





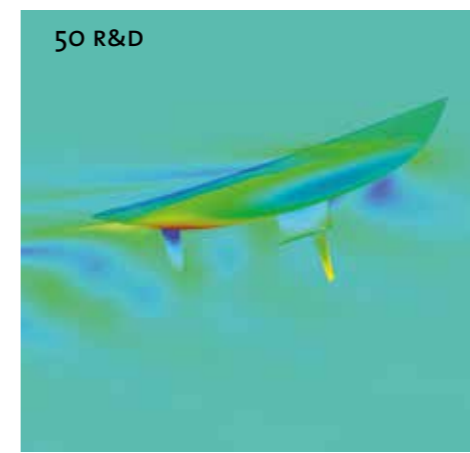
4 J-CLASS YACHTS



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38 DAY SAILERS



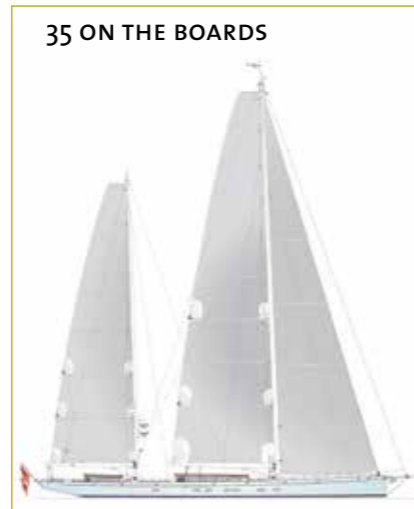
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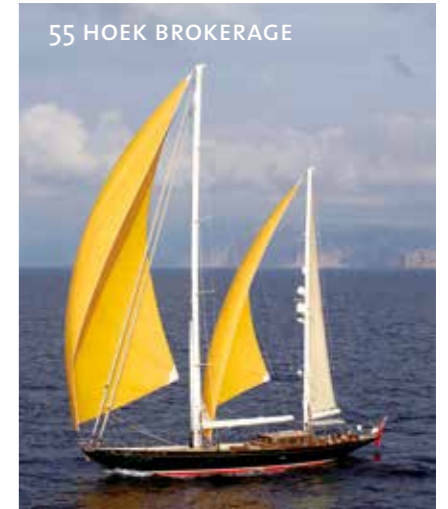
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Dear friends,

The key word to describe our recent work is variety. From the completely re-worked carbon fibre Wally Nano and beautifully built Essence 33 day-sailers, through to the largest motor yacht we have designed and the recent launch of Svea, the longest J-Class ever built, the Hoek Design team has been able to demonstrate its versatility and skill to great effect.

SUCCESS FOR HOEK-DESIGNED J-CLASS YACHTS

There's no doubt that 2017 has been a spectacular year in terms of J-Class activity. We are proud to report the success of all three Hoek-designed J-Class yachts in Bermuda's America's Cup regattas with Lionheart clinching the treble. She won the Superyacht Cup outright, the J-Class Regatta within that event and topped it off by winning the America's Cup J-Class Regatta. Joining the six Js gathered in Bermuda was the recently launched Svea, the longest J-Class yacht ever to have been built. She won her second ever J-Class race and would surely have gone on to great things had she not suffered gear failure. Topaz also proved to be very competitive, often leading the fleet upwind and downwind, but she was also handicapped by gear failure. At

the time of going to press we were looking forward to seeing how the three Hoek Js competed at the J-Class Worlds, which were held in Newport, R.I. in late August.

CARBON LEADS THE WAY

An increasing number of yachts have been designed for carbon fibre construction including the popular range of Performance Classic Yachts of which the 55, 66 and PC83 are either being designed or are under construction.

CHARTER BEFORE BUYING

We have also had great success with larger versions of the semi-custom Truly Classic range with the third TC128 and fourth TC90 under construction. One of the benefits of having a number of yachts in the TC range already afloat is that prospective clients can arrange to charter through Hoek Brokerage (see page 55) to assess layout and detailed design before commissioning their own yacht.

EXTRAORDINARY MOTOR YACHT

One of the most exciting and unusual current projects is the 56m motor yacht Lombok, a classic expedition vessel which is under construction in Turkey. We are responsible for

the naval architecture, exterior and interior styling and have been heavily involved with some of the yacht's special features including ice class classification, diesel electric propulsion and a sophisticated stabilisation system. We are working on a number of motor yacht projects up to 70m and hope to reveal more plans for motor yachts in the near future. The great success of existing yachts like Adele, Erica, Marie, Athos, Elfje and Wisp has led to fresh interest in large sailing yachts and we currently have a number on the drawing board including a 232ft classic expedition ketch.

LATEST DESIGN AIDS

We are constantly developing the naval architecture computer programs used by our talented team of designers to perfect the handling characteristics of yachts in all weather and sea conditions. The sophistication of tools like computational fluid dynamics and aero- and hydrodynamics means we can not only improve design, but reduce testing time and cost. We pride ourselves in producing highly effective sailing yachts, providing clients with a great sailing experience. Much of this is the result of keeping abreast of the relevant computer programming and applying it effectively.

EVOLVING OUR COMPANY

Hoek Design is now in its 31st year and we are beginning to plan what will be a seamless transfer of management responsibility and part ownership to Joint Managing Director Ruurt Meulemans. Ruurt has been with Hoek Design for twenty years presently. As Ruurt takes responsibility for the running of the company it will allow Andre to concentrate more on client relationships old and new, plus design innovation. The company will lose none of its character or signature design style, something Andre and Ruurt have evolved together over many years.

WINNING WAYS!

Finally, Hoek Design has been recognised for its excellence by winning a number of awards, details of which appear on page 54. These accolades not only recognise the hard work carried out by our design team, but highlight the quality of design which has attracted many clients in the past and, we hope, many more to come in the future. May we wish you fair winds and great sailing!

Andre Hoek and Ruurt Meulemans

Special thanks to the photographers who took some of the amazing photos in this newsletter:

America's Cup	StudioBorlenghi
Acadia	Onne van der Wal
Adèle	Rick Tomlinson
	J.E. Osterlund
Atalante	Rick Tomlinson
Athos	Tim Wright
	Gert Veenman
Lionheart	StudioBorlenghi
Svea	StudioBorlenghi
Topaz	StudioBorlenghi
	Peter Neumann
Vijonara	Flying Focus
Velacarina	Rick Tomlinson
Wallynano	Jesus Renedo

THE INCOMPARABLE JS

LIONHEART ACHIEVES TRIPLE TROPHY HAUL IN BERMUDA

At the biggest gathering of J-Class yachts in the 87-year history of the class, Hoek-designed Js excelled in sublime sailing conditions during the 35th America's Cup celebrations taking place in Bermuda in June this summer. Six Js converged on the mid-Atlantic archipelago to take part in the America's Cup Superyacht Regatta, within which there was a separate J-Class event. The fleet then grew to seven to set a record in the class's history

when the yachts came to the line for the historic J-Class America's Cup Regatta. The fleet comprised Shamrock V (America's Cup J-class regatta only), Velsheda, Ranger, Hanuman, Lionheart, Topaz and Svea and attracted some of the world's top sailors including Kenny Read, Peter Holmberg, Stan Honey, Bouwe Bekking, Tom Whidden, Francesco de Angelis, Peter Isler and many others.

We are delighted to record that JH-1 Lionheart not only won the America's Cup Superyacht Regatta for the best performance, but also won the J-Class Regatta within that event. She then went on to win the first ever J-Class America's Cup Regatta coming from behind in a hotly contested fleet to beat Ranger and Velsheda by three points who were tied on ten points apiece, Velsheda taking the runners up

slot after winning the final race. The seven-year-old Lionheart, based on one of the original Ranger models from 1937 showed great speed, sailed consistently and didn't panic when things didn't quite go their way at a couple of starts during the America's Cup Regatta. Led by their owner/driver with seven-times Volvo Ocean Race competitor Bouwe Bekking aboard as tactician, the well-drilled crew benefitted from several seasons together as they demonstrated excellent sail handling and mark rounding skills.



Determination and careful preparation from a long way out were key to Lionheart's success. Bouwe Bekking said on the J-Class Association website: "As soon as Bermuda was announced, we just said that's the one we'd like to win. Always, I think you have to have an aim. Every regatta you win is a nice one but here in Bermuda, this was the one. With the America's Cup going on and a record fleet of Seven Js, it has been magic!"

Hoek Design's Ruurt Meulemans has been racing aboard Lionheart from the outset helping to develop, improve and optimise the yacht over the years. The feedback from this experience and from Andre Hoek's presence aboard Lionheart over many years and aboard Topaz in 2016/17, has provided invaluable information for the design office.

"What the results prove is that all the effort invested in extensive computerised model testing has paid off," said Andre Hoek, adding that all three Hoek-designed Js matched the predictions the design office made while the yachts were still on the drawing board.

TOPAZ IS FAST!

Topaz, with America's Cup veteran Peter Holmberg steering and Canadian Star Class Olympic medallist Ross MacDonald doing tactics, also proved extremely fast upwind and downwind and had it not been for gear failure she would almost certainly have reached the podium. In the 3rd race of the America's Cup regatta she led the entire way before hydraulics issues led to her undoing.

SVEA CLAIMED AN EARLY WIN

Equally impressive was the performance of the latest J-Class to be launched, Svea, originally designed by Swede Tore Holm and with an overall length of 143ft/43.6m, the longest J on the circuit. Despite getting to Bermuda just in time following trials, she won the second race she had ever taken part in and looked very fast on the race course. This superb looking super-J counted North Sails supremo and America's Cup veteran Tom Whidden among her afterguard, plus another Cup legend Francesco de Angelis and Olympic Tornado sailor Charlie Ogletree.

Andre Hoek said: "These were very closely fought regattas and I am delighted for the owners and crew of the Hoek-designed yachts that they did so well. Congratulations!"



A NEW J-CLASS ERA DESIGN J-CLASS YACHTS



A THIRD OF THE CURRENT J-CLASS FLEET IS MADE UP OF HOEK DESIGN YACHTS AND IN 2017 WE SAW THEM RACING TOGETHER FOR THE FIRST TIME.

This year saw the modern J-Class fleet at its most active with each of four regattas attracting up to seven competing yachts, three of which have been redesigned and optimised from the original hull lines by Hoek Design.

J-Class yachts in the 1930s enjoyed a very high profile existence as most of the 10 launched were used to either defend or challenge for the America's Cup. It was only the outbreak of World War 11 which stopped the class in its tracks.

Pundits reckoned the Js would never see the light of day again, but so admired were they that several British examples survived not only the war, but also several decades lying idle, many of them in mud berths.

It wasn't until the 1980s that the J-Class began to stir again, two yachts, Endeavour and Velsheda, being the subject of complete and highly successful re-builds.

Today there are nine J-Class yachts afloat including Lionheart, Topaz and Svea. These three are new builds which have undergone redesign, modification and optimisation from the original lines by Hoek Design. In addition there are two more yachts on our drawing board, including a modern version of the first J-Class yacht ever built, the Starling Burgess-designed Enterprise. When she is launched she will carry the sail insignia J-1.

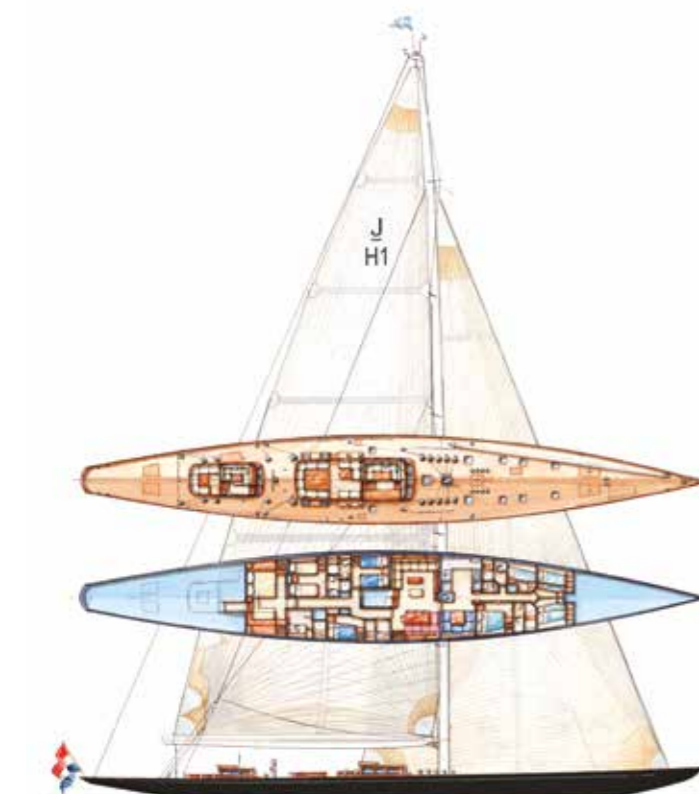
Another new J project Hoek Design has developed is a second Frank Paine Design, known as Paine B, that will carry sail no. J9. This project has been developed to a stage where construction can start instantly for a keen owner.

Lionheart (JH1) originated from one of the 1938 Ranger models and is one of the most competitive and successful Js on the circuit. She is constantly upgraded, currently uses the latest North 3Di-RAW sails and with Bouwe Bekking helping with tactics for her very capable owner/driver, Lionheart has become a podium regular.

Topaz (J8) originally had the longest waterline length of all Js afloat, was launched in 2015 and has benefitted from a good period in which to work up. Crucially, big boat and America's Cup racing helmsman Peter Holmberg has joined the campaign. Our performance predictions for this yacht, based on extensive computerised testing, have been borne out by Topaz who shows excellent downwind speed and a very good all-round light airs performance.

Svea (JS1) was launched earlier this year and the Bermuda regatta was her competitive debut. Remarkably for such a new yacht she won her second ever race and in the hands of a very experienced afterguard showed immense potential. Much thought has been put into the race cockpit ergonomics and communication lines between trimmers and helmsman. All the numbers suggest Svea will be a very fast upwind boat, but it's early days in her career and there's plenty of potential still to be realised.

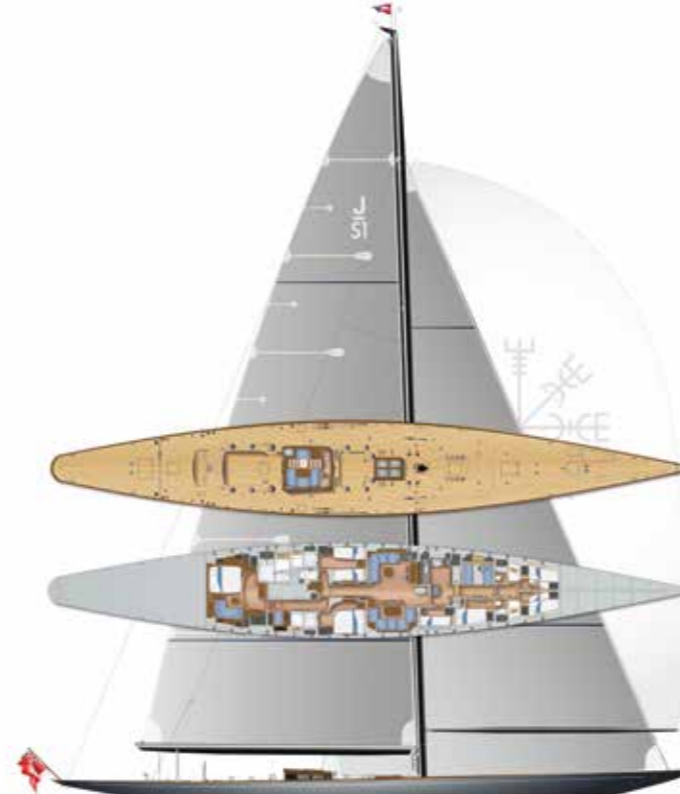
Interest in the J-Class continues to build with orders for two new yachts under discussion. With the sort of spectacle seen in Newport and Bermuda this year it's fair to suggest the next new J is not far away.



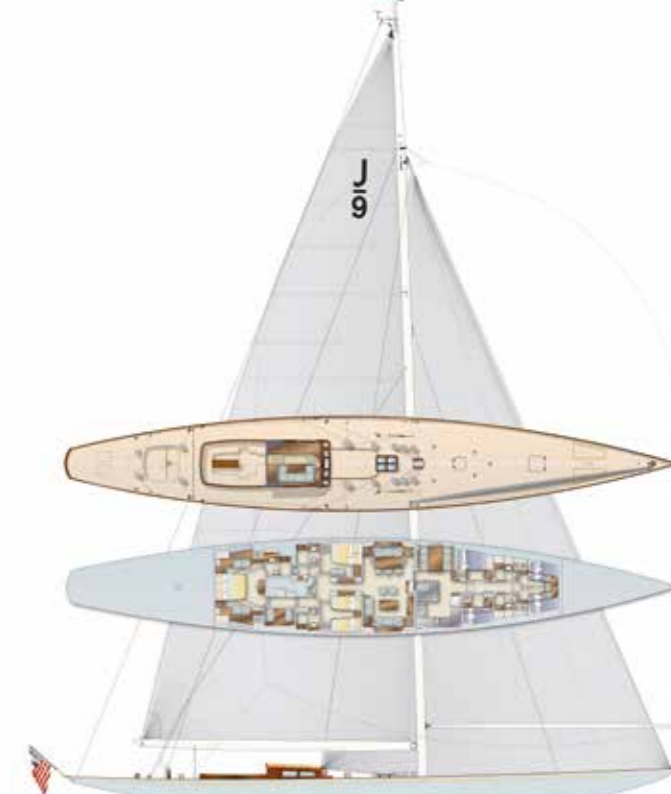
LIONHEART



TOPAZ



SVEA



J9

J-CLASS J-S1 SVEA



RECENTLY LAUNCHED



**SPECTACULAR J-CLASS
MAKES HER RACING
DEBUT**

At 143ft (43.6m), Svea is the world's longest J-Class. She immediately impressed at the America's Cup J-Class Regatta in June and, remarkably, won her second ever race before going on to compete in the J-Class Worlds in Newport R.I.

Svea was launched by the Vitters Shipyard, who completed Bloemsa's superb high tensile Sealium hull and deck fabrication. The project represented the seventh collaboration between Vitters and our office. After initial trials in northern Europe Svea has been race training off Palma, Mallorca before being sailed to Bermuda. She also plans to

take part in the J-Class World Championships due to be held in Newport, Rhode Island from 21-26 August this year.

The Super-J's original lines were drawn by Swede Tore Holm in 1937, but the yacht was never built so Hoek Design is proud to be able to turn many of his theories into reality after 80 years!

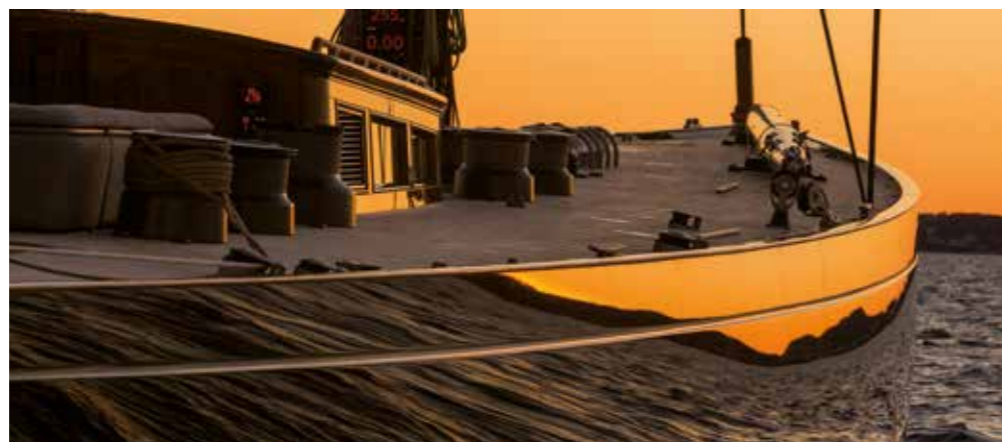
As with most of our designs we have used sophisticated computational fluid dynamic programs to help maximise Svea's performance potential. This has helped us optimise helm balance, study the amount of lift generated by the keel shape and study

how the bow shape fairs into the keel. Andre Hoek said: "The mast position is not set in stone (under the new J Class rules) so we have moved it slightly aft from the original." Southern Spars and North Sails have been involved in optimising the sail plan around the all carbon rig and EC6+ carbon rigging.

Cockpit ergonomics are important aboard Svea because we wanted to position the runners' team between the headsail and mainsheet trimmers. In many yachts these key crew are some distance apart and sometimes have to rely on radio headphone communication. We wanted to avoid this so that those controlling

headstay tension and mast trim could talk directly to the trimmers and vice versa. Unlike some Js, the single deckhouse aboard the yacht is noticeably lower in profile creating a very streamlined look for a yacht of this size.

This yacht is also significant for us because it marked the last project with our dear friend the late Pieter Beeldsnijder who designed Svea's superb accommodation. Pieter, whose office was here in Edam, passed away last year after an outstanding career in the marine industry.



TRULY CLASSIC 90-3 ACADIA



TRULY CLASSIC 90-3 ACADIA



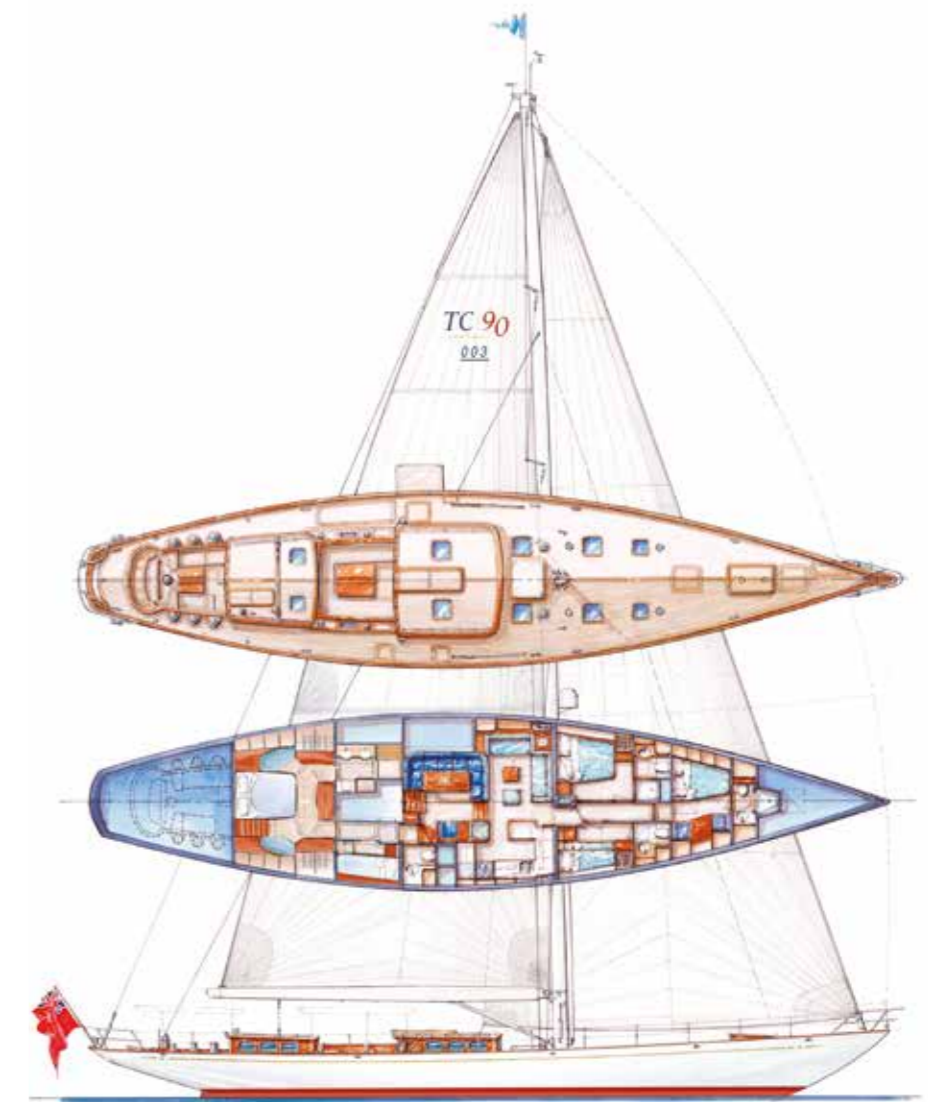
DIMENSIONS	
LOA	27.5 m
LWL	19.1 m
Beam	6.1 m
Draft	3.4 m

TC 90-3 ACADIA OFF TO FLYING START

Launched from the Vitters-owned Claassen yard last summer, the third TC-90 made her way across the Atlantic this winter and experienced her first taste of competition at the Superyacht Challenge Antigua which was held in late January.

David Glenn, who helped edit this newsletter, saw her performing at first hand and was impressed by an excellent performance for a yacht only recently launched. "One of the noticeable features of her performance was the way in which she stood up to her sailplan especially in close reaching situations under full main and asymmetric in a fairly fresh trade wind," he said.

Acadia won the second of the four-race event outright and was a creditable second overall in class. Her well-drilled crew will undoubtedly be a force to be reckoned with in future events!





Her Truly Classic good looks and undoubted suitability as a long distance cruising yacht belie a performance edge helped by her all carbon Hall Spars mast and boom. She also benefits from systems design and installation by specialist Jongkind from Medemblik/Palma who has built an excellent reputation for reliability and know-how. They also worked on the Svea project.

Acadia also sports the popular concept of twin cockpits with their own deckhouse and companionway. This not only provides a private cockpit area for the owner, but in race mode keeps the working area of the yacht separate from the guest cockpit situated further forward.

The aluminium-hulled TC-90 has attracted considerable interest from potential clients and is now a well-proven sailing yacht providing owners with all the advantages of customising lay out below decks.

Those interested in a TC-90 as well as other yachts in the Truly Classic range may like to consider chartering an existing yacht to refine their own ideas for a new yacht. This can be arranged through our brokerage and charter department (see page 55).





PILOT CLASSIC FOR FAST CRUISING

This exciting, classically-styled, carbon re-inforced performance cruising yacht has just been launched in Turkey by Metur Yachts for Performance Classic Yachts in London.

Based on Mazu, a 66ft version of the same design launched in 2014, the new yacht should reap all the benefits of lightweight, but strong and stiff construction. Metur, with whom we have worked before on a number of projects, have, in our view, done a meticulous job.

We have steadily evolved the pilot classic look in the PC55 with her straight stem, elegant, open counter stern and low level coachroof. The 'wraparound' coachroof window provides a neat contemporary touch.

The yacht's long, deep cockpit offers plenty of comfort and is a safe working area, while a large wheel provides the helmsman with an excellent view of the sailplan including headsail tell-tales.

Accommodation lay out and styling can be customised, but the first drawings showed an owners double cabin forward with an ensuite head, saloon, galley and navigation station amidships plus two double quarter cabins, with one ensuite head.

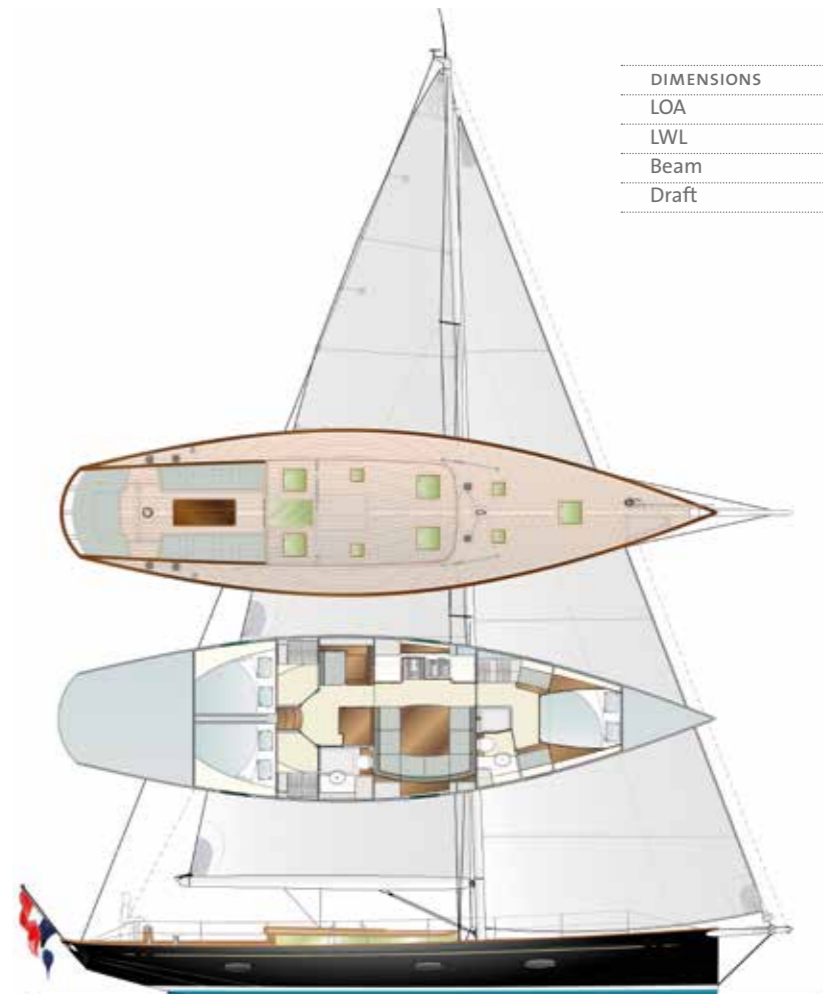
With her relatively tall but easy to handle sailplan, which includes standard headsails and Code sails set off a fixed bowsprit, this should be an exciting yacht to sail and deliver an excellent turn of speed. In fresher breezes a StaySail can be set off an inner forestay.

The Performance Classic 55 has been shortlisted for the Classic Boat Magazine Spirit of Tradition Award for yachts over 40ft. In the magazine's description it is suggested that the 55 'probably goes like smoke'.

A full carbon version for hull #2 has been engineered and is available. The prototype Zazu is for sale through Hoek Brokerage.

DIMENSIONS

LOA	16.6 m
LWL	13.4 m
Beam	4.2 m
Draft	2.7 m



EAGLE 54-2 SUMMER

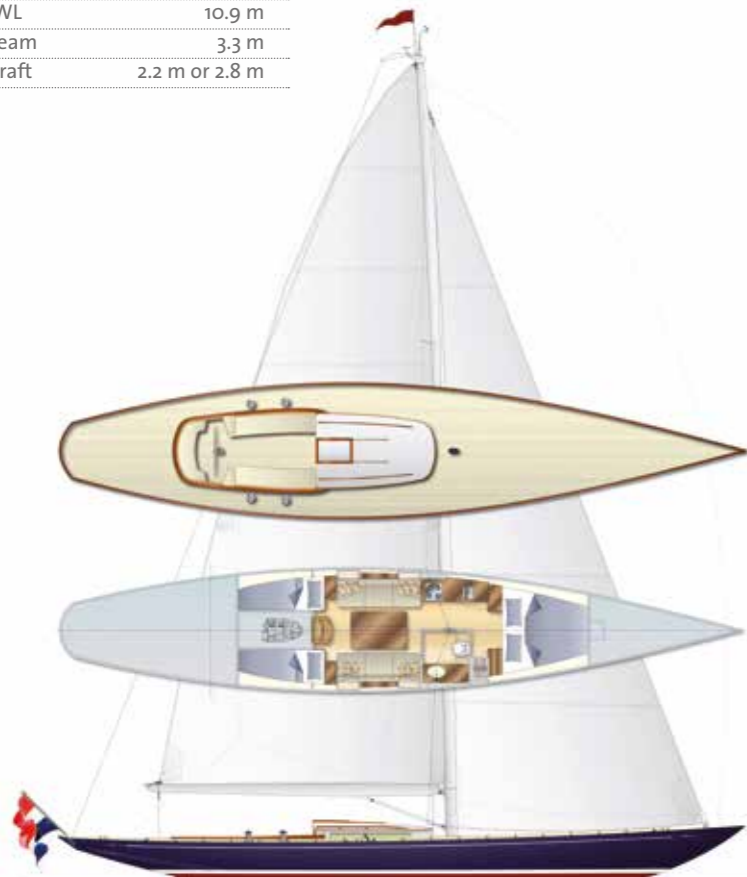


ELEGANT DAYSAILER DISPLAYS GRACE, PACE AND SPACE

Following reports that the first Eagle 54 has proved to be an excellent sailing boat, the second yacht is now being built in The Netherlands. While this yacht is quite capable of coastal and offshore cruising her forte is as an easy to handle daysailer. Her classic looks, typified by her long overhangs, clean deck and low-line coachroof, epitomise the Hoek daysailer philosophy and under the water her deep, T-style fin and bulb keel and balanced rudder provide her with a performance second to none.

The first yacht was constructed in a foam-cored epoxy composite to keep weight and cost relatively low. She displaces just nine tonnes. Helmsman and crew are well protected in a deep, comfortable cockpit and they can control the sailplan with ease, using press-button electric winches for mainsail trimming and hoisting. The second 54 also has hydraulic adjustment for backstay, vang and jib car adjustment. Below decks there's sleeping accommodation for four and an abundance of natural light from the centreline skylight running the whole length of the superstructure.

DIMENSIONS	
LOA	16.6 m
LWL	10.9 m
Beam	3.3 m
Draft	2.2 m or 2.8 m



EAGLE 70

EAGLE SPREADS HER WINGS

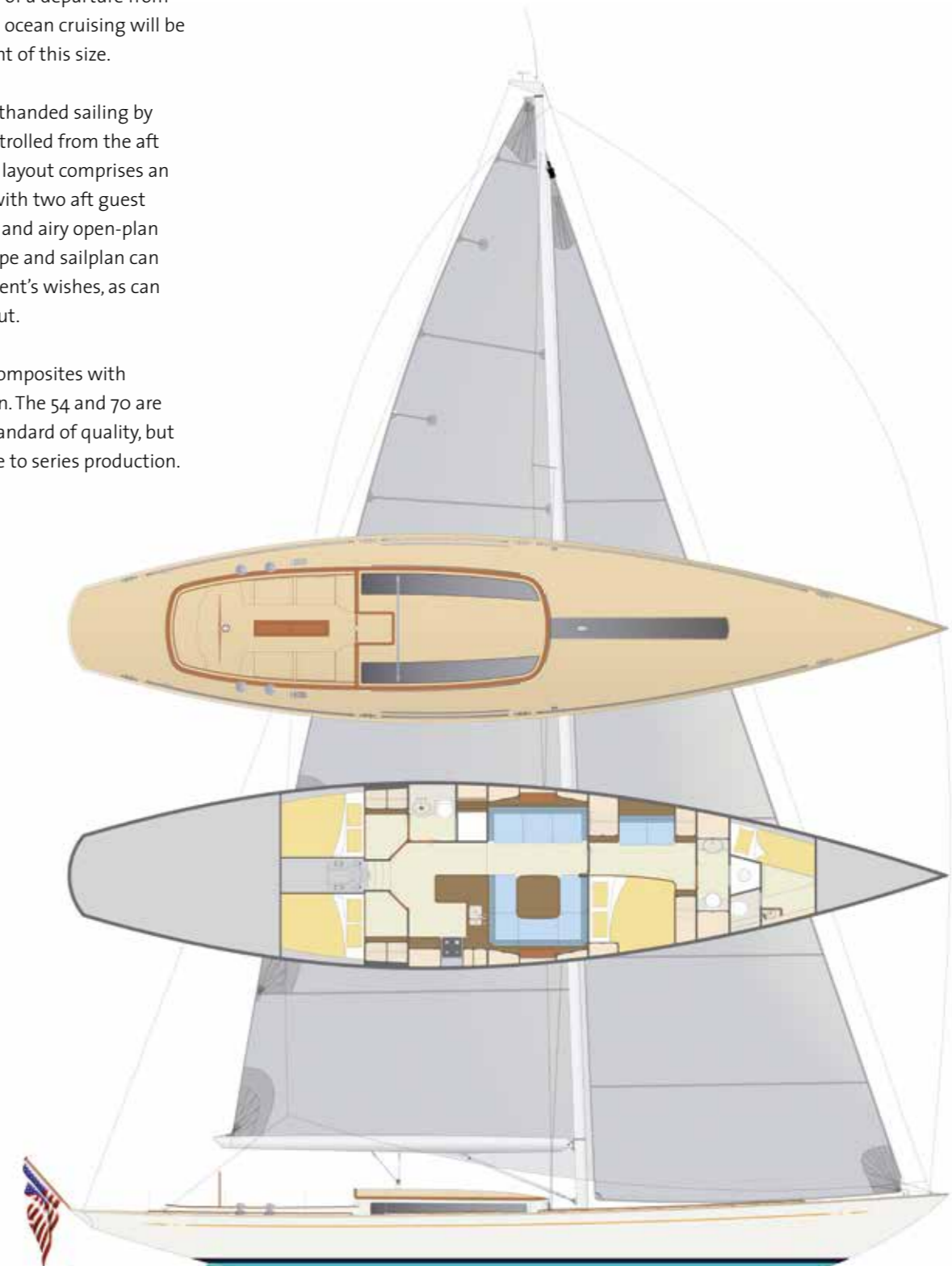
Based on the success of the Eagle 54 we have recently developed an Eagle 70 for Leonardo yachts the builders of this successful series.

The 70 incorporates many of the Hoek Design styling details recognisable for the Eagle 54 although the 70 is more of a departure from the daysailer concept as ocean cruising will be on the agenda for a yacht of this size.

She is designed for shorthanded sailing by a couple and can be controlled from the aft cockpit fairly easily. Her layout comprises an owner's cabin forward with two aft guest cabins and a large, light and airy open-plan living area. Draft, keel type and sailplan can be customised to the client's wishes, as can interior styling and layout.

Hull construction is in composites with carbon fibre as an option. The 54 and 70 are Dutch-built to a high standard of quality, but competitively priced due to series production.

DIMENSIONS	
LOA	21.1 m
LWL	14.4 m
Beam	4.5 m
Draft	3.1 m



TRULY CLASSIC 128 VIJONARA



UNDER CONSTRUCTION

TRULY CLASSIC 128 VIJONARA



DIMENSIONS	
LOA	39.4 m
LWL	28.0 m
Beam	7.7 m
Draft	4.5 m

A GREAT NEW TC 128 TAKING SHAPE AT PENDENNIS SHIPYARD

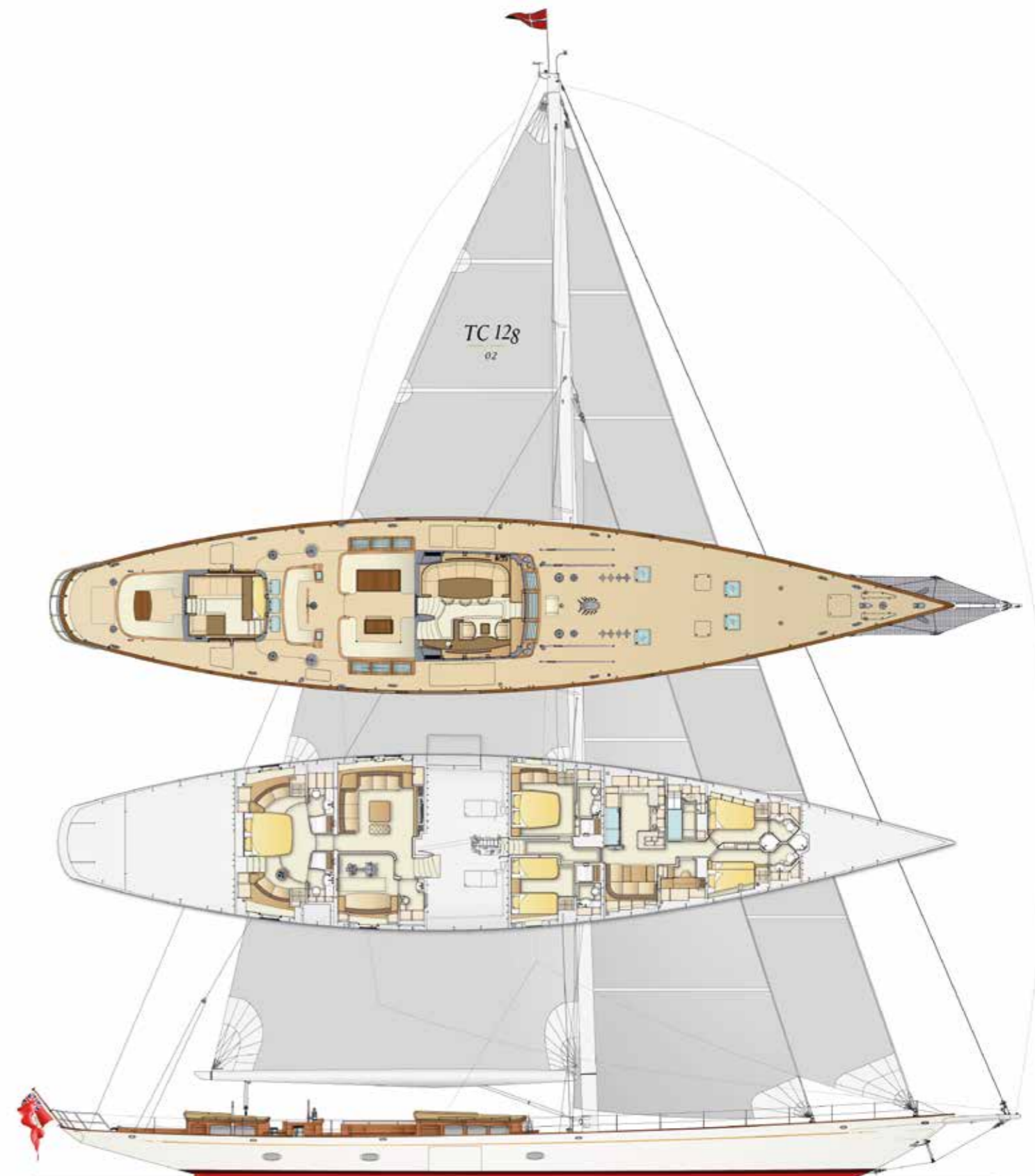
This expansion of a popular theme is now well underway at Pendennis Shipyard in the UK following the delivery of her aluminium hull and deck from Bloemsma Aluminiumbouw in The Netherlands in December 2016. She is the latest in this size of Truly Classic which offers genuinely large accommodation spaces for up to eight guests and four crew with the advantages of a well proven hull form and the chance to completely optimise lay out above and below decks.

Thus further development of the TC128 varies in that she is fitted with a short bowsprit for setting Code and A sails. She can set a wide variety of headsails from her stemhead-mounted headstay, with her staysail stay used in stronger wind conditions. With a slightly longer boom the sailplan of this yacht has

more ballast to cope with the extra sail area. Twin cockpits and deckhouses characterise this size of Truly Classic with the owner's aft double cabin enjoying direct access to the aft cockpit. With the wheel and principle trimming winches further forward the owners can enjoy total privacy in the aft cockpit. The lower saloon is located aft of the main deckhouse with easy access from the owner's cabin.

A gymnasium is located opposite the port hand saloon area and can be converted into a sleeping cabin if required. Interior design is by our Hoek Design team.

With project management by MCM's Nigel Ingram, she will be launched in the Spring of 2018.



TRULY CLASSIC 128-3



DIMENSIONS	
LOA	39.4 m
LWL	28.0 m
Beam	7.7 m
Draft	4.5 m



J-CLASS RIG FOR LATEST TC 128 SLOOP

The options available for the Truly Classic 128 are clearly illustrated aboard the latest interpretation of the design with the owner requesting a single deckhouse and a steering position set well aft.

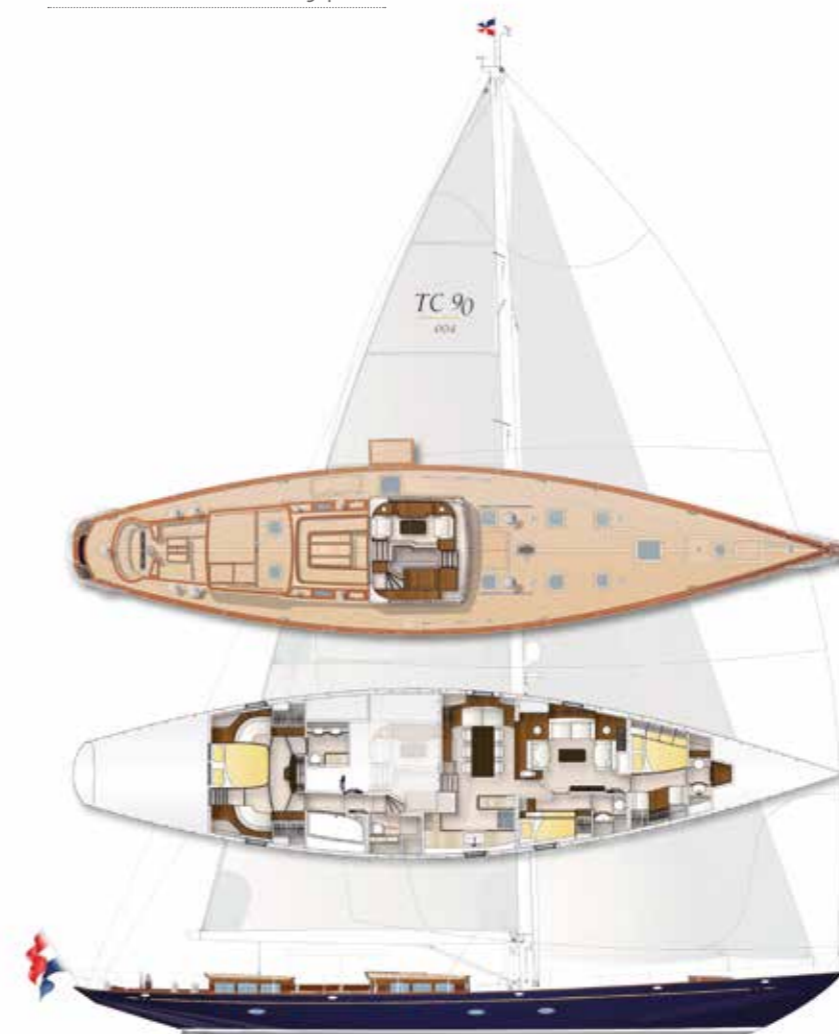
In addition, this yacht will be unusual in that she is stepping a refurbished and modified J Class rig, which should provide her with a sparkling performance. The mast is the original Carbospars tube stepped in the J-Class Velsheda when she was re-fitted in the 1990s. It is still in first class condition and has been modified with slightly swept-back spreaders, so that only one set of runners and checkstays are required. The boom will be slightly shorter than Velsheda's original. Under the water a torpedo-style T-bulb keel has been carefully designed using computational fluid dynamics (CFD) and positioned slightly further aft so that it relates to the mast step position and the machinery space positioned slightly further aft in this yacht. With a spade rudder and no skeg this yacht, which has a similar righting moment to that of a J-Class, will be a powerful and exciting sailing yacht.

Down below the deckhouse saloon has been moved aft and the classical styling throughout is from our own Hoek Design team.

TRULY CLASSIC 90-4



DIMENSIONS	
LOA	27.5 m
LWL	19.1 m
Beam	6.1 m
Draft	3.4 m



TC90-4 SISTERSHIP TO ACADIA WELL UNDERWAY

The aluminium hull and deck for the fourth TC90 have been completed by Bloemsma Aluminiumbouw and will be finished in The Netherlands by her Dutch owner.

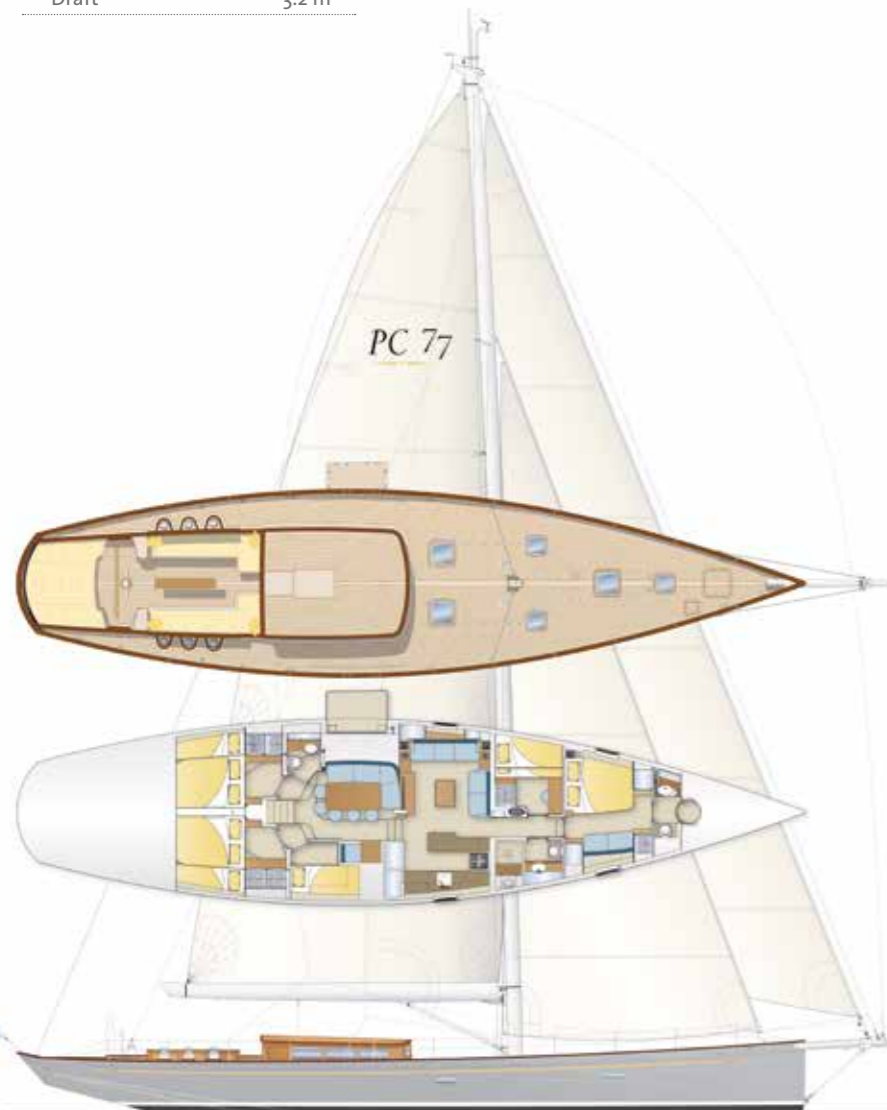
Fundamentally, this is a sister-ship to TC90-3 Acadia and previous 90s. The owner's accommodation is aft and benefits from direct access to a separate cockpit and the steering position while a large, full width saloon is positioned just forward of amidships.

Guest accommodation is located in a double and a twin forward and there is also a useful passage berth further aft, outboard and to starboard of the machinery space. Crew accommodation is right forward and is served by a separate companionway.

77FT PILOT CLASSIC



DIMENSIONS	
LOA	23.7 m
LWL	19.4 m
Beam	5.6 m
Draft	3.2 m



FAMILY CRUISING YACHT

This exciting new Pilot Classic 77 design is under construction at Bloemsmas in the Netherlands.

She has been optimised extensively for performance using the experience gained with a range of previous Pilot Classic designs, some of which can be found elsewhere in this newsletter. The yacht is designed as a family cruising yacht, her layout incorporating a large aft cockpit, a deckhouse with a dining area, two aft guest cabins, a large open plan main saloon, a double guest cabin to port and the owner's cabin forward. A single crew cabin is an option. Clients can choose from several interior layouts.

The hull is being built speculatively in order to reduce build time for potential clients. The PC77 is for sale through our brokerage department, presenting a rare opportunity to acquire a completed hull saving a year of development and hull construction time. The yacht can be finished to the owner's choice in less than one year from signing.

77FT MODERN KETCH



DIMENSIONS	
LOA (ex bowsprit)	23.4 m
LWL	20.4 m
Beam	6.15 m
Draft (standard)	2.6 m

MODERN TREATMENT FOR EASY TO HANDLE KETCH

Modern living on the same level with a combined decksaloon and galley plus an easily-managed sailplan were two of the prerequisites for this long distance, fast cruising yacht.

The client chose a more contemporary look for this 23m ketch with an attractive bow shape and built-in bowsprit plus a relatively wide reverse counter opening into a lazarette big enough to accept a RIB when the yacht is undertaking long passages.

The client was keen to buy a secondhand yacht and spent time chartering in the Caribbean and Mediterranean, but eventually came to Hoek Design for a new boat in which all his ideas could be incorporated.

A key design feature is the deck saloon, which combines a large comfortable seating and dining area with a large galley to starboard. There's also a navigation and control station to port of the companionway leading from the large cockpit.

This means the below decks area is used almost exclusively for sleeping accommodation with the owner's double

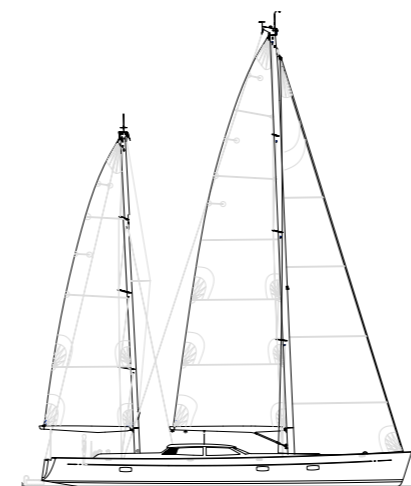
cabin right forward, a double guest cabin and lower saloon area further aft and two large guests cabins aft of the deck saloon. All cabins have their own head and shower compartments.

The ketch rig option was important for the client who wanted relatively small individual sails to control, but with a fixed bowsprit for Code and A sails plus the opportunity of setting a mizzen staysail, this boat has plenty of off-wind power if required.

She is designed with a huge cockpit with an abundance of comfortable seating either side of the mizzen step and a big sun bathing area abaft the twin wheels. All sail trimming winches are within easy reach of the helmsman.

The aluminium construction will start after the summer break this year at Aluboot in the Netherlands, a yard we worked with on 7 previous projects, the last one being the 85 ft Pilot Classic Windhunter.

Our office will be responsible for all naval architecture, exterior and interior design and delivery is planned for spring 2019.



REFIT BARUNA



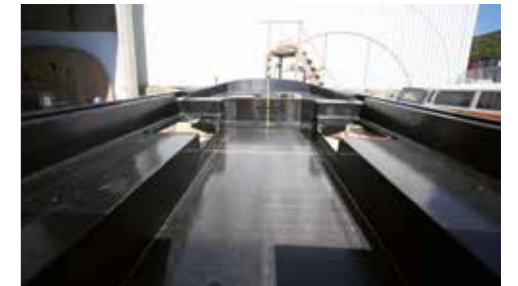
DIMENSIONS	
LOA	21.9 m
LWL	15.4 m
Beam	4.5 m
Draft	2.9 m



66FT PILOT CLASSIC-2 SULTANA II



DIMENSIONS	
LOA	20.1 m
LWL	16.0 m
Beam	4.7 m
Draft	3.1 m

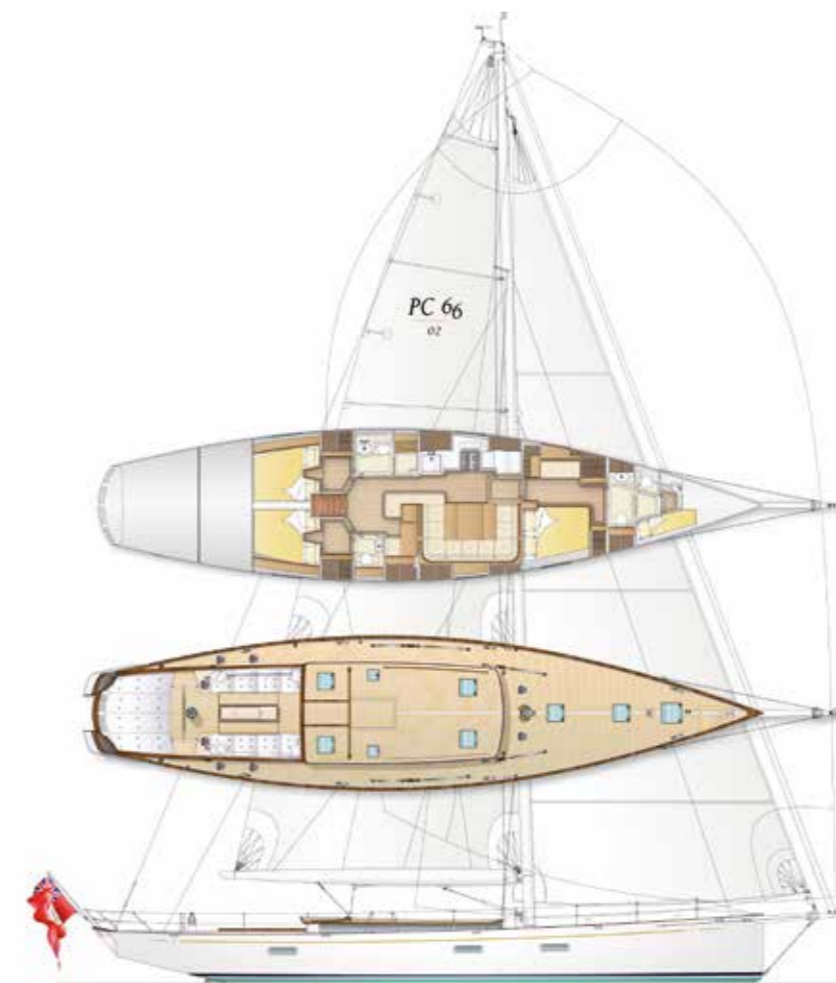


RESTORATION OF RARE CLASSIC S&S DESIGN BARUNA

We are very pleased to be involved in the restoration of the S&S-designed Baruna for an experienced owner. Designed in 1938 this classic racing ketch from the pre- and post-WWII era is similar in concept to iconic S&S designs like Bolero and Dorade. Baruna is one of the few famous S&S racing yachts of that period yet to be restored.

Our office will be responsible for all naval architecture, the redesign of the interior, sailplan, deck layout and systems installations. We are also involved in the restoration of her wooden hull structure at specialists Robbe und Berking in Germany.

The yard has a vast amount of experience restoring vintage timber yachts. Baruna's performance will be optimised under the CIM (Comite International de la Mediterranee) handicap system and an extensive study has been carried out to compare sloop and yawl rigs, both of which were stepped in the past. Baruna is the third S&S restoration project with we have been involved following Tempest and the Huisman-built ketch Yonder.



CARBON WOLF IN SHEEP'S CLOTHING

With her straight stem and long counter reminiscent of design from a century ago, this yacht disguises a performance which will be tested in full IRC racing mode when she is launched later this year.

She is an all carbon version of a cold moulded yacht called Mazu and is being completed by the same builder, Metur Yacht based in Bodrum, Turkey, with whom we have worked on a number of successful projects.

Built for a client of Performance Classic Yachts in London, the 66 will have a deeper keel and taller mast than Mazu, plus a carbon rudder. "She will be very performance orientated," said Andre Hoek. Although the yacht will be perfectly suited to cruising she will also be optimised for racing on the East Coast of the USA under the IRC rule.

The yacht's fully fitted out accommodation has been designed by Hoek Design's interior team and on deck she will sport a low-line coachroof with a dark-tinted wraparound window. Launch date is anticipated to be mid-summer 2018.

THE PILOT CLASSIC PHENOMENON

The inherently appealing shape of the Pilot Classic can be traced back more than 150 years to the yachts racing for the America's Cup in the 1850s. Those yachts took their design lead

partly from the Bristol Channel Pilot Cutter, which raced to meet merchant vessels needing a pilot as they weathered the western approaches to the English Channel. The first cutter there won the contract. For their size, they were the fastest yachts afloat.

Their sheer, long counters and straight stems, which maximised waterline length and therefore speed, combined to produce a look still irresistible today.

We took that shape as the starting point for the Pilot Classic range which encompasses designs from 33ft to almost 200ft. While the lines above the water are unmistakable, beneath they represent the latest in fast underbody design.

Our first Pilot Classic design was the 36ft Tintel launched in 2000 and successful yachts like the Wally Nano (37ft), Mazu (66ft), Windhunter (85ft) and the super-fast ketch Elfje (172ft) followed. A number of new Pilot Classics are being designed or are in build and sizes include 27, 33, 37, 44, 55, 66, 77, 108, 125, 136 and 192ft. They are testament to the popularity of the marque.

Pilot Classic 44



Pilot Classic 55



Pilot Classic 66



Pilot Classic 85



Pilot Classic 108



Pilot Classic 125



Pilot Classic 192



64M PILOT CLASSIC KETCH 'ICE 232'

SUPER-KETCH EQUIPPED WITH EVERY MODERN CONVENIENCE

This spectacular plumb-stemmed ketch will set new standards for comfort and facilities which include a 'beach club' in the transom, a 'toy club' with large side openings in both topsides, a cinema, jacuzzi, spa/sauna and a full beam amidships owner's suite comprising a study, two large bathrooms and a private saloon.

The aluminium hull will also be ice reinforced and with her swing keel, deep, skeg-hung rudder, twin engines, twin generators and enormous hydraulic capacity, she is designed for serious independent world cruising in any environment.

The yacht offers so much volume that there is room for the owner's suite, spa and four guest cabins to be located beneath the large deck saloon and directly over the engine room. The galley, laundry, crew mess and crew sleeping

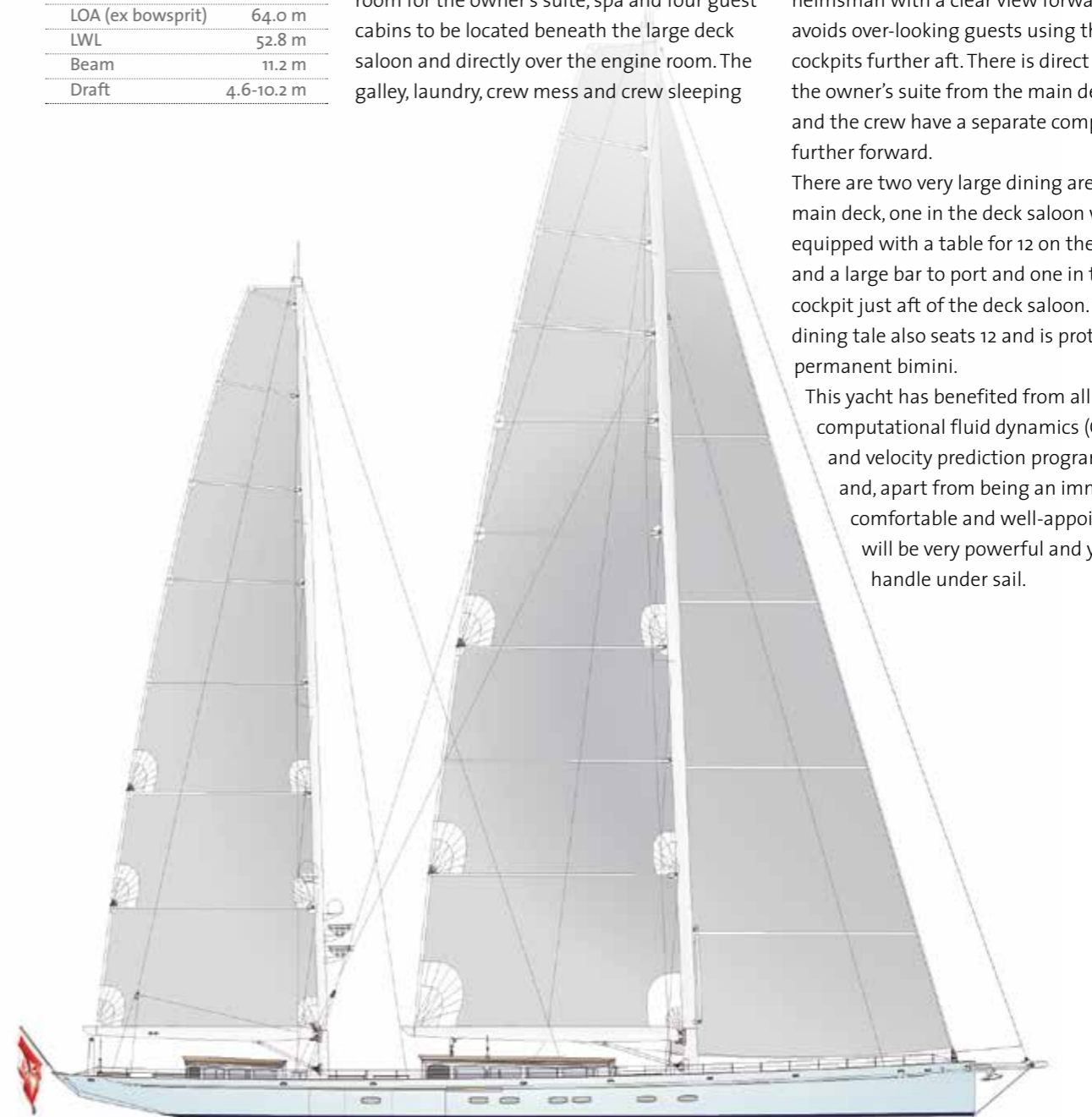
accommodation for ten are located forward and yet there is still room for an 11m tender to be completely recessed into the deck. The tender, incidentally, is capable of 65 knots! Guest accommodation for eight in four cabins is located aft of amidships.

The toy area, which houses a diving decompression chamber, a sailing catamaran, Waveriders, exercise equipment and a bar, leads aft via a passageway to the 'beach club' which accesses the water through a fold-down transom section housing a 7.5m crew tender. On deck, the twin-wheel steering position will be positioned at the aft end of the main deckhouse, which not only provides the helmsman with a clear view forward but also avoids over-looking guests using the two cockpits further aft. There is direct access to the owner's suite from the main deck saloon and the crew have a separate companionway further forward.

There are two very large dining areas on the main deck, one in the deck saloon which is equipped with a table for 12 on the centreline and a large bar to port and one in the main cockpit just aft of the deck saloon. The circular dining table also seats 12 and is protected by a permanent bimini.

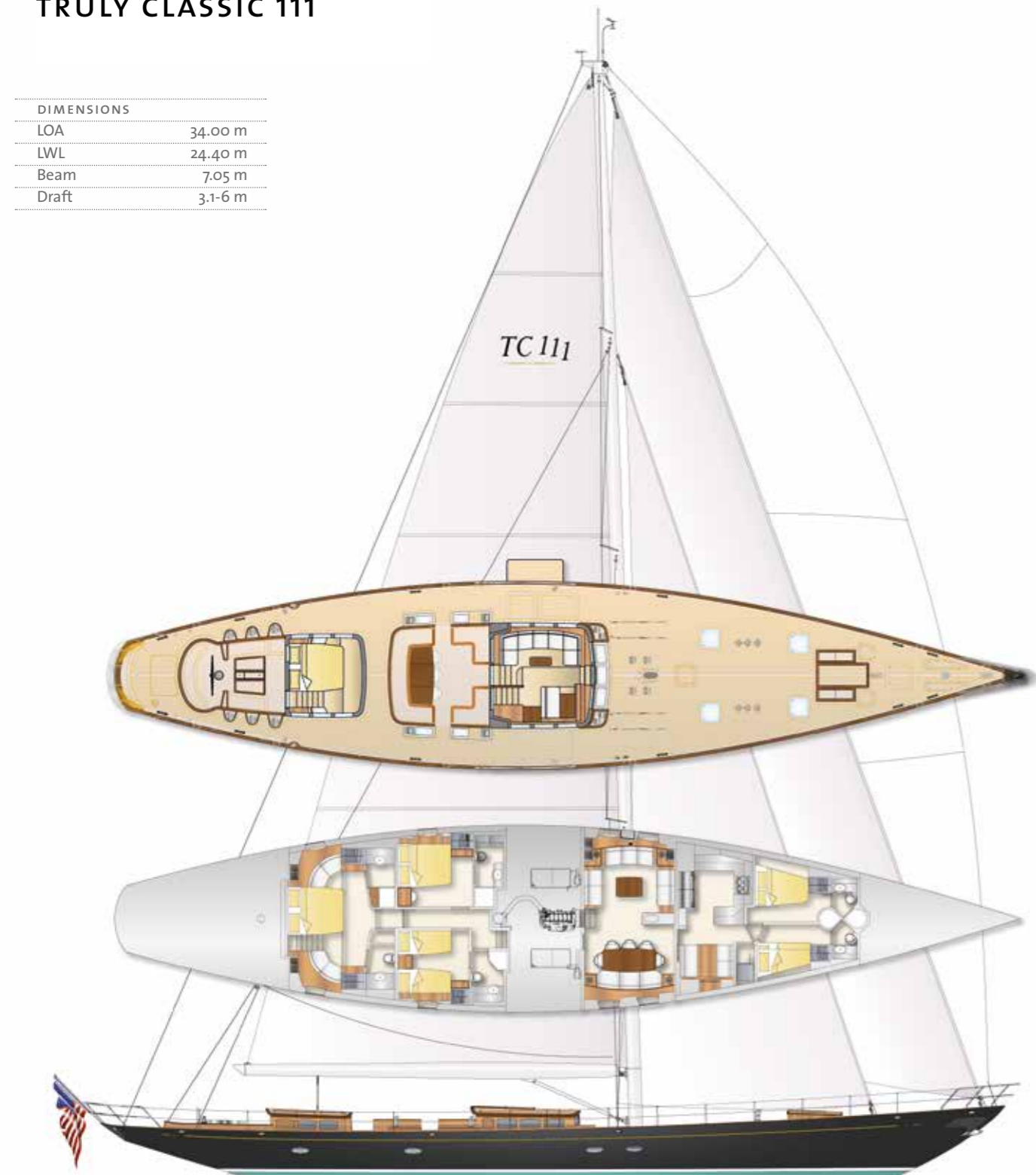
This yacht has benefited from all the latest computational fluid dynamics (CFD) and velocity prediction programs (VPP) and, apart from being an immensely comfortable and well-appointed yacht, will be very powerful and yet easy to handle under sail.

DIMENSIONS	
LOA (ex bowsprit)	64.0 m
LWL	52.8 m
Beam	11.2 m
Draft	4.6-10.2 m



TRULY CLASSIC 111

DIMENSIONS	
LOA	34.00 m
LWL	24.40 m
Beam	7.05 m
Draft	3.1-6 m



TRIPLE 1 TRULY CLASSIC

Another development in the rapidly expanding Truly Classic range is the new TC111 being designed for an experienced owner. This size sits comfortably between the successful TC90 and TC128. Three TC90's have been built with the fourth example under construction. One TC128 is sailing with two more under construction. This design fits neatly into the series range and displays interesting concepts in terms of layout and performance. She features a large aft owner's cabin where the

after deckhouse forms part of the cabin. This creates an unusually large cabin volume for a yacht this size. There are two aft guest cabins and a good-sized forward deckhouse with a lounge area and navigation station. Forward of this is an open plan lower saloon, two crew cabins, a galley, crew mess and a laundry area. The TC111 is designed to be built in aluminium with a shallow draft keel/centreboard configuration.

83FT PILOT CLASSIC



FULL CARBON TREATMENT FOR POPULAR PILOT CLASSIC DESIGN

This 83ft sloop developed for Performance Classic Yachts is an evolution of the successful concept already seen at 55ft and 66ft and will provide her owner with a really fast, good looking and comfortable cruising yacht which should shine in any regatta.

This will be an all-carbon fibre yacht exploiting the benefits of light weight, stiffness and the ability to create a top class, highly detailed finish to a custom specification. In addition she will sport a fixed, T-shaped fin and bulb keel and a spade rudder adding to her performance status.

The PC83 displays many of the recognisable features developed by Hoek Design including her plumb stem, an open counter with a taffrail, a low-line coachroof with a contemporary wraparound window, deep bulwarks, a large cockpit with protective coamings and a great steering position. In addition to two furling headsails, one set off the bowsprit, the other from the stemhead, the PC83 will also be able to fly

Code and A sails. She is fitted with a fixed backstay and check-stays for the inner forestay.

She can accommodate seven guests in four cabins including two large double quarter cabins with their own head and a shower compartments, a starboard side tiered twin and a separate cabin in the eyes of the yacht which could double as crew/captain accommodation.

The yad has chosen to locate the owner's berth forward of the main bulkhead with a centreline double berth and a head compartment forward. The daytime accommodation focuses on the large deck saloon with a U-shaped dining area to starboard, a dedicated navigation area and a saloon and galley area to port.

Natural light is available not only through skylights and the wraparound window, but through a number of topsides portholes running the length of the yacht.

DIMENSIONS	
LOA	25.25 m
LWL	20.0 m
Beam	5.7 m
Draft	3.8 m



WALLY NANO MKII



DAY SAILERS

WALLY NANO MKII PILGRIM



WALLY NANO MK2 HITS 23 KNOTS

DIMENSIONS	
LOA	11.4 m
LWL	9.0 m
Beam	2.6 m
Draft	1.8 / 2.6 m

The Wally Nano in her lighter, faster, immaculately finished Mk 2 version looks set to at last realise the potential the original yacht always promised. The concept came from the fertile minds of Andre Hoek and Wally founder Luca Bassani, but until now construction and quality issues have held the project back.

Now in her Mk 2 version the Wally Nano is showing real signs of promise. By removing the space and weight hungry hydraulic trimming mechanisms and improving build quality her new builders Doornik in Holland have been able to save more than 200kg. The new, improved version is now in the water.

As a result of the weight saving programme, the yacht's sailing performance has seen improvement and Pilgrim, the first example of the Mk 2 version, has been recorded planing at 23 knots with 18-20 knots easily achievable. Big running sails can be set off her retractable bowsprit.

For those who might find handling the sailplan in fresh conditions challenging there is an option of a 'press button' boat with a small Lewmar captive winch, but it is generally felt that manual control and trim is an adequate option in most conditions.

Pilgrim, which is currently available for demonstration sails in Palma de Mallorca, is the fourth Nano and the first of the Mk 2 version, to be built, five and six are under construction and seven and eight have been reserved.

Apart from the improvements to her sailing qualities the Nano Mk2 is light years ahead of the original in terms of detailed and general finishing with a super-smart interior which is big enough for week-ending and simple cooking.

Another attraction is an electric propulsion system linked to a lithium battery bank which can be charged at the dock.



ESSENCE 33-5, LUX DEI



HIGH QUALITY POCKET CRUISER

This wheel-steered day sailer-cum-pocket cruising yacht is finished to an exceptionally high standard with teak-capped cockpit coamings, a varnished caprail, pop-up cleats and top quality finish below.



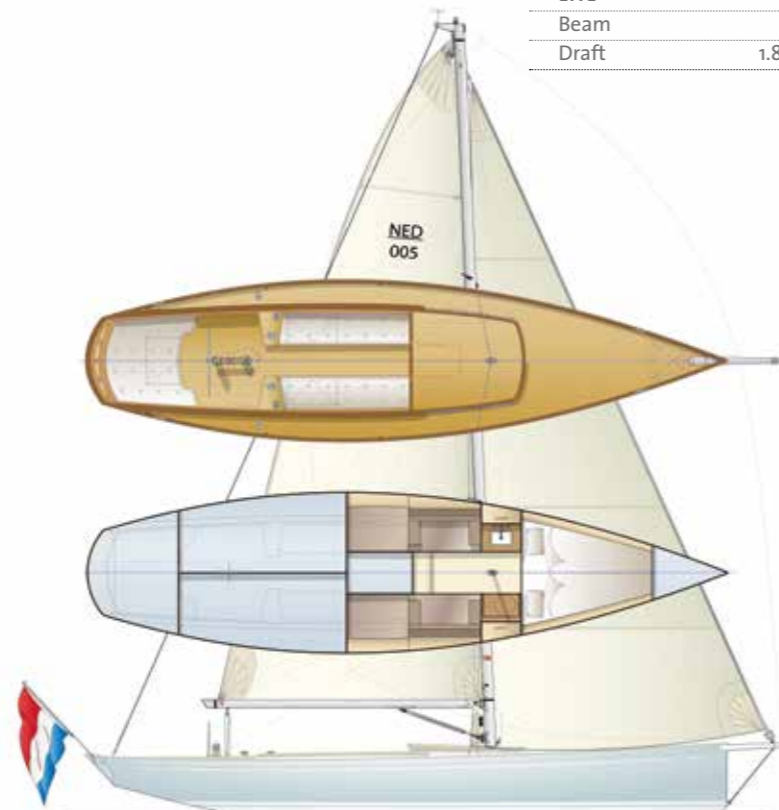
Hull number four has been sold to a client in the USA who sails her on Long Island Sound. There's nothing like putting the product out there for effective marketing and when locals in Long Island saw the Essence 33 on the water it wasn't long before hulls numbers five and six were reserved. One client is intending to participate in the New York Yacht Club's summer regatta programme with his new Essence 33.

Other distinctive features include an open transom and taffrail, a deep, safe cockpit although the helmsman can sit on the weather deck when sailing upwind, teak laid decks and a bowsprit.

Performance is enhanced by a deep, T-shaped keel and balanced spade rudder, and hull carbon redesign, which has been taken up by an American client.

Diesel or electric propulsion systems are on offer and the Essence 33 has the advantage of being small enough to be trailed.

DIMENSIONS	
LOA (ex bowsprit)	10.1 m
LWL	7.8 m
Beam	2.7 m
Draft	1.8-2.2 m



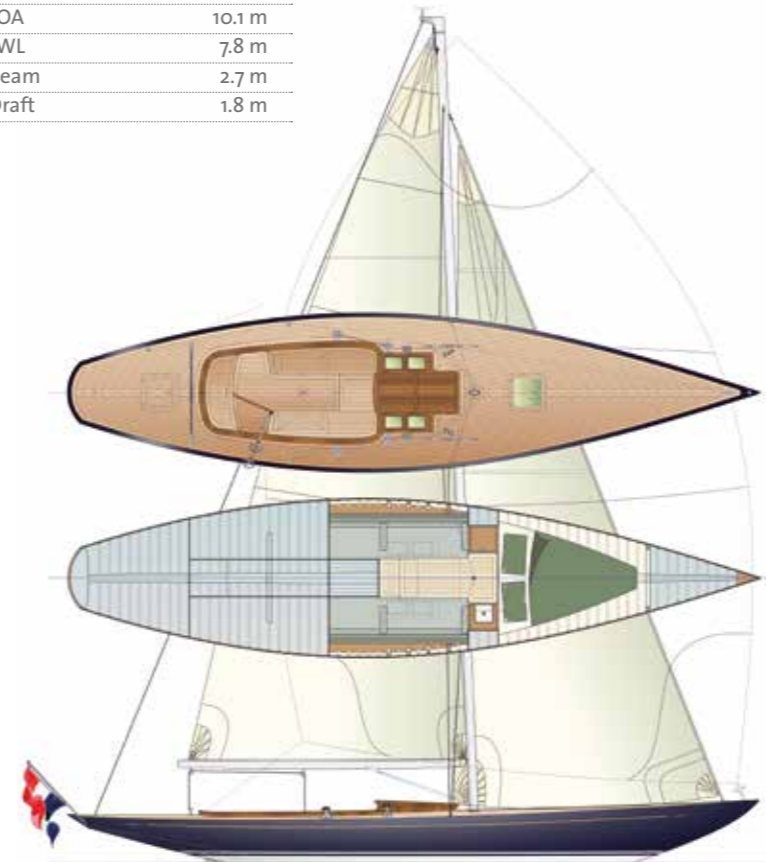
33FT CLASSIC DAYSAILER

WOOD EPOXY DAYSAILER FROM ESTONIA

With her long overhangs, vestigial coachroof and well-proportioned masthead rig, this timber built daysailer is a genuine thing of beauty.



DIMENSIONS	
LOA	10.1 m
LWL	7.8 m
Beam	2.7 m
Draft	1.8 m



She's designed for simple daysailing, but there's a choice of keels for lake sailing or coastal cruising. Accommodation is minimal but there's plenty of sleeping space for two plus a simple galley and head.

Built in Estonia by Swiss Performance Yachts using a wood epoxy cold moulded composite construction of yellow cedar with outer layers of mahogany, she is stiff, light and easy to maintain.

The standard specification is for wheel steering with a tiller as an option and the first yacht was due to be fitted with an electric propulsion system using a Lithium battery bank.

The first yacht has recently been launched and the second has just started. There are also plans for a Modern Daysailer 37 which would be build in carbon fibre. Apart from the weight advantages a top quality finish can be achieved with carbon which reflects the qualities Hoed Design stands for.

56M EXPEDITION YACHT LOMBOK



MOTOR YACHTS

56M EXPEDITION YACHT LOMBOK



CLASSIC LOOKS FOR NEW EXPEDITION YACHT

This exciting exploration yacht project called for a completely modern approach to a classic concept based on a rugged steel hull built to ice class specifications.

A critical component of the project is the classic look of the vessel manifesting itself in the hull and superstructure lines and in the timber trim all of which combine to create a traditional look that will not date. In many ways this yacht embodies the Hoek design philosophy, which we have applied with great effect to other yachts.

Hoek Design is responsible for the exterior and interior design and the naval architecture,

which takes into account the yacht's intended destinations in high latitudes and other remote cruising grounds including Patagonia.

The 56m steel hull, currently under construction at Turquoise Yachts in Turkey, is reinforced and classified to Ice Class B enabling the hull to negotiate ice at least 50cm thick. Four Najad stabilisers will also be fitted and propulsion will be diesel electric via a single, fixed, four-bladed propeller.

Four generators, two dedicated to propulsion via electric motors and a single gear box and two for domestic electricity supply have been specified and there are also bow and stern thrusters by Veth.



To achieve the best performance in terms of speed and fuel efficiency we have used our experience in computational fluid dynamics (CFD) to study the water flow over the hull and stabilisers and from the propeller to the rudder surfaces.

With her large tank capacities, the 780-ton yacht will have an approximate range of 6,500 miles at a cruising speed of about 12 knots.

Despite her ruggedness the yacht will have extremely comfortable accommodation and a lot of equipment including two large

tenders of 9.5m and 7.5m, a touch and go helicopter platform and an autogyro for aerial exploration.

Side boarding platforms will be built into both sides of the yacht and her funnel will house exhaust pipes and communications domes. The large owner's suite will have access to the bridge and captain's quarters and there will be a large VIP suite in addition to five double guest cabins, four of which will be on the lower of three decks. A spa and gymnasium will be among the many facilities aboard.

Construction has already commenced and the Lombok project is due to be completed in 2018.



HOEK CLASSIC MOTORYACHT RANGE



PERFORMANCE CLASSIC OFFERS VERSATILITY UNDER POWER

A new range of motor yachts is currently being developed for several clients. The yachts display traditional, classic looks belying modern, high performance underwater lines. Flush decks, classically-styled deckhouses and modern systems will feature across the range.

The first 60ft design has been fully developed, can be built either in composites or aluminium and has a cruising speed of 35 knots or higher depending on engine specification.

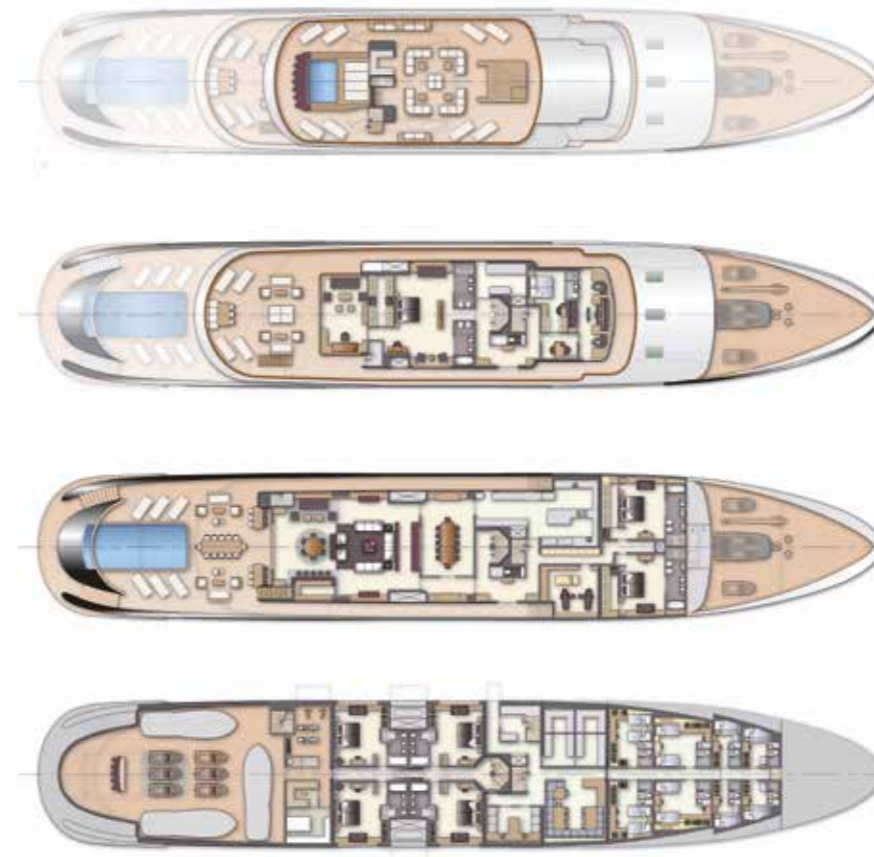
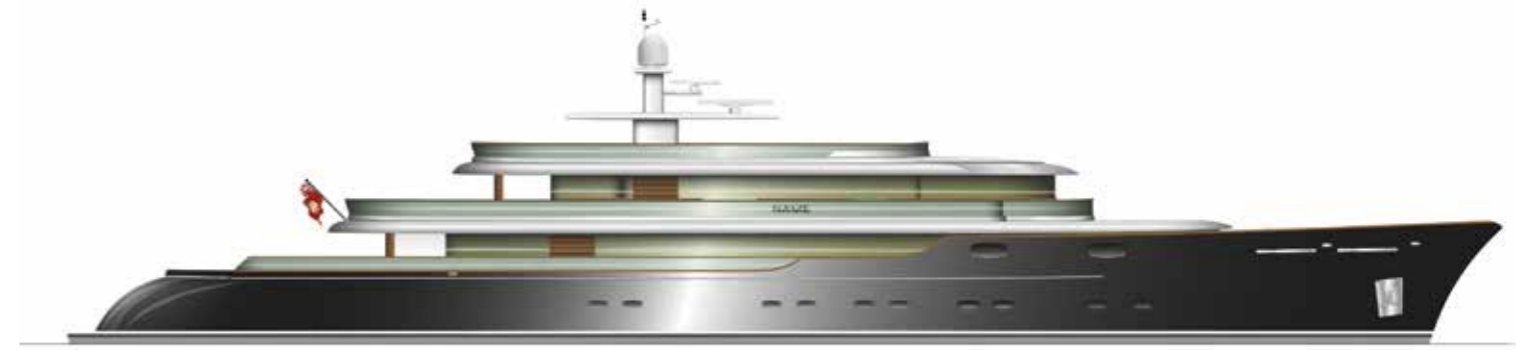
The 60-footer is intended as a family-style yacht run without crew. She has convenient tender stowage in the stern and an aft machinery room with twin engines driving conventional props. Water-jet propulsion is an option. The deckhouse is designed to incorporate a galley and dining area with an owner's cabin and up to two guest cabins further forward.

Design work is progressing on a similarly-styled 76ft support vessel for one of the superyachts originating from our office. She will be built in aluminium with a large fuel capacity enabling a range of 750 miles and a max speed of 25 knots. She will be used primarily as a diving and support vessel, but is equipped with owner, crew and guest accommodation. Construction will start this year with delivery scheduled for early 2019.

The third Hoek Motor Yacht design is 90ft LOA with similar HCMY-family lines, but with considerably more accommodation. Interior and deck layout, construction material, performance and propulsion can be customised to suit the client's wishes.



70M MOTORYACHT



RESEARCH DELIVERS 20 PER CENT EFFICIENCY IMPROVEMENT

We have applied just as much hull design research to this motor yacht as we have to our sailing yachts and as a result believe we can make fuel efficiency savings of up to 20 per cent.

By using our computational fluid dynamics (CFD) program we have been able to design a cleaner, less resistant hull shape than one often finds in motor yachts, which should lead to significantly improved fuel efficiency. Our other main aim was to design a yacht which stood out from the crowd, one with lines that would not become quickly outdated, but instead hint at a classic pedigree. Her rounded transom and attractive almost upright bow help achieve this and her relatively low profile superstructure combines to create a less ostentatious look than is commonly the case in the motor yacht world. Our aim has been to design a sophisticated, fuel-efficient yacht with nothing spared in terms of luxuriously finished accommodation. A prospective owner might be keen on world cruising and expedition-style adventures so building to ice-class classification would also be on the agenda.

RESEARCH & DEVELOPMENT

HOW CFD PROGRAMS HELP DESIGN AND PERFORMANCE ECONOMICALLY

We have always spent a great deal of time refining hull shape, appendage design and position to produce yachts which really handle well and sail to their full potential. Now we can achieve even better results.

By using the latest programs for computational fluid dynamics (CFD) we can spend more meaningful time on hull shape optimisation resulting in the best distribution of volume in a hull without compromising performance.

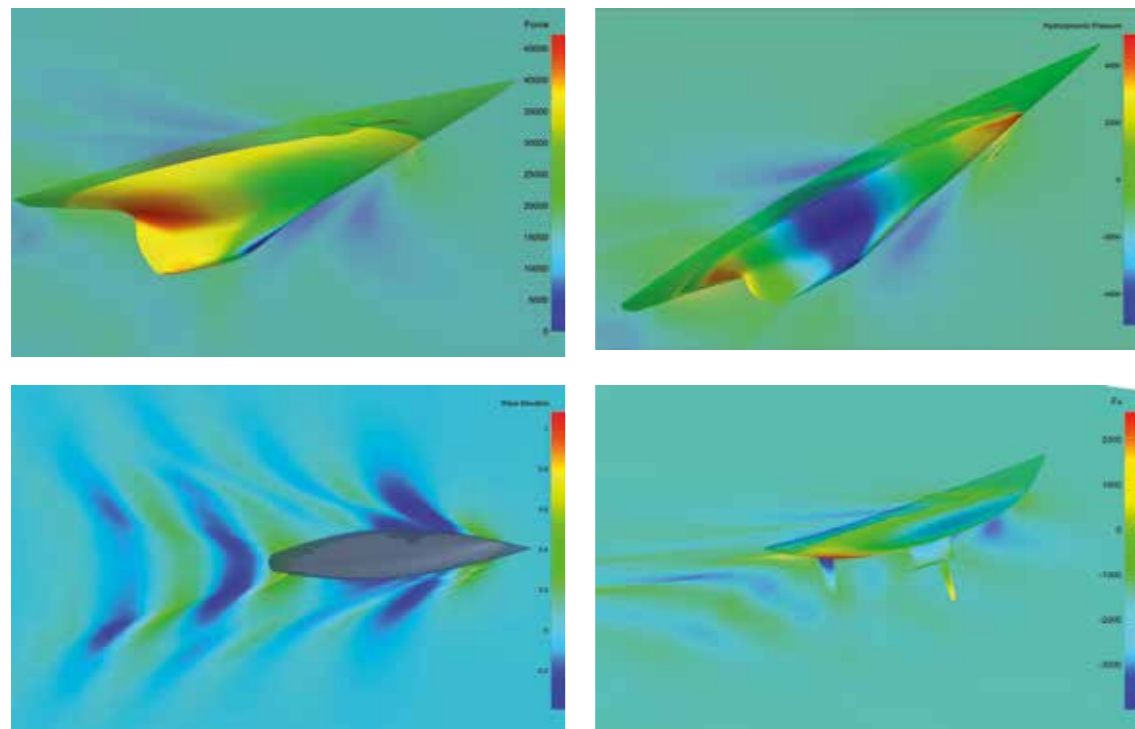
CFD allows us to carry out multiple hull shape testing in a computer program and we can be much more precise about how the shape of a hull will perform. We know that the longer waterline length a boat possesses, the faster she will sail, but assessing accurately the most efficient waterline length:beam ratio has always been difficult.

CFD analysis quickly establishes when too much beam 'hurts' upwind or downwind

performance so we can settle on the ratio with much more confidence. It also helps us calculate the most efficient bilge radius or section shape, which in turn determines how much resistance exists in a given design. With this information we can optimise volume distribution throughout a yacht in the knowledge that the basic shape is the most efficient we can achieve.

Once this is established we can be much more confident about appendage positioning and size which in turn allows us to calculate elements like side force and balance which are key to a yacht's handling characteristics..

CFD analysis in conjunction with our own velocity prediction programs (VVP) are increasingly important for clients who want to use their yachts competitively but still require the comfortable platform needed for cruising and living aboard.



SUPPORTING YOU ON THE RACE COURSE

Members of the Hoek Design team regularly race in regattas around the world aboard yachts we have designed. We are there not only to experience the performance of our designs first hand, but also to assist owners in tuning their yachts and gaining their racing certificates.

This year started very well with the Royal Huisman-built 152ft Wisp winning her class at the St Barths Bucket by a large margin and nearly winning the event overall.

Two of our designs, Elfje and Acadia took part in the Superyacht Challenge, Antigua. Acadia, the third Truly Classic 90, was launched last year and this was her first competitive event. She proved to be fast and did very well to post a 2nd in class. She was not far off winning the event overall.

The two other TC90s, Atalante and Kealoha are regulars on the racecourse and to date have been very successful.

Our designs can regularly be seen racing at the Superyacht Cup Palma, the St Barths Bucket, Les Voiles de St Tropez and other regattas in the Mediterranean, Caribbean and east coast of America. Our team is always available to provide assistance to you on the water and ashore.



HOEK YACHTS STRADDLE THE WORLD

When Hoek Design's work is done, life is only just beginning for the yachts leaving our drawing boards. Here are three examples of the remarkable achievements of clients, their crews and their yachts which make luxurious independent cruising anywhere in the world possible.



172FT SLOOP ERICA LAUNCHED BY VITERS 2007

With her long overhangs reminiscent of a J-Class yacht and classic looks, Erica XII is one of the biggest super-sloops in the world. When she left Holland in 2009 after sea trials her first outing was a 4000-mile transatlantic passage to Antigua. Her skipper, Mark Thirkettle, who had been mate on Adele, was well prepared for his new command and after seasons in the Caribbean and Mediterranean the yacht headed to the Pacific via Panama in 2010. After cruising the Galapagos, Polynesia, Tonga and Fiji, Erica XII arrived in New Zealand for a service period and then headed to the interesting waters of Micronesia including Guam and then Japan. Mark Thirkettle described cruising in this area as fascinating but officious with constant checking and form filling with communication largely by fax machine and no use of credit cards or email! Having a translator aboard helped. Sailing in this area can be rugged but Erica's versatile cutter rig enabled her to cope in any conditions. Mark Thirkettle said the yacht was designed to be reefed early and he often sailed with a reduced main and staysail at speeds of

around 13 knots off the wind.

From Japan, Erica XII headed for the Aleutian Islands where they were based in the largest local city, Unulaska from where they explored and enjoyed the superb scenery and wildlife including an abundance of salmon, halibut and brown bears! Heading south they reached San Diego before returning to the Caribbean and then Florida for a refit. They then re-entered the Pacific and headed to Chile via the Galapagos arriving in Ushuaia in January 2013. This was 'base camp' for a major expedition to the Antarctic Peninsula and Deception Island before returning to Ushuaia in a southern ocean gale! Although Erica XII visited the Falkland Islands, she returned to the Pacific via the Magellan Straits before reaching New Zealand for a five-year refit prior to a 4,500-mile trip back to Central America and the Caribbean. Recently she's visited Cuba, Jamaica and Key West and at the time of writing she was in Antigua preparing for a transatlantic passage to Europe.



180FT KETCH ADELE LAUNCHED BY VITERS 2005

Adele is arguably one of the most iconic sailing yachts afloat and the first super-classic ketch to be designed by Hoek Design. Her first owner took her to the Pacific via the Lofoten Islands, the Mediterranean and the Caribbean and eventually arrived in New Zealand where she underwent her first major refit.

Unusually, she then undertook a phenomenal passage through the Southern Ocean en route to Patagonia, then the Antractic Peninsula, the Falkland Islands and South Georgia before heading north for Rio de Janeiro. It was a trip that proved conclusively her immense ability as a sailing yacht and as a luxurious platform for up to 18 guests and crew.

Her first owner is a keen ornithologist and photographer and regarded a sailing yacht as the ideal way of traveling the world in search of wildlife. He planned the yacht meticulously and it is a credit to her design and crew that she met a packed schedule with little mishap. Under new ownership, Adele continued to travel the world and after the Mediterranean

returned to the Caribbean and the Pacific visiting New Zealand for a second time for a refit. Adele's captain, Andre Engblom, who has been with the yacht from launch, reports that there are now 220,000 miles on the log and that the yacht is on her third suit of North Norlam Spectra carbon sails. Each suit lasts about five years and 100,000 miles. Following her Auckland refit, Adele headed for south east Asia before sailing back across the Pacific and transiting the Panama. She then returned to San Francisco for the America's Cup in 2013. The Caribbean and Mediterranean followed before a third major refit, this time at Royal Huisman in Holland. From there she visited Spitzbergen and the Norwegian fjords before retuning to the Caribbean. She will be in the Mediterranean this summer.

An important addition to Adele's inventory has been a large chase boat, a San Juan 48 which Andre Engblom describes as: "A fantastic addition for diving, pilotage, ferrying provisions and for security."



203FT SCHOONER ATHOS LAUNCHED BY HOLLAND JACHTBOUW 2010

Athos remains the biggest privately owned two-masted schooner in the world and with her twin engines and plethora of equipment she is one of the most technically advanced yachts in existence. Her owner took a 'belt and braces' approach to design and specification so that this large yacht could undertake long periods of cruising in remote areas and remain totally independent.

For the first five years of her life Athos took part in a string of regattas including the Superyacht Cup Palma, the St Barths Bucket, the RORC Caribbean 600 and the Loro Piana Superyacht Regatta, before undertaking a major expedition to Greenland in 2013. With the yacht in excellent shape and well shaken down, she transited the Panama Canal in March 2015 and, as her skipper put it, 'disappeared from the superyacht community's radar'. She has been cruising in the South Pacific ever since and at the time of writing was exploring the coast of Thailand. Some of the remotest areas of the Pacific have been accessed and with paper and digital charts still not accurate enough for pin-point navigation, Athos uses satellite

imagery through Google Earth and drones to assist the look-out positioned in the crow's nest 100ft above the deck. Another useful and popular item on the inventory is a Polaris flying tender which is a small rib driven by an air propeller and fitted with a large hang-glider style wing. Check out www.yachtathos.com for some great footage taken from the machine. A complete dive station enables guests to swim with some of the remarkable underwater wildlife in the Pacific, including manta ray, humpback whale, reef, tiger and whale shark. Athos often cruises with a guide so that the maximum benefit can be gained from local knowledge.

This remarkable yacht is equipped with sailing dinghies, kayaks, waterskis and wakeboards and the yacht's two tenders which support all the on water activities as well as performing transport and local exploration duties. Athos underwent a refit in New Zealand and was re-painted white, a colour, which with its better reflective qualities, has helped keep the yacht cool in the tropical heat. Athos is also equipped with extensive biminis and awnings, essential while cruising in these climes.

AWARDS

THE TRULY CLASSIC 128 ATALANTE AND THE NEW J-CLASS YACHT J8 TOPAZ, BOTH LAUNCHED LAST YEAR, HAVE WON SEVERAL AWARDS



At the Showboat Design Awards, J-Class yacht J8 Topaz won the Naval Architecture award. The judges recognised the complex challenges of re-modeling an existing lines plan for a J-Class yacht, designing her structure, carrying out the extensive CFD work and optimising the yacht for the new J-Class Association handicap rule.

At the World Superyacht Awards, Topaz received the prestigious Neptune Award in the Sailing Yacht 40m and Above category. The jury agreed that Topaz, built to the J-Class Rule, was the most elegant of this year's nominations. Not only were her exterior lines timeless and beautiful, but her Art Deco interior, designed to replicate the period in which this class was first introduced, made excellent use of the limited interior volume offered by these yachts. The J-class yacht J8 Topaz received a Judges' Commendation for Design.

At the World Superyacht Awards 2016, a second Neptune was won by the TC 128 Atalante for the best Sailing Yacht in the highly competitive 30m to 39.99m category. The judges commented on Atalante's good looks, complemented by her elegant lines and top quality brightwork. But they also paid tribute to the well thought out deckplan which positions the wheel in the aft cockpit with easy access to the navigation station in the aft deckhouse. The aft deckhouse also provides direct access to the owner's cabin. As well as allowing good communication between helmsman and navigator, the after cockpit and deckhouse form a private area for the owner when the yacht is at anchor. Atalante is an excellent sailing yacht and with her very workable internal layout including superb guest and crew accommodation, plus a well laid out engine room, she has proved to be very much the all-round performance cruising yacht her owner was hoping for.



HOEK BROKERAGE

YACHT BROKERS & NAVAL ARCHITECTS

TRULY CLASSIC RANGE CONSOLIDATES ITS POPULARITY

An increasing number of clients are being attracted to the well-established lines of Hoek Design with their timeless good looks and inherent beauty. In particular, interest in the Truly Classic range has consolidated over the past year and we are pleased to report a strengthening of this trend.

In the past year, Hoek Brokerage sold the TC 56 Little Dragon to a German owner, who will keep the boat in the Baltic, and the TC 90 Atalante 1 also to a German owner, who intends to cruise the Baltic, the Caribbean and the Mediterranean extensively.

The TC 108 Jazz jr changed hand from her Turkish owner/builder to a French owner who has re-named the yacht Eugenia VII and is actively offering the yacht for charter in the Mediterranean this summer.

In addition, a new TC 127 aluminium hull (number 3 of this successful range) was sold to a Turkish owner and a new TC 90 hull (number 4 of this range) was sold to a Dutch owner. The 59ft Pilot Cutter Lisa

was sold to a German owner who will keep the boat in the Baltic.

We are pleased to report the sale of two new Essence day sailers, and one new Eagle 54 weekender.

J-CLASS ACTIVITY

With the J-Class regatta in Bermuda during the America's Cup and the class's world championships, we have experienced considerable activity in the market for new and existing yachts. The J-Class Rainbow was sold to an American, as was the J-Class Svea, which has been completed by Vitters.

WHY NOT CHARTER?

The charter highlights of the year have been the popularity of the brand new Truly Classic 127 Atalante, the flagship of the TC fleet. The TC 108 Eugenia VII, the TC 108 Simba and the TC 65 Windrose are being actively marketed for charter in the Mediterranean. The TC 56 Jenny will be available in Norway and the Baltic area, while the 65ft ketch D'Oude

Liefde is offered for charter in the beautiful waters of New Zealand. Larger Hoek Design yachts like the 180 ft Marie have been booked during the AC 2017 in Bermuda and the 206ft Athos is being offered for charter in Asia.

A number of clients have chartered with a view to commissioning a new yacht and we would recommend this for anyone looking at a Hoek design of this type. It has proved to be a great aid to the decision making process.

STRENGTHENING THE TEAM

This year we welcomed Personal Assistant Esther Lapère onto the team and we all look forward to meeting you in the coming year at a boat show, on the dock or in the office in Edam.

Pieter van der Weide
Hoek Brokerage





Essence 33 series



65ft Classic 'Cheliacaroca'



Truly Classic 78 series



107ft Expedition Yacht



150ft 'Wellenreiter'



56m expedition MY



33ft Classic Daysailer



Truly Classic 65 series



80ft Modern Classic 'Sweet Emotion'



108ft Classic 'Shamoun'



152ft Pilot Classic 'Elfje'



56m MY



33ft Classic 'Tintel'



66 ft Pilot Classic 'Mazu'



82ft Modern 'Kanimai'



115ft Retro Classic MY



157ft Sloop 'Wisp'



70m MY



37ft Wally Nano MKII



Truly Classic 68 'Kingfisher'



Truly Classic 85 'Velacarina'



Truly Classic 108 series



50m Performance Flybridge Sloop



J-Class J Hh 'Lionheart'



37ft Pilot Classic series



68ft Pilot Classic



85ft Pilot Classic 'Windhunter'



108ft Pilot Classic



160ft Ketch



J-Class J8 'Topaz'



13m Visserman aak



68ft Modern Classic 'Noordhinder'



Truly Classic 90 series



115ft Race Classic 'Firefly'



165ft Modern Classic



J-Class JS-1 'Svea'



Baltic 47 'Elsa'



70ft Modern Classic 'Jan de Vries'



HOEK DESIGN NAVAL ARCHITECTS



175ft Sloop 'Erica XII'



J-Class J9



Truly Classic 51 series



Truly Classic 73 'Dixbay'



90ft MY



125ft Modern 'Temptation'



180ft Ketch 'Adele'



J-Class 'Enterprise'



Eagle 54 series



74ft Pilot Classic 'Albatros'



94ft Cruiser Racer



125ft Pilot Classic



180ft Ketch 'Marie'



197ft Pilot Classic 'Pilgrim'



55 ft Pilot Classic



75ft Sloop 'La Nina'



100ft Sloop 'Skipper'



125ft Schooner 'This is Us'



180ft Modern Ketch



200ft Expedition Schooner



16.5m Lemsteraak 't Vliegheent Hart'



75ft Modern Ketch



100ft Classic 'Sea Dragon'



126ft Pilot Classic



186ft Classic 'Zeus'



62m Pilot Classic ICE (R) 232



Truly Classic 56 'Little Dragon'



77ft Modern Ketch



101ft Modern Cruiser Racer



Truly Classic 128 series



190ft Ketch 'Eleanor'



203ft Classic 'Athos'



McConaghy 57



77ft Pilot Classic



Truly Classic 102



133ft Modern Sloop



192ft Pilot Classic



210ft Modern Classic



63ft Pilot Classic 'Flying Heart'



23m MY Seven I



105ft Classic Sloop



136ft Pilot Classic



50m MY



262ft Schooner