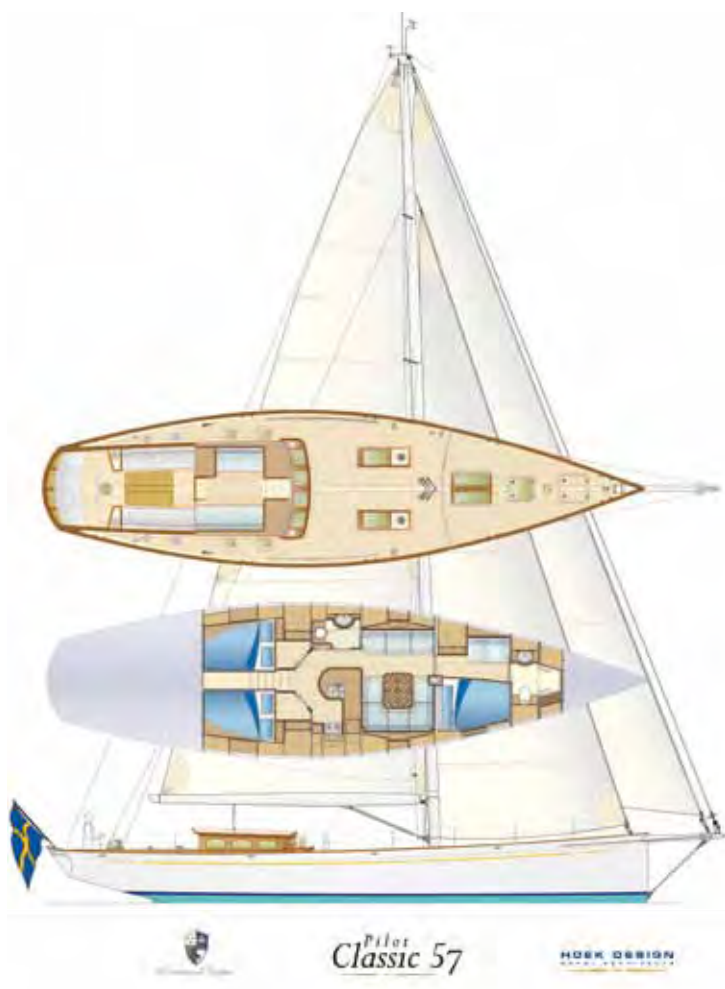
## 73 ft Pilot Classic “Albatross”

*Albatross* is the name of this Pilot Classic 73 ft design on the boards for an experienced yacht owner in the Netherlands. The design is developed along similar lines to the 85 ft Pilot Classic *Windhunter II* but has a more voluminous hull and slightly more beam and freeboard in order to gain interior volume. This robust yacht features a vast aft cockpit, a deckhouse with lounge area and open plan galley/dining concept as a lower saloon. A full beam aft owner’s stateroom, double guest cabins and separate crew quarters will create a vessel that is both easy to handle for a shorthanded crew and can still be operated by an enthusiastic family. We expect construction on the aluminium hull to have commenced by the time this newsletter goes to press. Our office was responsible for the exterior and interior styling on *Albatross*, all naval architecture as well as the structural design work.



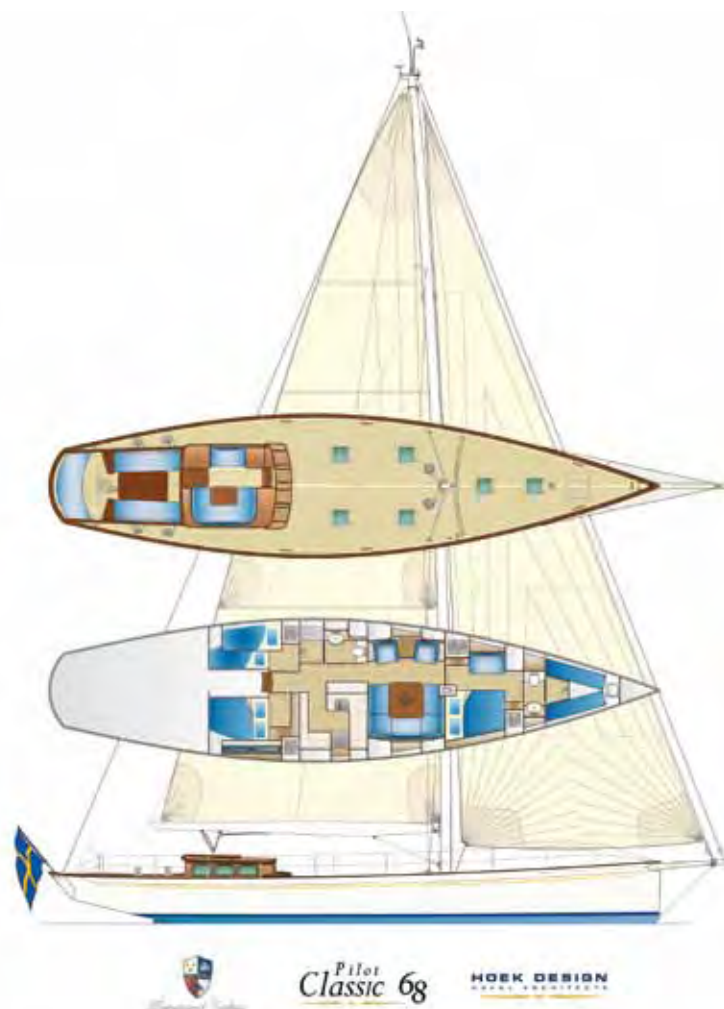
## Truly Classic 90-3 and 90-4

Based on the successful TC90-1 *Kealoha* and TC90-2 *Atalante*, the hull of the TC90-3 was recently completed at Freddie Bloemsma’s specialist hull construction company. The interior layout will be tailor-made to the client’s wishes, while the exterior, underwater configuration and sail plan are identical to the first two TC90’s. Alternative interior layouts have been developed for hull number 3 and 4 with the crew area forward and the owner’s aft, or vice versa. Another alternative plan has been developed with an owner’s suite, three guest cabins and two crew cabins. The interiors can be completely customised both in terms of layout and styling. The yacht will be finished at Claassen Jachtbouw and be the 20th yacht built to our designs by the yard. Meanwhile, construction on the fourth TC 90 has also just got underway at Bloemsma. The TC90-3 or TC90-4 can be delivered within 12 months of the contract signing. Hoek Brokerage is involved in the marketing of the Truly Classic series so please contact this team for more information.



## Marstrand 57

Alike in terms of style and layout, the Marstrand 57 and 68 are presently under development on behalf of Marstrand Yachts in Sweden. Above the waterline these boats capture the style and elegance of a bygone era. The deckhouse allows guests to dine and relax while having excellent views both in harbour and at sea. Below the waterline the latest design concepts have created a hull shape and structure that delivers safe, fast and exciting sailing. The 68 footer will be built in two layouts. The first incorporates a raised deckhouse with a dining table and navigation station, three cabins sleeping six people with the owner's cabin forward of the mast. The second option features twin cockpits (one for sailing, the other for dining/socialising), the same number of cabins but with a large owners suite in the aft deckhouse. The 57 footer is slightly smaller and will be built with the single raised deckhouse incorporating two sofas and a small navigation station. The interior accommodates six



## Marstrand 68

people in three cabins, with the owners ahead of the mast. The sail plan on the Marstrand yachts is made for fast and very easy sailing. They are equipped with a mainsail and a self-tacking jib on a bowsprit. This provides a large sail area, which will enable a good light wind performance. With the self-tacking jib and the jib and main sheet next to the helmsman's position, the boats will be easy to sail single-handed. They will be equipped with a carbon mast and a carbon Park Avenue boom, again increasing performance and sailor-friendliness. The yachts will also be built in different styles. The Classic style features a traditional teak deckhouse and classic butterfly skylights while the Retro version has a deckhouse in dark wraparound glass with flush skylights and some carbon details. Peter Johansson, former sales manager of Sweden Yachts, started Marstrand Yachts in partnership with investors and is presently negotiating several building contracts for new yachts.





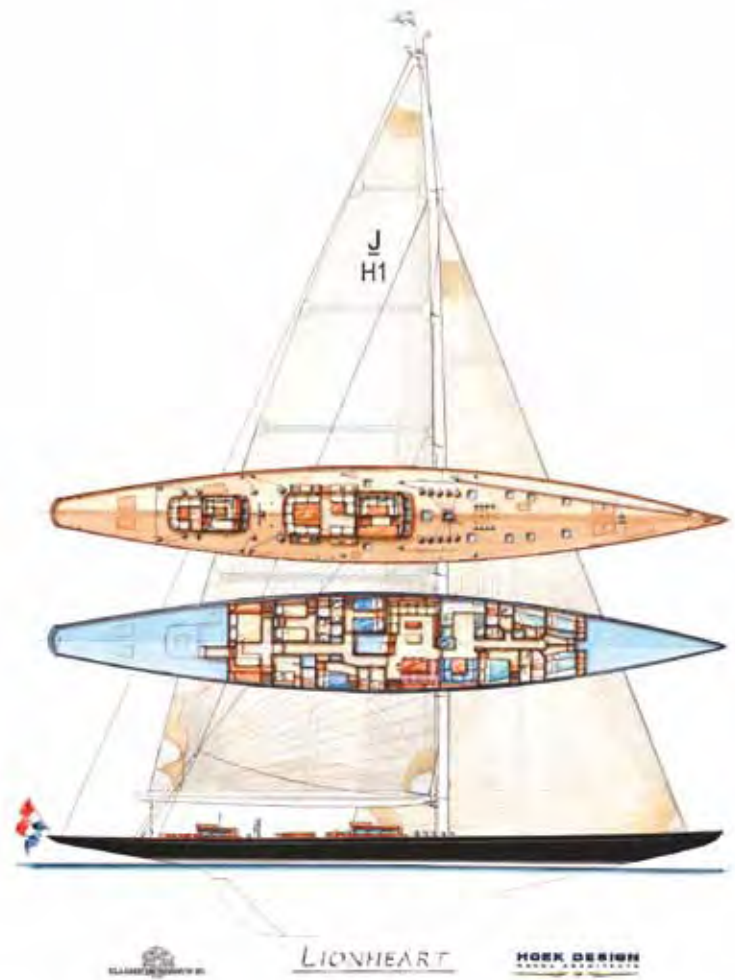
# J-Class Yachts





## J Class "Lionheart"

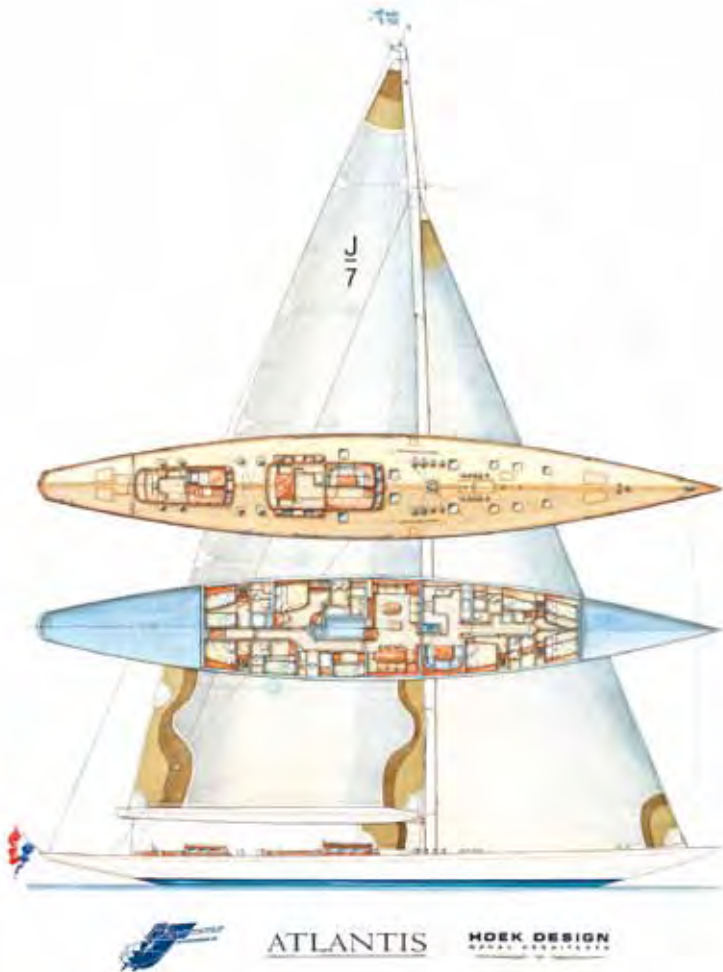
The fabulous new 'J' *Lionheart* is nearing completion at Claasen Jachtbouw and will be the largest J afloat when launched. Originally designed for the *Ranger* syndicate by Starling Burgess and Olin Stephens in the 1930s, she proved to be one of the best all-round boats in our extensive research for J-Class yachts. Highly optimised for performance under the new J-Class Association handicap rules, *Lionheart* will sport a high-tech carbon spar package from Hall Spars, Harken carbon winches, optimised furler systems for the headsails below deck and a Park Avenue boom. Her interior and deck layout is designed for both racing and cruising, and incorporates the double deckhouse concept previously developed by our office for large superyachts. The exterior and interior styling and all naval architecture work was also performed by our office. *Lionheart* will be launched in the spring of 2010 and be for sale through our brokerage department. This is a chance to make history!





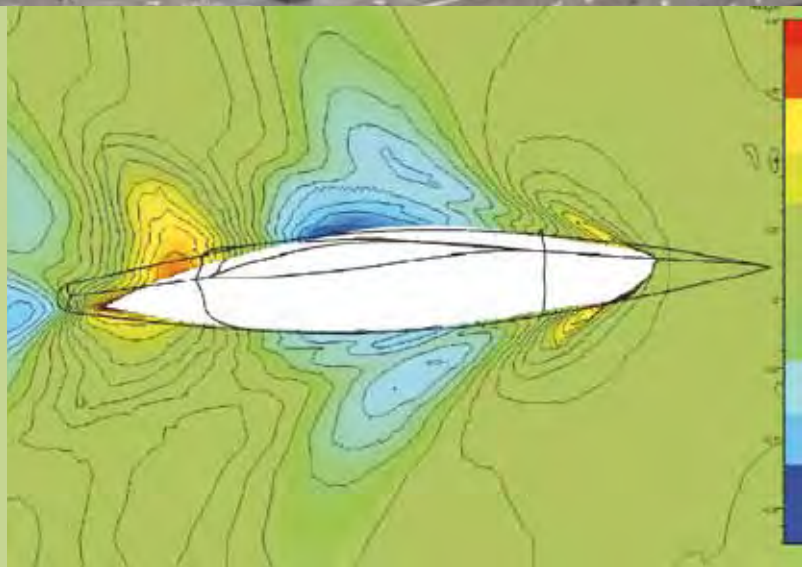
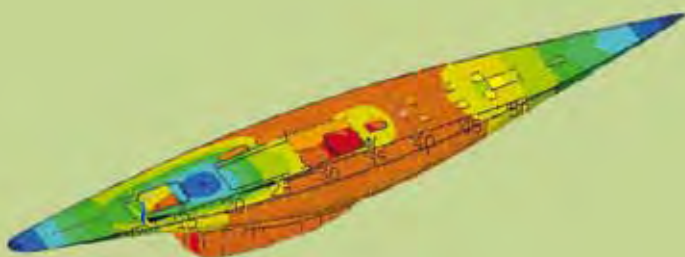
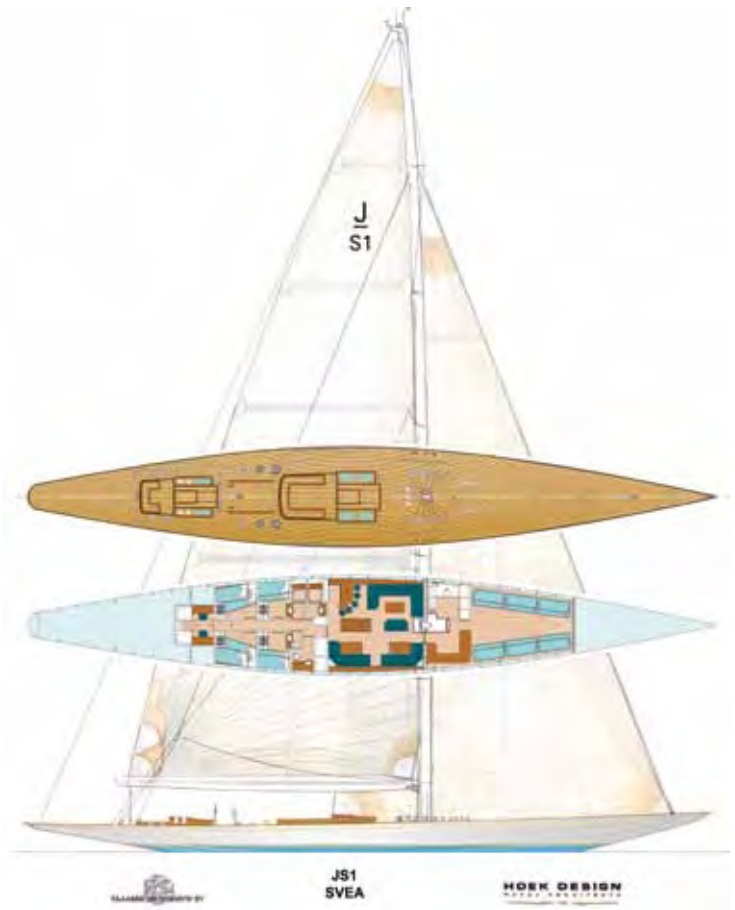
## J Class “Atlantis”

The aluminium hull of the J-class yacht *Atlantis* has recently been finished at Freddie Bloemsmas specialised aluminium hull construction company. *Atlantis* is based on a ‘Super J’ design by Frank C Paine (who was also the genius behind Yankee) and is one of the three most promising yachts to come out of our research programme. She will be finished in time to race during the 2012 J-Class regatta that will be held during the Olympic Games. The design of *Atlantis* was extensively optimised for performance under the new handicap rules of the J-Class Association, and a great deal of attention was also paid to her stiffness to weight ratio. Her hull was built in lightweight Alustar aluminium to a very high level of perfection. The interior design with classic raised and fielded panelling was created by our office and includes a wonderful owner’s stateroom with bathtub, stall shower and separate toilet, plus four guest cabins with ensuite bathrooms. There is a separate crew area with four crew cabins, galley and crew mess to ensure privacy. The aft deckhouse incorporates a navigation station, while the forward deckhouse has a dining settee.

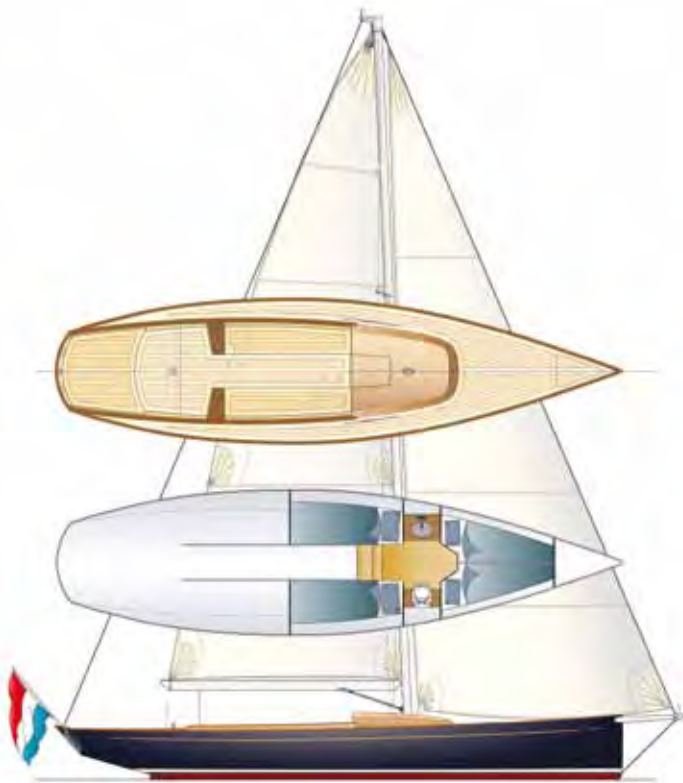


## J Class "Svea"

This famous design was originally made for a Swedish syndicate by Tore Holm, who was renowned for his Meter Class designs in the 1930s. Although it never saw the light of day at the time, and after much speculation in the years that followed, the construction of *Svea* is due to commence in the first quarter of 2010. All structural drawing work has been done by our office including the complete optimisation program for performance. A two-metre long aluminium model was built to assess her lines and extensive research was carried out on her aluminium structure using finite element 3D modelling techniques. Computational fluid dynamic software as well as velocity prediction software was deployed to analyse her performance and compare to the existing Js and those which might potentially be built in the future. *Svea* proved to be one of the most successful upwind designs. With a flush deck layout, no deckhouses and a simple interior, she will be one of the most stunning J-Class yachts to date. It is an honour for us to be involved in recreating history in this way.







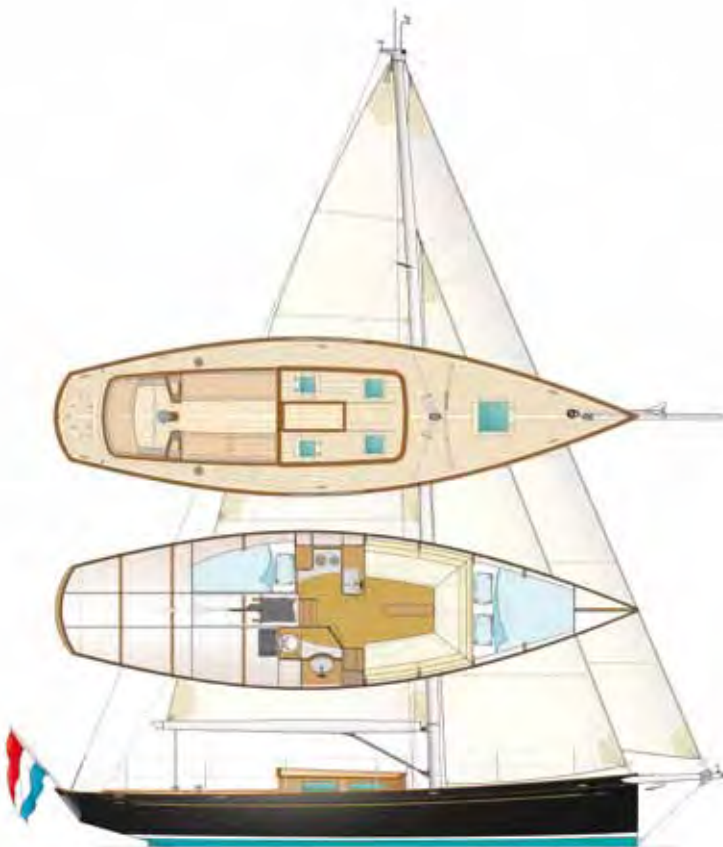
33 ft CLASSIC DAYSAILER

HOEK DESIGN  
YACHT ARCHITECTURE

## 33 ft

Designed to be built in series, the first four of these beautifully styled boats are about to go into production using vinyl ester in a female mould. An open daysailer with a very large cockpit and expansive sunbathing area, there is still space in the interior for several bunks and a toilet. With Mastervolt electric propulsion, a carbon mast and Park Avenue boom, this 33 ft yacht offers excellent value.

# Daysailers



37 ft CLASSIC DAYSAILER

HOEK DESIGN  
YACHT ARCHITECTURE

## 37 ft

This customised boat is a superlative weekender with a medium displacement and a wider beam than the 33 ft daysailer. A wood composite vessel with a significant amount of interior volume, exceptional comfort awaits all who step onboard. Construction of the first yacht has recently started in the Netherlands.



## “Wally Nano”

This all-carbon retro-classic boat is being built in series by and has received rave reviews in the media. The Hall Spars package, North Sails carbon 3dl sails, variable draft, enormous cockpit layout, saucy bowsprit and long stern overhang make for a unique daysailer. Five of these performance oriented vessels have already been completed and further production is continuing, with sales available via Hoek Brokerage.

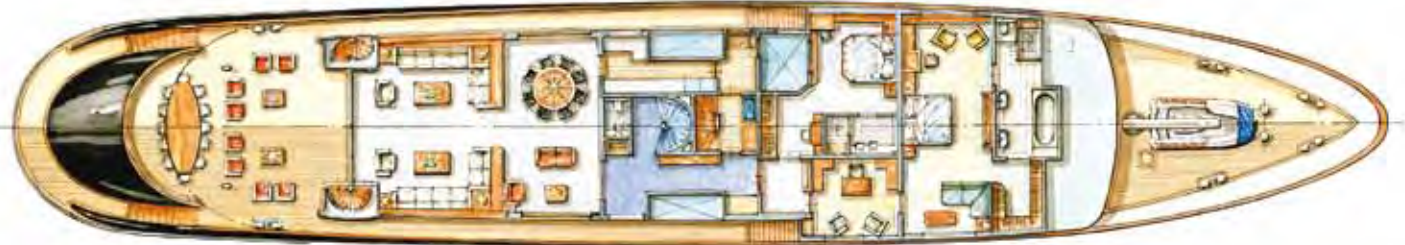
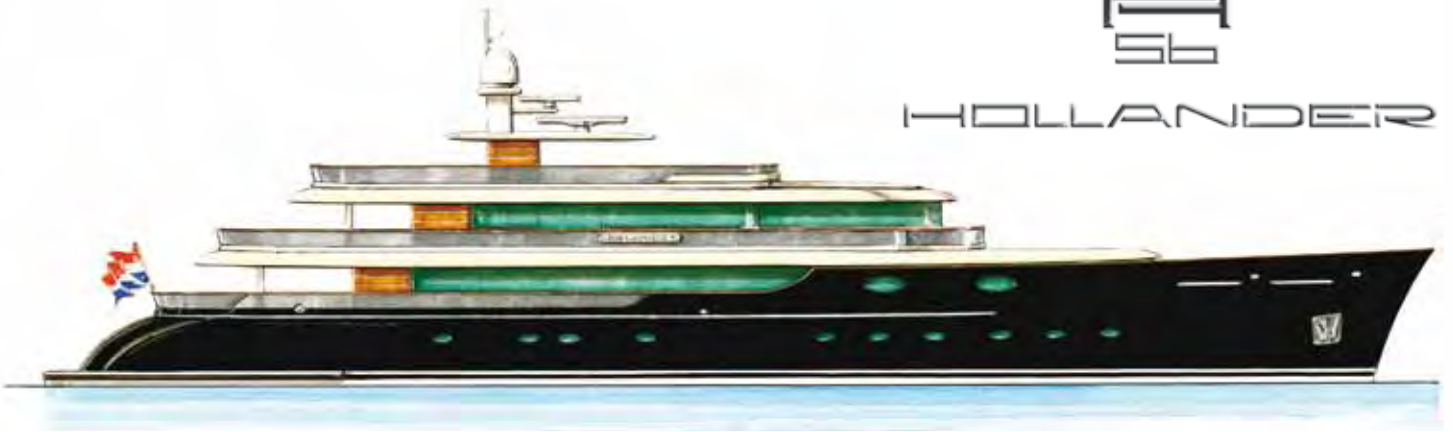
WALLY





SB

HOLLANDER





## 56 m “Hollander”

All the parties involved in the Hollander project – Holland Jachtbouw, Azure Naval Architects, Fraser Yachts and ourselves have worked hard on its further development during 2009. In addition to the original 52-metre design shown below, we have now created the 56-metre wide-body version shown opposite. While the initial design has an aluminium hull and walk-around gangways, the Hollander Mk II offers a

full beam owners stateroom and more luxury interior spaces. The impressive ‘green’ concept of both yachts remains the same, with diesel electric propulsion and an enhanced emphasis on an eco-friendly vessel. The generator and propulsion room is located below the lower deck with full headroom. The interior layout can be fully customised and negotiations are underway with a client looking to build the 56-metre version.

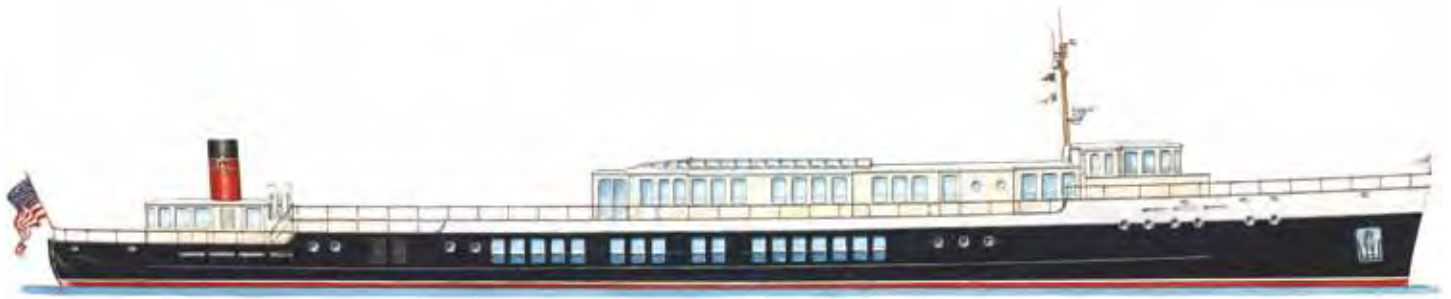
# Motor yachts



HOLLANDER







## Ceres 2

This 180 ft sight-seeing cruiser and floating conference centre for Chicago Line Cruises has been further developed over the past year together with the client and Azure Naval Architects, including the addition of Schottel propellers and bowthruster. Thanks to an enormous battery installation that was developed in partnership with Imtech, the vessel can run for up to eight hours without emissions, enabling it to operate both on the

river and in the city of Chicago itself. The battery pack itself will be charged with green energy ashore to make Ceres remarkably eco-friendly. The design has also been upgraded and fine-tuned to such a degree that yards in the United States could bid on its construction. As this newsletter went to press serious negotiations were underway with several parties and we expect Ceres to reach the building stage in the very near future.

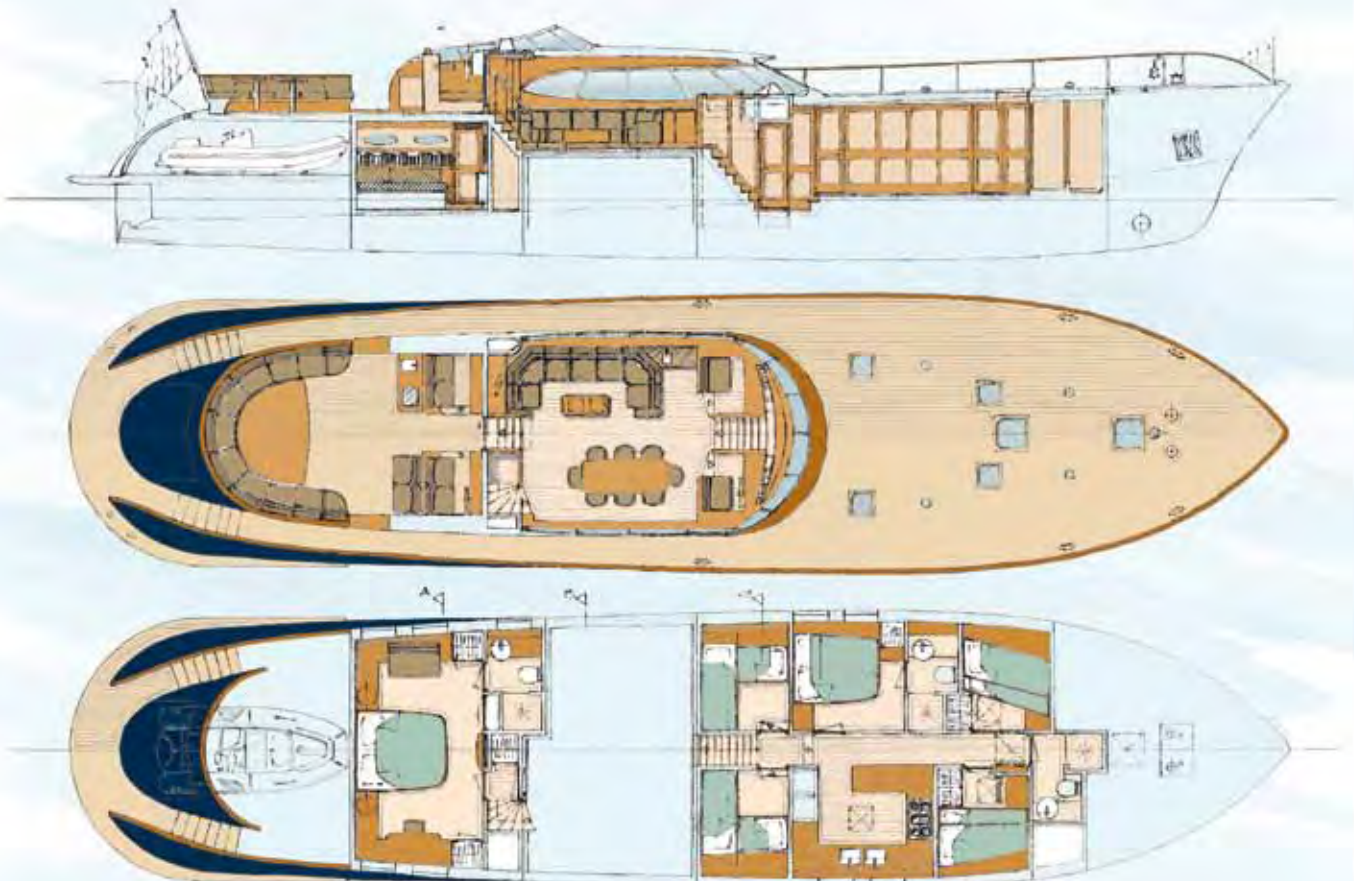




## 90 ft Classic Motoryacht

Created in partnership with Claasen Jachtbouw, this exquisite 90 ft motoryacht is a new development based upon an earlier 60 ft design. Her aluminium hull and twin engines make the vessel capable of speeds in excess of 35 knots depending on the horsepower installed. The hull shape has been designed in such a way that a client could also opt to use her as a displacement vessel. Either

way, with her barrel stern, classic sheer line and flush deck she has the looks of a gentleman's motoryacht and offers lots of interior volume including tender storage in the stern. In addition to a swim platform there is also a beach platform that comes out of the side of the hull. This should be an ideal solution for owners looking to retain the classic silyacht feel on a powerboat.







# Globe Trotters

## My Time Aboard S/Y Adele. By Captain Andre Engblom

As captain of *Adele* since her launch in 2005 my crew and I have covered 92,500 nautical miles cruising some of the worlds most beautiful, dramatic and remote waters. *Adele* has handled all she has encountered from the coconut fringed beaches of the Bahamas to the Southern Ocean & Cape Horn with absolute comfort, consistency and grace. She has thrilled us with her sailing ability and is serene at anchor, all of the miles travelled have been for all intent and purposes trouble free! All of those involved in the process of creating *Adele* from the concept to actual launch can take great professional pride in her. Hoek Design and the dedicated team at Vitters Shipyard have supported our extensive travels by maintaining excellent after-sales service and are always readily available with trouble-shooting advice; fortunately this has not been too often due to the quality of *Adele's* design and craftsmanship. Our shipyard stops have averaged 14 days per year since launch, an

incredible accomplishment considering the amount of miles we have covered in all weather conditions. Since the current owners acquired *Adele*, we have continued to accumulate miles visiting more traditional destinations such as Italy, Greece, and the East Coast of the USA. We are now in New Zealand after another Pacific crossing, preparing the vessel for her five year survey and haul out. She will be getting a new suit of sails, a new set of generators and other service work will be completed. I am busy drawing up an itinerary for next year's adventures; at this time we are not too sure whether we will be in Asia or spend more time in the South Pacific. Whatever the destination may be, I have complete confidence in this reliable, well proven and extremely beautiful craft to carry us there.

Andre Engblom

Hoek Brokerage has had a demanding yet interesting and rewarding 2009. All members of our lean, motivated and effective team share a 'hands on' mentality and enjoy building bridges between parties previously unknown to one another. Among the major yachts sold in the past year were the 104 ft *Happy Four* and the elegant 60 ft *Schwanensee*, while three other yachts were under offer at the time of writing. We also supervised the successful upgrade of the Truly Classic 78 *Drumfire* on behalf of her owners, a major project that included a raft of technical and interior changes to meet their preferences.

At the 2009 Monaco Yacht Show Hoek Brokerage showcased the newly launched TC 90 *Atalante* as a demonstration yacht for the Truly Classic series. The builder is offering the advantage of a completed aluminium hull, which adds to the staggering interest in the TC90 series in general.

Meanwhile, we booked and organised a number of charters as part of a growing cooperation with larger brokerage houses. The fact that the Hoek Brokerage and Hoek Design teams share a rich experience in the design and building process, and have sailed most yachts built to a Hoek design, gives us all an intimate knowledge.

We also have an in-depth understanding of other yachts built at the many yards known to Hoek Design and Hoek Brokerage. This is why Hoek Brokerage has branched out from its initial role as a service to existing Hoek Design clients to gain a wider international reputation in our field. Our close partnership with the Hoek design office gives Hoek Brokerage a privileged position in specific areas of quality sailing yachts:

- Yachts from the boards of Hoek Design, constructed around the world
- Current yachts of owners who are developing a new project with Hoek Design
- Truly Classic yachts
- Premium classic or semi-classic yachts that meet the Hoek Design philosophy

So if you are looking to buy or charter any of the above, the Hoek Brokerage team will be glad to be of service.

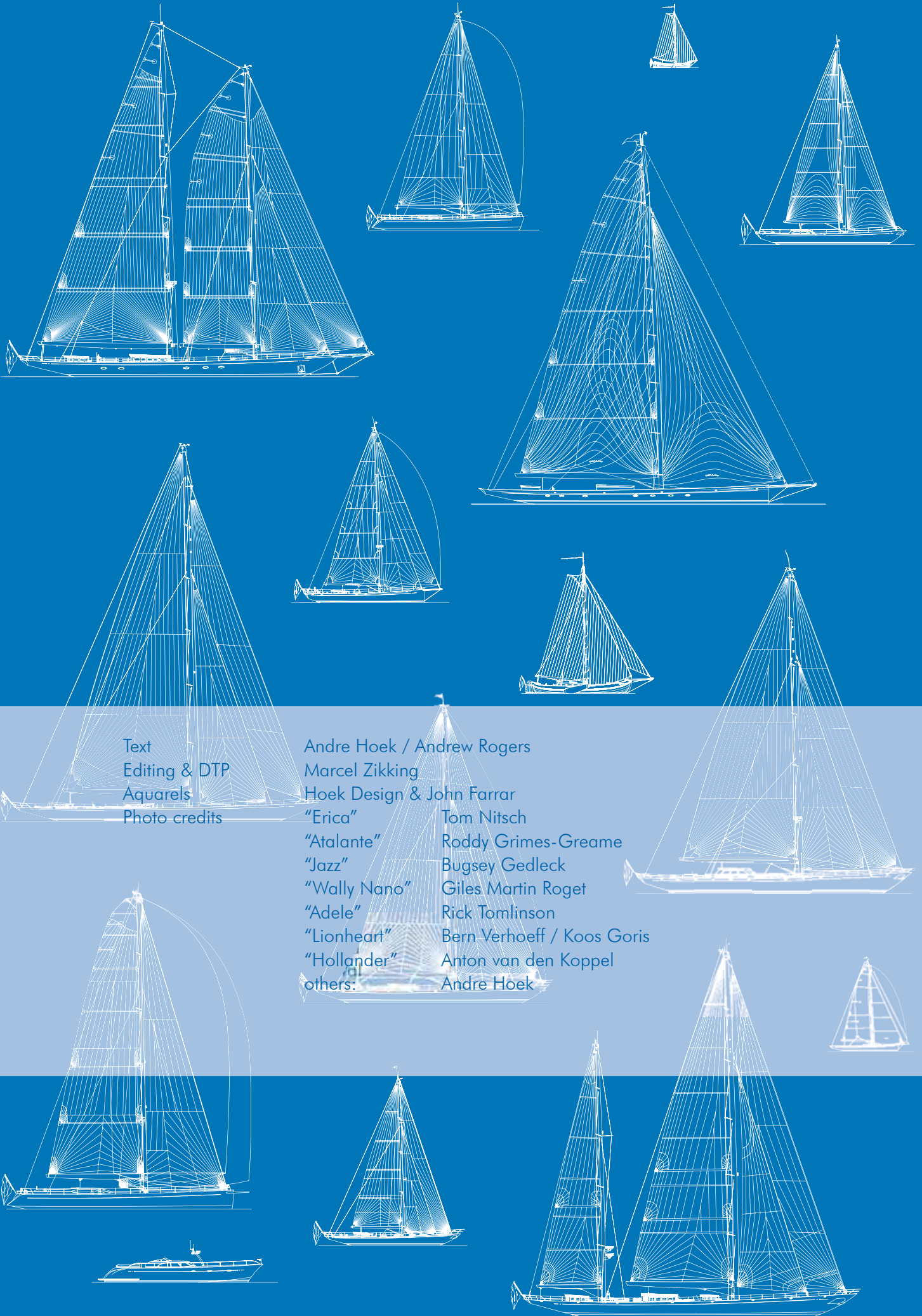
In the meantime, we wish you a sunny and peaceful sailing season in 2010.

Pieter van der Weide.

# Hoek Brokerage







Text  
Editing & DTP  
Aquarels  
Photo-credits

Andre Hoek / Andrew Rogers  
Marcel Zikking  
Hoek Design & John Farrar

"Erica"	Tom Nitsch
"Atalante"	Roddy Grimes-Greame
"Jazz"	Bugsey Gedleck
"Wally Nano"	Giles Martin Roget
"Adele"	Rick Tomlinson
"Lionheart"	Bern Verhoeff / Koos Goris
"Hollander"	Anton van den Koppel
others:	Andre Hoek