



Newsletter
2007

HOEK DESIGN
NAVAL ARCHITECTS





Celebrating 20 years

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One day in August 2006, the staff at Hoek Design left their drawing boards and keyboards for a small celebration to mark the 20th anniversary of this company. We didn't put the flags out or make a big splash about this milestone, primarily because we are too busy designing boats! But I would like to use this newsletter to thank all the people - and especially our clients - who have supported this company over the past two decades. From the outset we seemed to attract especially meticulous owners, and it is your creative input and taxing demands that have inspired us to consistently go the extra mile.

Twenty years is a long stretch for the highly competitive design industry, and we have acquired a great deal of experience over this period. One area in which we have always led the way is Research & Development. Back in the early 1980s, Hoek Design made headline news by developing the world's first dedicated Velocity Prediction Program (VPP) for gaff rigged sailing yachts with surface piercing leeboards. Around 200 of these yachts have since been built to our designs and they still dominate the Dutch racing fleets today. Meanwhile, we have gone on to create innovative software programs for keel boats and carried out individual research programmes on boats of up to 200 ft in size.

However high tech we may go, everyone who works at Hoek Design still knows how to put pen to paper. This balance between the old and the new is crucial; all our designers retain an understanding of and a passion for yachts. Larger boats necessitate an expansion of the creative process as the interior space available increases. At Hoek Design we have made enormous strides in terms of how we think and feel about 'superyachts'. Five years ago a superyacht like Adèle was a dream; now we sail them - together with the owners - in polar and tropical conditions.

The true essence of a successful yacht is something that unites all the different parameters. Being experienced in one area - performance or aesthetics, say - is insufficient. One has to see the Big Picture, which ultimately comes down to balance.

From a naval architecture point of view the balance is found in correctly positioning the different parts; achieving the right centre of gravity, weight and trim; calculating the best stability/sail area ratio, performance and so on.

A balance in aesthetics is also crucial. Are the deckhouses in proportion to the freeboard? Does the sail plan fit the rest of the profile? Is the deck layout in harmony with the interior layout and volume?



There is so much to consider...

The third part of the equation is to balance the requirements of owners with all of the above. With two decades of experience in actual sailing combined with the most advanced performance tests, I think we have every angle covered. Whatever type of yacht you envisage, from flat-bottomed to gaff rigged, classic to ultra-modern - even a truly unique motorboat - you'll find potential blueprints in this newsletter. Enjoy!

Andre Hoek



The 16th Century office of Hoek Design in Edam, The Netherlands

Adèle

The 180 ft ketch Adèle has rarely been out of the press since her launch, winning the Performance Award from Boat International and the award for Best Sailing Yacht over 40 meters from ShowBoats International as well as being nominated for the International Super Yacht Design Award. More importantly perhaps, the yacht sailed an incredible 40,000 miles without trouble in her first season, with the owner onboard almost the whole time. This is a tremendous compliment to Vitters Shipyard and project manager Nigel Ingram.

These amazing voyages were a dream came true, and not only for her owner Jan-Eric Osterlund. The maiden voyage saw Adèle sail to Spitsbergen and up to the ice cap at 82° of northern latitude. We (Andre and Ineke Hoek) joined Jan-Eric for this trip, which continued on to Sweden for the christening, from there to England and Palma. While we got back to the drawing board, Adèle crossed to the Caribbean for some leisure cruising before passing through the Panama Canal and heading to the Galapagos. We have since tested the waters with Adèle during the Superyacht cup in Palma de Mallorca and in Samoa and Fiji, with another trip from Ushuaia to Antarctica in the pipeline. The experience and knowledge gained on such extensive trips is invaluable.

The design of Adèle's interior and deck is centred on ensuring the privacy of the owner, guests and crew. She is the first yacht to be designed and built with an owner's cabin connected to an owner's deckhouse as well as an owner's cockpit. On deck, the steering wheels are in front of the owner's deckhouse, creating optimal privacy. Two guest cabins are situated aft for those family members and friends who regularly travel on board. Another two guest cabins are further forward, closer to the crew area. The centre deckhouse doubles for dining and a lounge area, whereas the third deckhouse is used by the crew and guests.

Adèle is a testament to the value of research - taking the time to ensure everything is perfect before starting the build. She has also spawned new projects that are amazing in their own right, namely the 203 ft schooner Athos and 174 ft sloop Boreas.

The Inside Story

Unlike most other design offices, Hoek Design has its own in-house interior design team.

Whether classic or modern in style, we are happy to think your ideas through and work them out together. All the exterior and interior styling of Adèle was done by our office. Of course we are pleased to work with outside interior architects and our current cooperation with Redman Whitely Dixon on Boreas, where we do the layout and RWD the styling, is a case in point. However, if you want to keep your entire below-deck design package under one roof, Hoek Design has the capacity, the know-how and the experience you are looking for.



Recent launches

Adèle
180 ft Ketch
Award Winner



Skylge

Pictured in all her glory, the 125 ft Skylge is a lightweight, high-performance yacht superbly built by Holland Jachtbouw. She is the first neo-classic schooner to have a high aspect ratio lifting keel and spade rudder. The lifting keel has a major impact on the helm balance of a schooner, with its long bowsprit, long aft overhanging boom and the relatively short cord length of the keel.

Exhaustive wind tunnel testing as well as a large amount

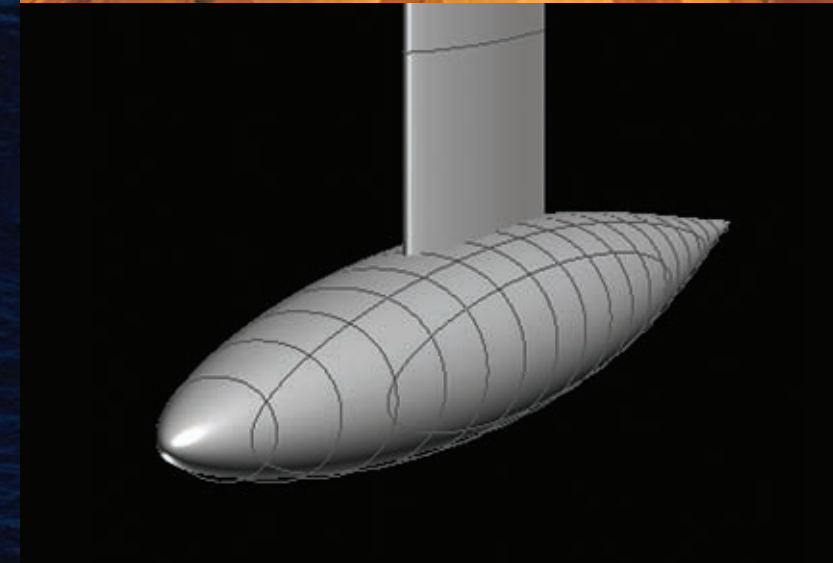
of optimisation via a velocity prediction program has ensured that the yacht sails fantastically in practice. Her keel design and structure is revolutionary for a yacht this size. In the down position, large pins connected on either side of the keel close the gap normally created in the bottom structure. As a result, the system is completely rattle free. It also works flawlessly, which is perhaps why Skylge won the highest technical achievement in a sailing yacht award from ShowBoats International.

A second yacht is in development based on the same hull. This will have two deckhouses and twin cockpits incorporating the privacy design developed for Adèle with an owner's cabin directly connected to an owner's deckhouse and owner's cockpit.

Skylge's layout was developed with charter in mind, including four equally sized guest cabins and three crew cabins. The modern interior styling was designed in close cooperation with her owner.



Skylge
125 ft schooner
Award Winner





Velacarina
85 ft Truly Classic

Drumfire and Heartbeat

The Hoek family has cruised extensively over the last ten years. This has given us a keen feeling for the distinct needs of cruisers as opposed to racing boats. While sailing three years ago, we developed a new concept for a classic boat that we would like to build for ourselves one day ('don't you ever stop working' moaned the kids as we drew out our sketch). Offering twin cockpits and twin coach roofs, the boat also featured room for an aft owner's cabin plus a decent engine room and spacious guest cabins.

Returning to the office after this trip, a client who was then building a 78-footer saw our holiday sketches. Although his hull had already been built, the client ended up changing the entire concept of his boat. Drumfire is the result...A Mediterranean version of the Truly Classic 78, the new layout offers enormous interior volume and privacy. The double cockpit concept was developed by our office in a classic hull shape in order to maximise living area on deck and create a sailing cockpit aft and social/dining cockpit forward.

Her carbon fibre spars, deep fin keel and spade rudder also make Drumfire a high performance cruiser. A sister vessel called Heartbeat has also since been launched, with a slightly different interior layout and a little less draught.

Bontekoning

Bontekoning is a Truly Classic 78 with a flush deck and long overhangs. Her layout includes a large owners' stateroom, two guest suites and a crew cabin. In addition to a large open plan saloon, further relaxation options are available at deck level in the aft cockpit. The deckhouse includes dining facilities as well as a navigation station.

A family cruiser designed for shallow waters and ease of handling, Bontekoning has an aluminium stowaway mast and is cutter rigged. Destined for deep ocean voyages, she emphasises the extent to which each Truly Classic is actually a fully customised yacht. Bontekoning is now available for charter.

Velacarina

Nominated for the Superyacht Design Award 2006 in the category Best Sail 23 - 36 metres, the Truly Classic 85 Velacarina is specifically designed for cruising the rugged waters around the North of Scotland. The tender garage is underneath the foredeck, and she also has a very special anchor arrangement with an enormous deep water chain. Velacarina is ketch rigged and features four equal-sized double cabins and an open plan saloon with an integrated galley. Short handed sailing is made easy thanks to her hydraulic powered winches and all-hydraulic furling booms and head sails. A racing green hull and traditional interior make Velacarina another jewel in the Truly Classic crown for a British owner.

Josephine II

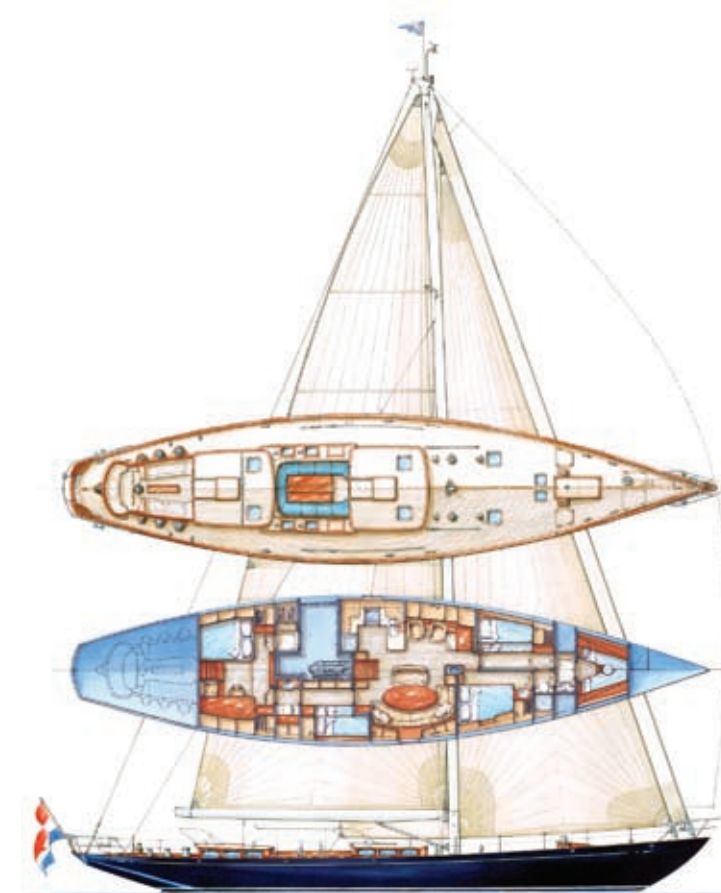
Unusually for a day sailor, this beautiful 36-footer is made entirely from carbon. She has a carbon fin, rudder and spars, and a small inboard engine for entering Mediterranean harbours. This project shows that we are very much committed to smaller yachts as well. We feel that it is vital to keep in touch with how owners experience boating at every level.



Josephine II
36 ft Daysailer



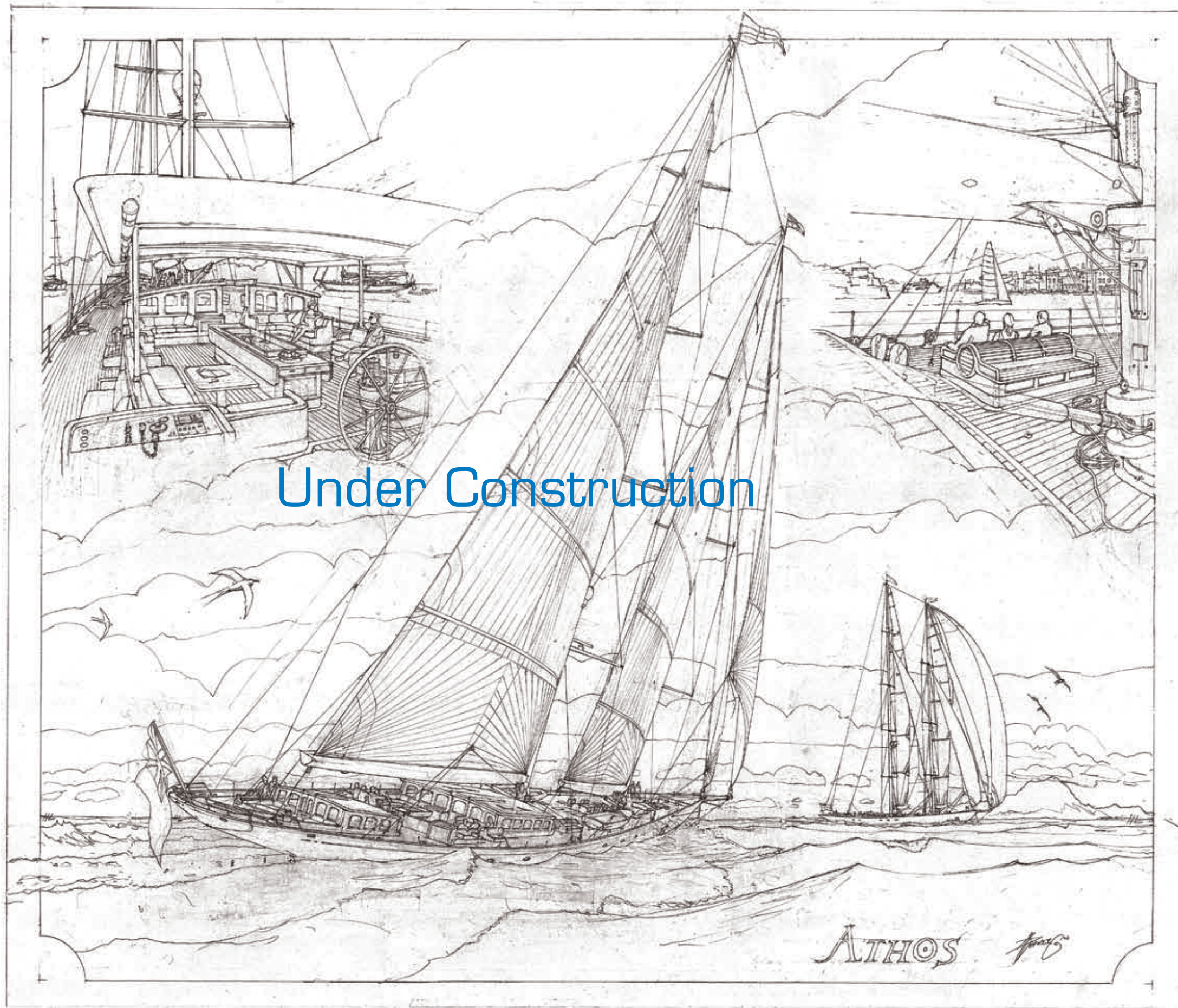
Bontekoning
78 ft Truly Classic



Truly Classic 78

HARTBEAT
Drumfire

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Under Construction

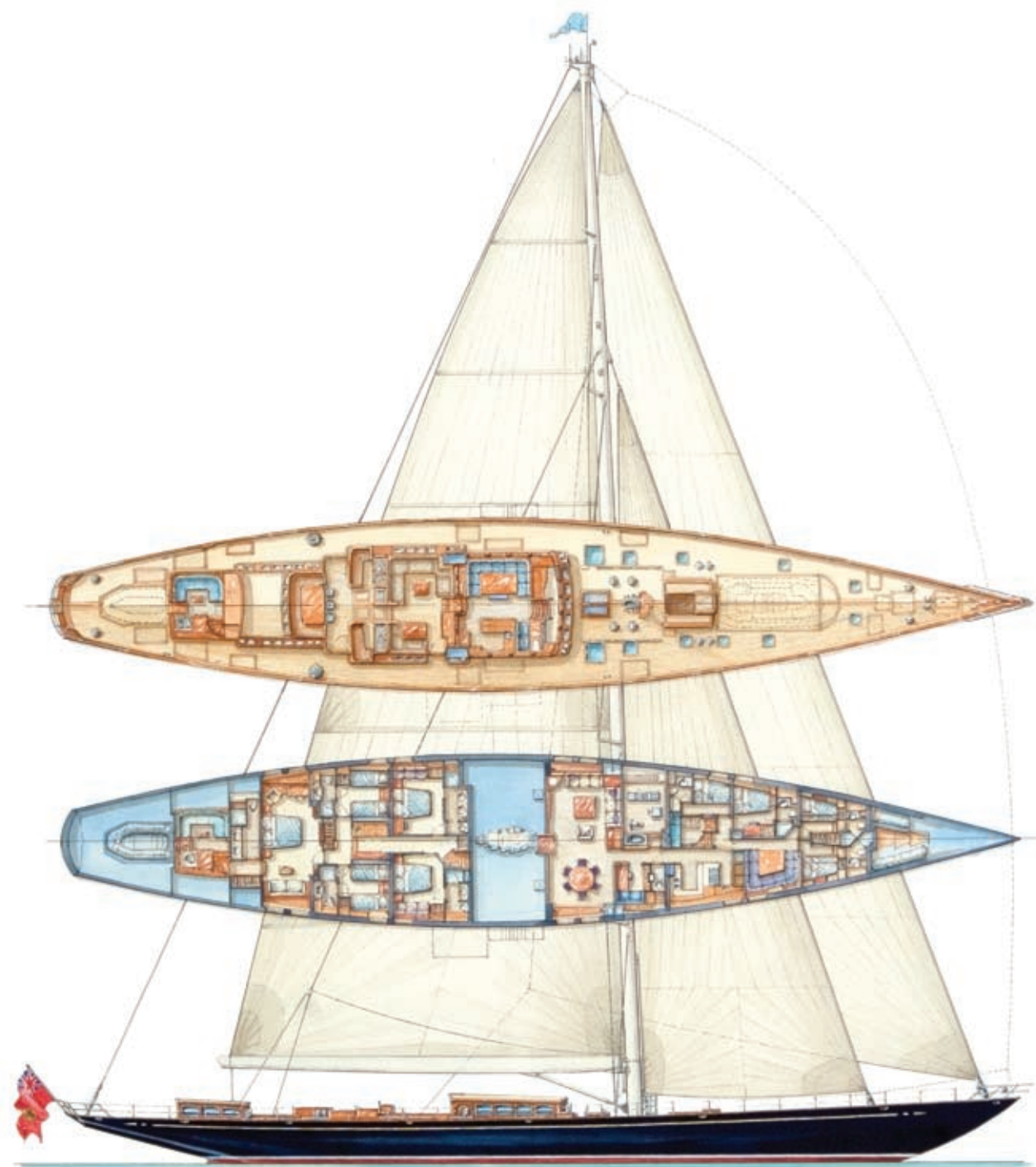


Athos

Holland Jachtbouw is preparing construction on the giant schooner Athos, which has an overall length of 203 ft and a length over deck of 184 ft. Her design has been subject to tank tests with various keels and rudders on a 1:10 scale - yes, we used a 19-foot model - as well as extensive wind tunnel tests. Thanks to these preparations, Athos will have a graceful aero and hydrodynamic shape, with a deep-V hull, shallow draught keel and integrated centreboard configuration. The rig will feature furling booms, carbon spars and captive winches on sheets and halyards, making her almost fully pushbutton-operated.

Athos's 11-metre beam will allow for an enormous amount of interior volume, including a private owners' cockpit and deckhouse, four guest cabins, a main deckhouse with a formal dining and lounge area, and five crew cabins. Other interior highlights include a large walk-in fridge freezer, a separate control room including a captain's/engineer office directly connected to the engineers cabin, a large laundry area and direct access from the control room into the engine room.

One of the unique features of Athos is her engine room with standing headroom under the main salon and double main engines driving controllable pitch propellers. Integrated side platforms will constitute ideal landing possibilities for dinghies, while large deck lockers provide storage for two 29-er sailboats, two Optimists, two motorbikes, and scuba gear. When launched in October 2008, Athos will be one of the largest schooners afloat and the 25th yacht to our design built at Holland Jachtbouw.



Boreas
174-foot SLOOP



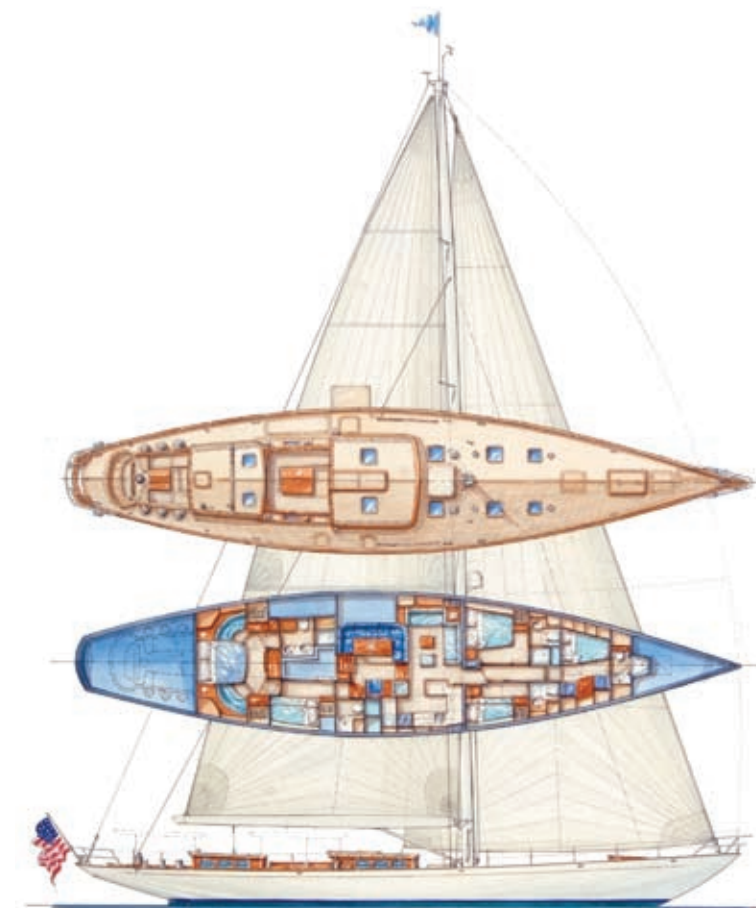
Boreas

Construction on the 174 ft sloop Boreas is underway at Vitters, the fifth yacht designed by us to be built by this leading Dutch yard. This new project features a powerful sloop rig with carbon spars, PBO Future Fibre rigging and a Marten Spars furling boom. Boreas' sail plan was optimised through wind tunnel tests and her hull shape fine-tuned based on the several models tried. Her mast height is adapted to passing the Bridge of the Americas. This design is a further development of the 180 ft ketch Adèle, and we look forward to seeing these two giants of the seas compete with each other.

The interior layout on Boreas features an owner's area – cabin and private deckhouse – completely separated from the navigation area and social cockpit amidships. The four guest cabins and their ensuite facilities in the aft section are also apart. The main deckhouse includes a dining area, bar and navigation area. The lower saloon covers the full beam and is adjacent to the gym and captain's office, which can be converted into a spare cabin, plus four crew cabins, galley and crew mess. In a feature quite unique for a boat of this size, the crew also has its own cockpit area forward.

The revival of interest in the Truly Classic range shows no sign of abating. This has been helped by the great reception given to the Mediterranean concept of having double cockpits and double deckhouses. The two coach roofs facilitate an aft owner's cabin with sufficient headroom, plus lots of space and light below deck. Various smart yachts in different sizes and layouts are now being built based on this template.

A **Truly Classic 90** sloop presently under construction at Claasen Jachtbouw is the 16th Hoek yacht to be built there. In addition to twin cockpits and deckhouses, this deep ocean family cruiser racer has separate quarters forward for two crew. We think this is the most interior volume we have ever designed in a 90 ft classic hull, with an aft owner's cabin, a full-height engine room, a good lounge area with open plan galley and impressive guest cabins. The layout will work very well for a family boat that can be sailed by her American owner, with crew maintaining the boat and sailing her when chartered.



Truly
Classic 90



A Truly Classic Revival

A **Truly Classic 78** will start construction spring 2007 in Australia in high tensile Corten steel for an Australian owner.

Meanwhile, good progress is being made on two lightweight and performance oriented **Truly Classic 68's** at Aluboot in the Netherlands (our fifth project together). Starting out at 65 ft, the design gained longer overhangs as we upgraded and incorporated the experiences of five earlier 65s. These family boats are easy to sail without a crew or with just a deck hand. The two under construction will have lifting keels under the floor (removing any intrusion on interior space) and carbon spars.

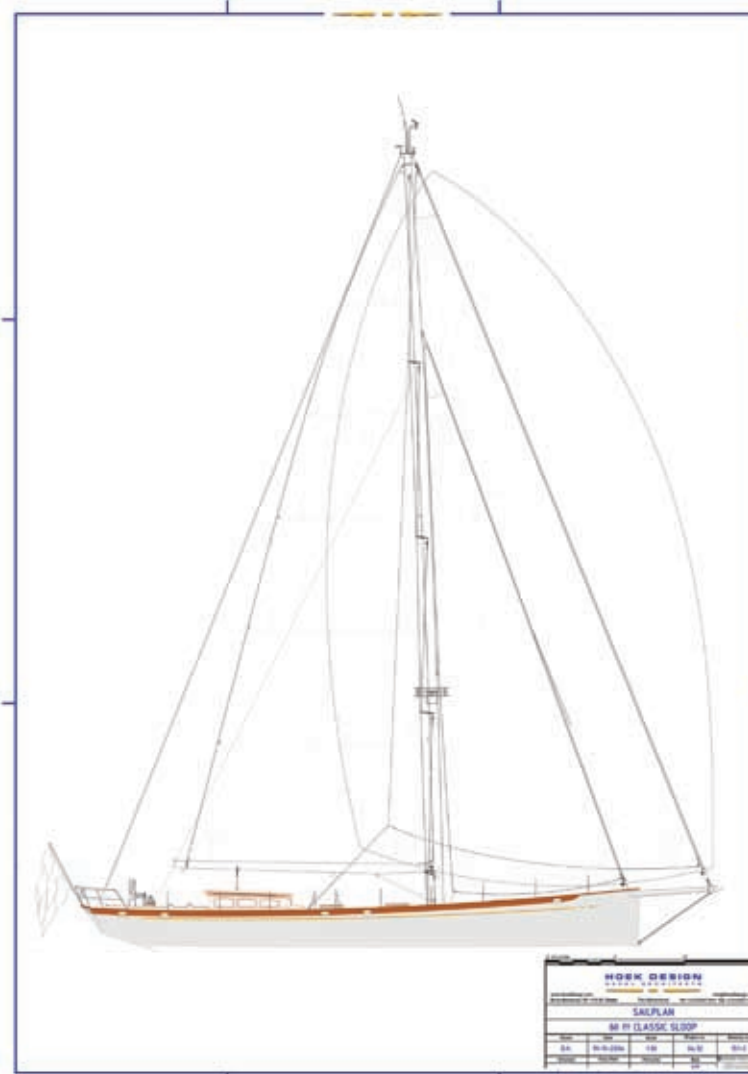
Last but not least, a **Truly Classic 65** is under construction in Turkey. The hull was built by Holland Jachtbouw and she is presently being finished for delivery in 2007 at Metur Yachts. She will have carbon spars and an optimised interior layout.



TC 65



TC 78



Pilgrim

The 200 ft Pilgrim project is being designed in cooperation with Wally, Luca Bassani and the Argentinean Javier Soto Acebal. Within half a minute of meeting each other at the Monaco Boatshow, André and Luca were brainstorming about the ideal classic boat: What kind of yacht, say, would Nat Herreshoff build if he were with us today and had access to contemporary materials and computers? After all, his generation achieved some of the most impressive design work ever in the 1890s.

This conversation was the genesis for Pilgrim. We settled on a carbon construction, for lightness, stiffness, rigidity, volume and performance. The overall design is a retro classic design firmly rooted in this day and age, with a very low displacement and a superb deck and interior layout the likes of which have never been seen before. Tests on the underwater body, weight and keel design, as well as lots of computational fluid dynamics, helped optimise Pilgrim's performance.

60' Pilot Cutter

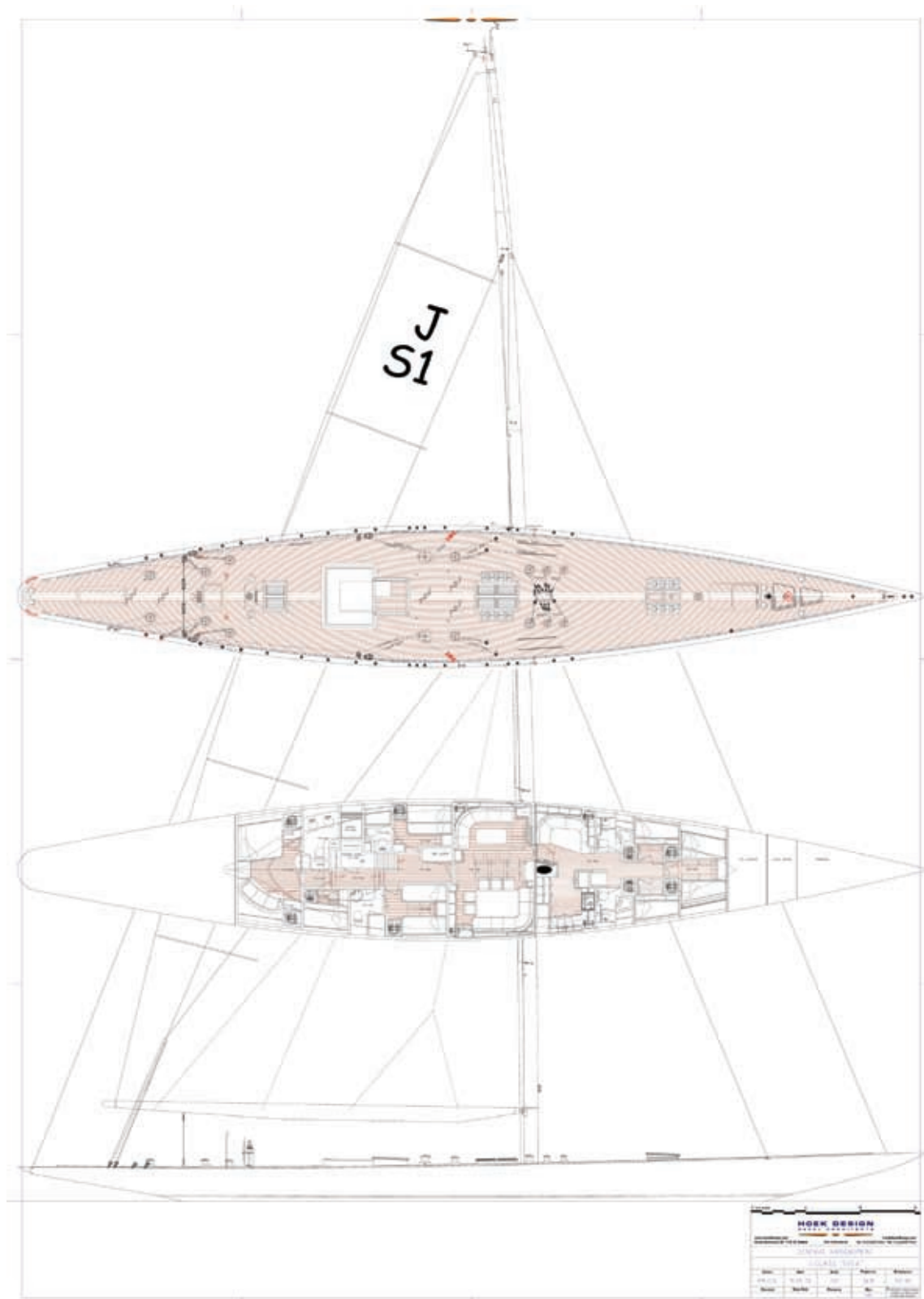
To be built in composites and carbon in a semi-series format, this high-performance cruiser was developed for sailing single or short-handed. Deck and interior-wise, it will include many of the ideas of the Truly Classic line, although in a distinct, more performance-oriented design. It also has more of a retro style. This project is under development for three different customers.

Wally Nano

Construction will start soon of a series of carbon day sailors in close cooperation with the Wally organisation. These fabulous plumb bow yachts will be built in Holland to a very high specification, combining advanced technologies with a retro classic look. Highlights include electric propulsion, Magic Trims, and carbon spars and rigging. The Wally Nano will be the largest boat that you can take on a trailer in the EU without special permits.

On the boards





Svea

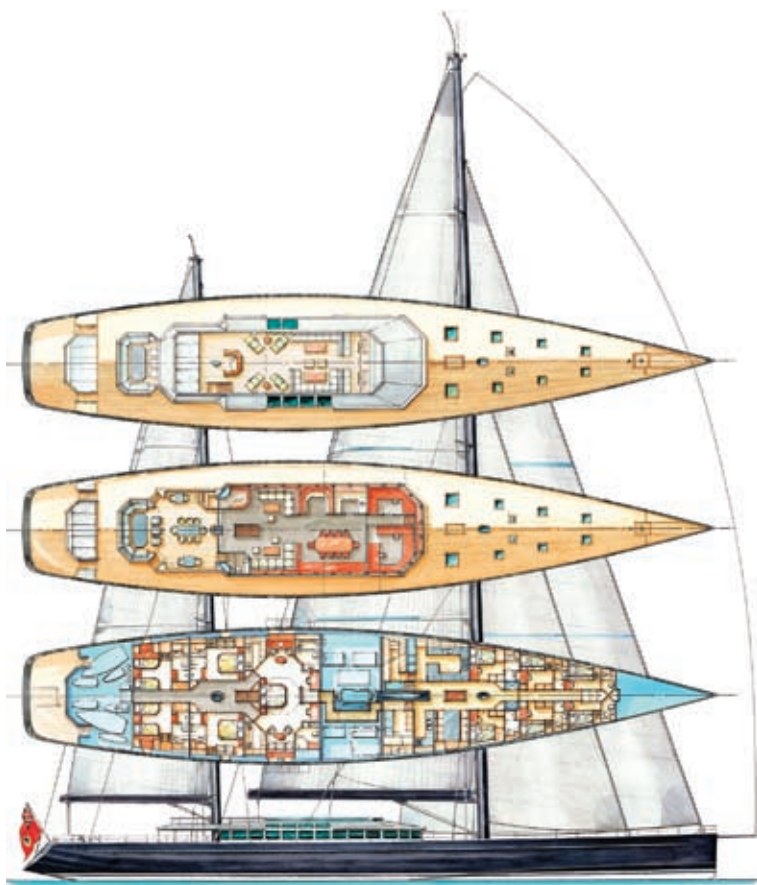
This remarkable project involves the construction of the first new J-class yacht built since 1937 for a Swedish/Dutch syndicate. Originally designed in the 1930s by Tore Holm and never built, Svea will actually be one of the largest J-class designs to ever see the light of day. She is also expected to be one of the fastest – performance analyses and comparisons show very promising results. We are currently developing the specifications and bid package.

Svea will be designed entirely according to the original drawings. We did not give in to the temptation to raise the freeboard, increase the weight or make the waterlines longer; the existing design has only been adapted to contemporary materials. It is a delight to be involved in this project and we expect our expertise and experience in building large yachts, especially from a technical and performance point of view, to be invaluable to its eventual success.

Reesle

Currently in the design phase, Reesle is being developed for a repeat customer who wishes to upgrade to a larger boat. This 200 ft three-mast schooner can be sailed entirely by pushbutton, with all sails furling either into the masts or onto staysails. Her character as an expedition vessel is underlined by a highly customised overall design, including waist-high bulwarks and non-teak decks, and the extensive tank and wind tunnel tests carried out at the Delft University of Technology and the Wolfson Unit at Southampton University.

Designed to cruise in the Arctic and other remote areas, Reesle has backups for all systems, standard commercial shipping equipment, watertight compartments, a huge engine room and lots of storage space. Her layout majors on privacy: Owner, guests and crew each have their own deckhouse and cockpit, and the living quarters above deck are separate from the sleeping quarters below. Designing a highly discreet flying bridge – a tall order on any classic boat - has been a stylistic challenge.



183 foot KETCH
HOEK DESIGN
NAVAL ARCHITECTURE

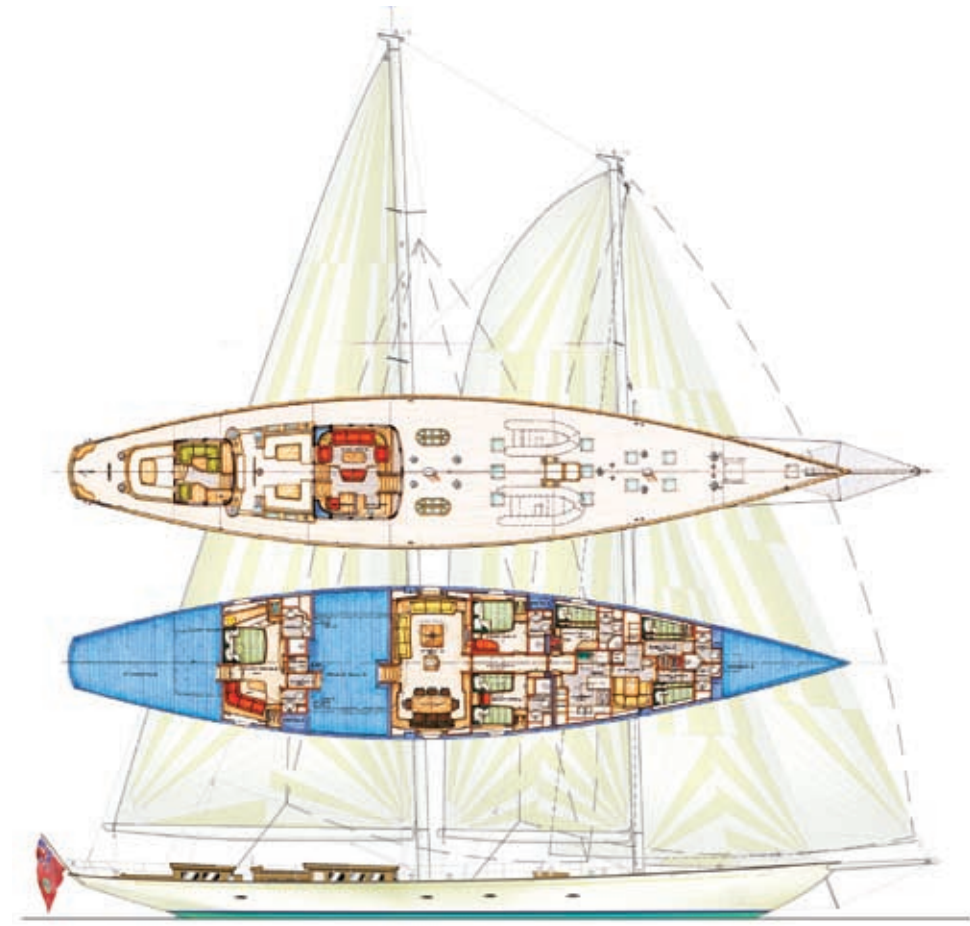
183 ft Modern Ketch

Interesting features of this radical looking 183 ft ketch include a large open plan deck saloon with all-round visibility, integrated flying bridge, completely separate full beam owners cabin amidships with double bathrooms, four guest cabins and six crew cabins forward. The aluminium hull has a deep V-shape from the mast forward, a plumb bow and relatively upright transom that creates a long waterline. A lifting keel and lifting rudder will enable the yacht to enter remote and shallow waters as well as small atolls. An integrated spray rail in the bow gives a unique appearance while reducing the spray effects of waves.

Victoire 51

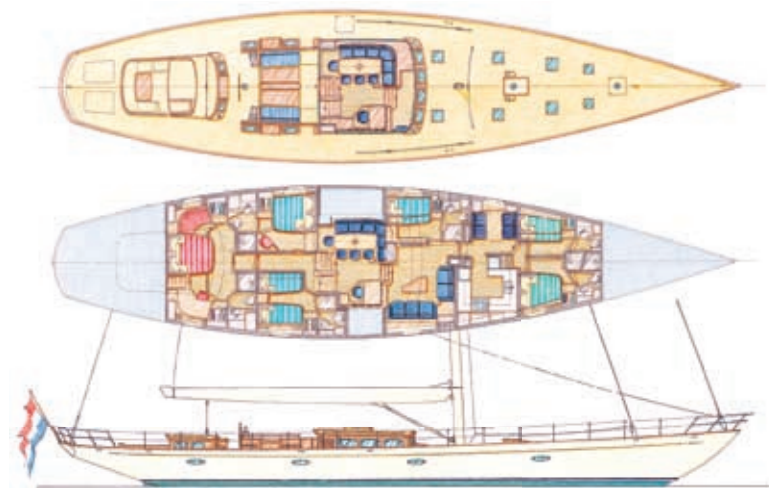
We were very happy with the restart of Victoire Yachts at the start of this year and recently reached agreement on the licensing of our 51 ft Classic Sloop design.

The design is based on five custom yachts built in the past for different clients, starting with the yacht Josephine. The newly named Victoire 51 Classic HD will have traditional features above the waterline such as long overhangs, a flush deck and teak cap rail. A modern underwater configuration will offer an excellent sailing performance, and this beautiful series yacht will be competitively built to high yacht building standards.



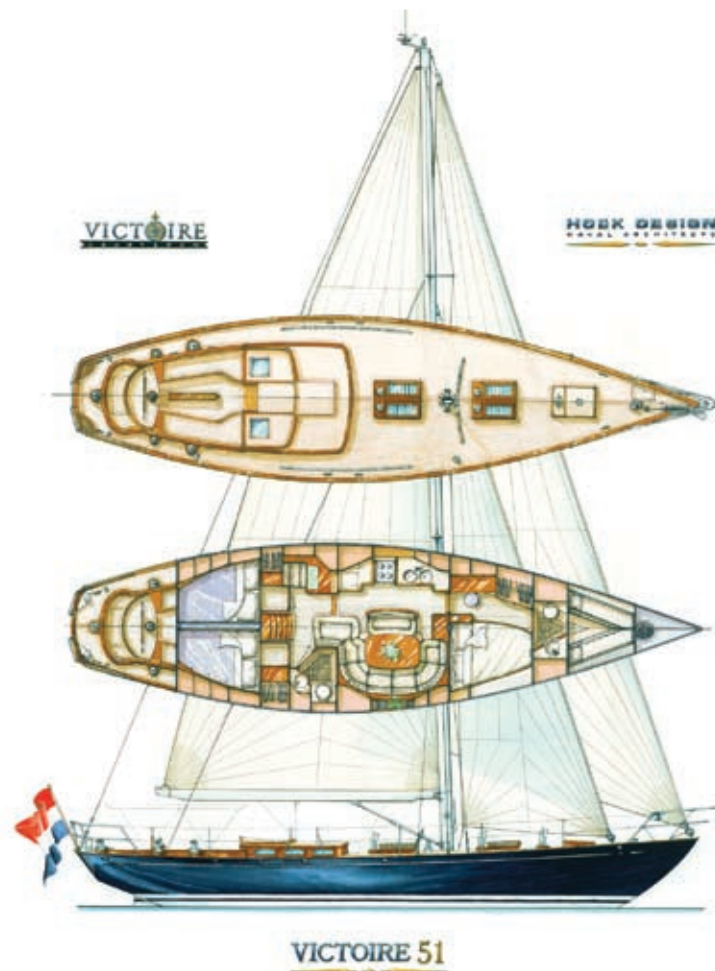
This **125 ft schooner** is based on the hull of the Skylge, personalised for another customer with double deckhouses and double cockpits. It combines an aft owner's cabin with deckhouse and cockpit, forward

guest and crew cabins, and a deck layout with many features normally found in larger yachts. The design is based on a fixed keel and spade rudder and an identical hull and sail plan to Skylge.



105 ft Sloop

This 105 ft design is a further development of 100 ft yachts Hoek yachts such as Sapphire, Skipper, Shamoun and Happy 4. On the boards for a repeat customer, she will offer a further fine-tuning of our interior and exterior styling ideas found in boats this size. The interior concept borrows from the privacy concept of larger yachts developed by our office.



VICTOIRE

HOEK DESIGN
NAVAL ARCHITECTURE

VICTOIRE 51

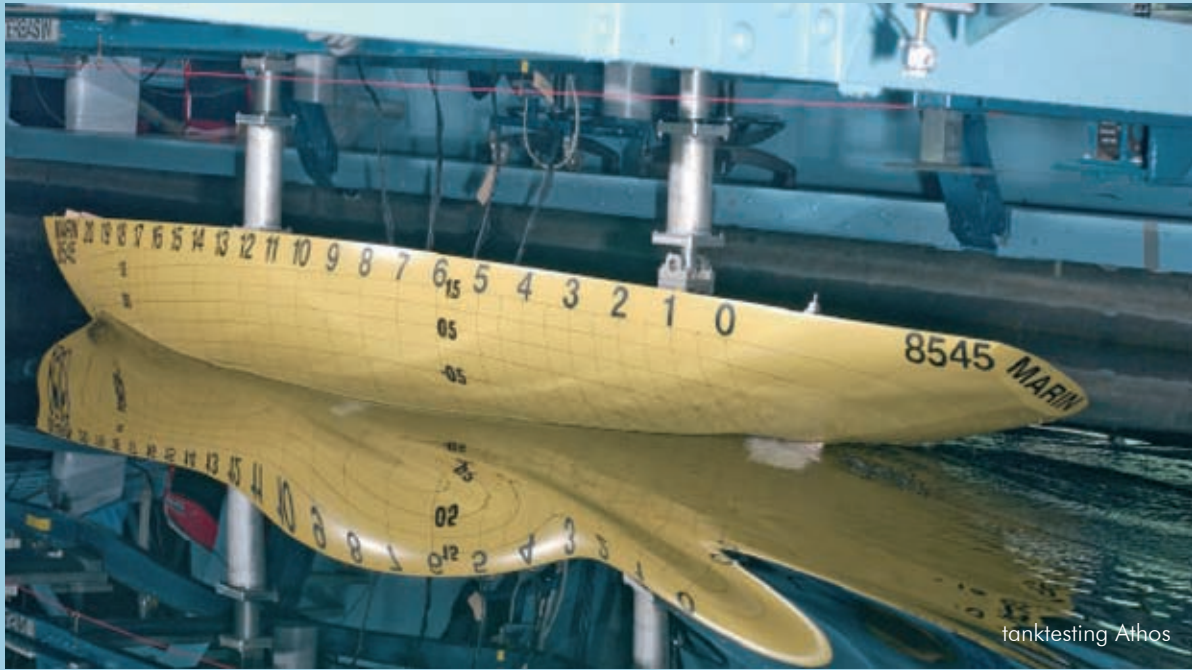


60 ft Motoryacht

Our move into motorboats is due to increasing demand from customers who want something new and unique. The key driver has been to combine a retro exterior style with a modern planing underwater configuration. While this mirrors our success in the classic sailing yacht sector, such an approach is actually rather radical for the powerboat world. This design will truly break the mould of today's models, which all too rarely stray from the standard.

Two 800 hp engines will propel the yacht to an impressive maximum speed of 34 knots. Unique styling elements include a curvaceous stern that opens up into an inboard tender storage. The aft deck houses a steering station and a lovely outdoor social cockpit. The versatile open-plan deckhouse sits atop two guest cabins and large owner's cabin that spans the full beam. A longer 70 ft version is also under development, taking the philosophy further.

60 foot, 34 knots
MOTORYACHT
HOEK DESIGN
NAVAL ARCHITECTURE



tanktesting Athos

As yachts have become progressively larger over the years, so the scope of our Research & Development activities has widened. In addition to developing software programs and performance analysis, we have done some extensive tank and wind tunnel testing with top industry parties such as the MARIN research institute, the Delft University of Technology and the Wolfson Unit at Southampton University.

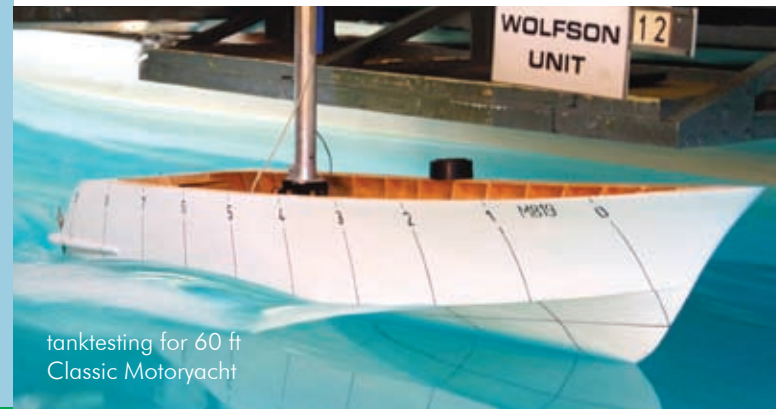
A dedicated Velocity Prediction Program for keelboats has been developed and upgraded over the years together with Van Oossanen and Associates.

Some of our recent large projects have involved an incredible amount of tank testing for shallow draft keels and wind tunnel tests for a sloop, a ketch and a two and three mast schooner. It all revolves around finding the right balance between looks and extreme technology.

Combine this with other pioneering work in the field of finite element calculations and computational fluid dynamics and I think we can justifiably say that everything possible is done to ensure your boat is safe, strong and a joy to handle.

Finite element modelling (FEM) show all the maximum allowed stresses on the yacht's structure. We model the complete structure of a boat and add the maximum loads to observe the impact this has on the members. The result is a critical insight into how to design the structure of the yacht and ensure she is sufficiently strong and stiff.

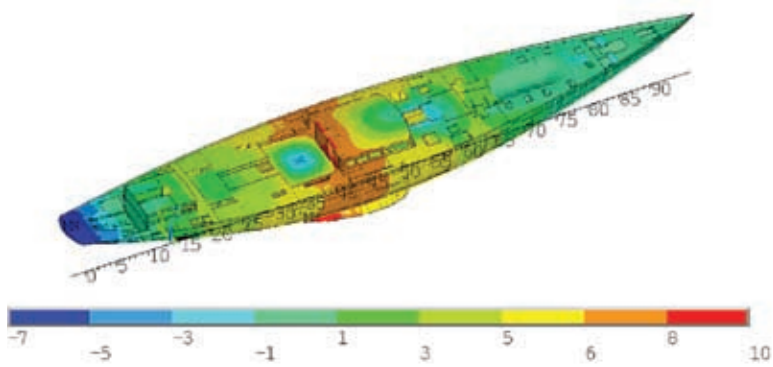
Computational fluid dynamics (CFD) is the use of computers to analyse the flow of the water around the hull, rudder and keel. This helps us optimise the rudder/keel/hull flow around the appendages to offer the best performance.



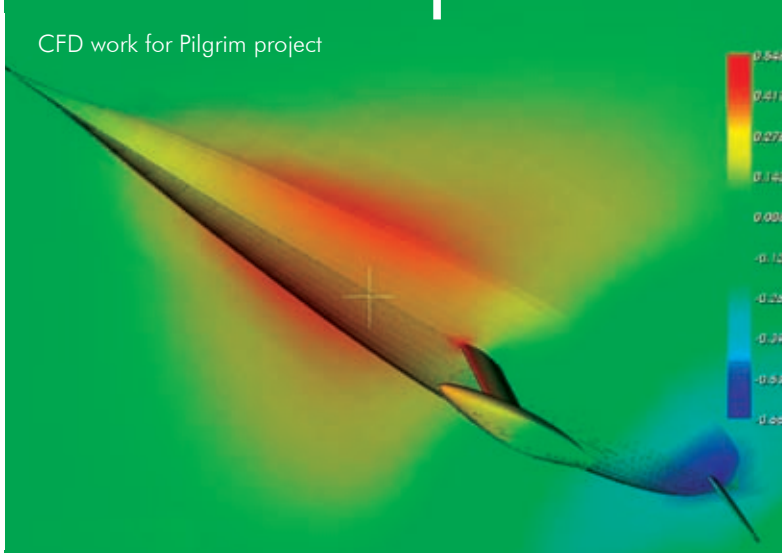
tanktesting for 60 ft Classic Motoryacht

Research & Development

FEM work for Boreas project



CFD work for Pilgrim project



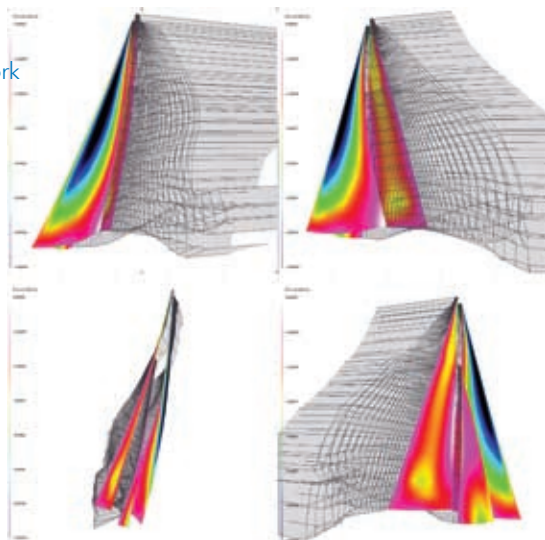
windtunnel testing for Skylge



windtunnel testing for Adele



Flow membran work for Adele project



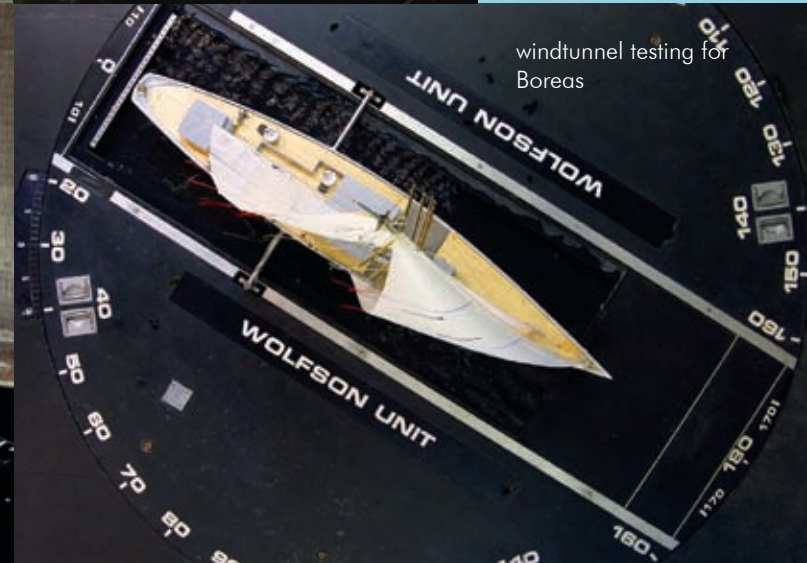
CFD work for Athos, heel 20°, drift 3°



windtunnel testing for 't Vliegende Hart



windtunnel testing for Boreas



Initially set up purely as a service to existing clients, Hoek Brokerage has branched out and gained international repute in our niche areas. Working in close cooperation with the Hoek Design office, we focus on superior quality sailing yachts in four main areas:

- Yachts designed by Hoek Design, constructed around the world
- Premium yachts built in the Netherlands
- The current yacht of an owner developing a new yacht with Hoek Design
- Charter of Hoek yachts.

The added value of coming to Hoek Brokerage is our inside knowledge of the performance and qualities of the boats we sell. We have sailed most yachts built to a Hoek design and have an intimate knowledge of most others as they have been built in the Netherlands. Our team

has rich experience and background in the design and building processes before they became brokers.

Another key pillar of our work is the careful attention to the finer details of any sale or purchase. Our priority is to establish a relationship with owners and make sure their experience is satisfactory in every way. Our mission is to get the right yacht to the right owner. True matchmakers if you wish.

Among the many recent sales were the 82 ft sloop Palmyre, 80 ft Swedish Caprice, 70 ft Kim and 56 ft Lady Ann. The large number of repeat customers also testifies to the efficiency of our approach. Call Ineke Hoek - Van Wierst or Hein Bloemers on +31 (0)299 315506 or email info@HoekBrokerage.com.

Brokerage with a difference



Bharlin Blue
82 ft Hoek Design Cruiser/Racer



Shamoun
108 ft Hoek Design Centerboard Classic

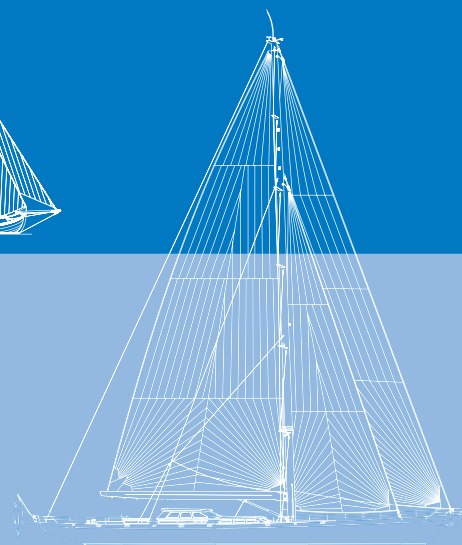
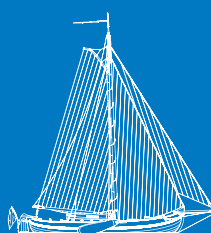
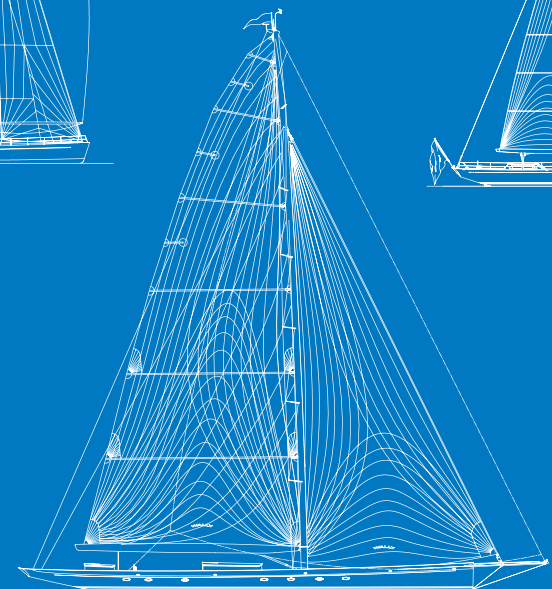
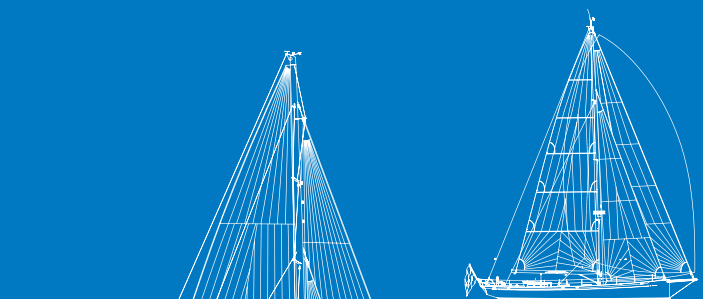
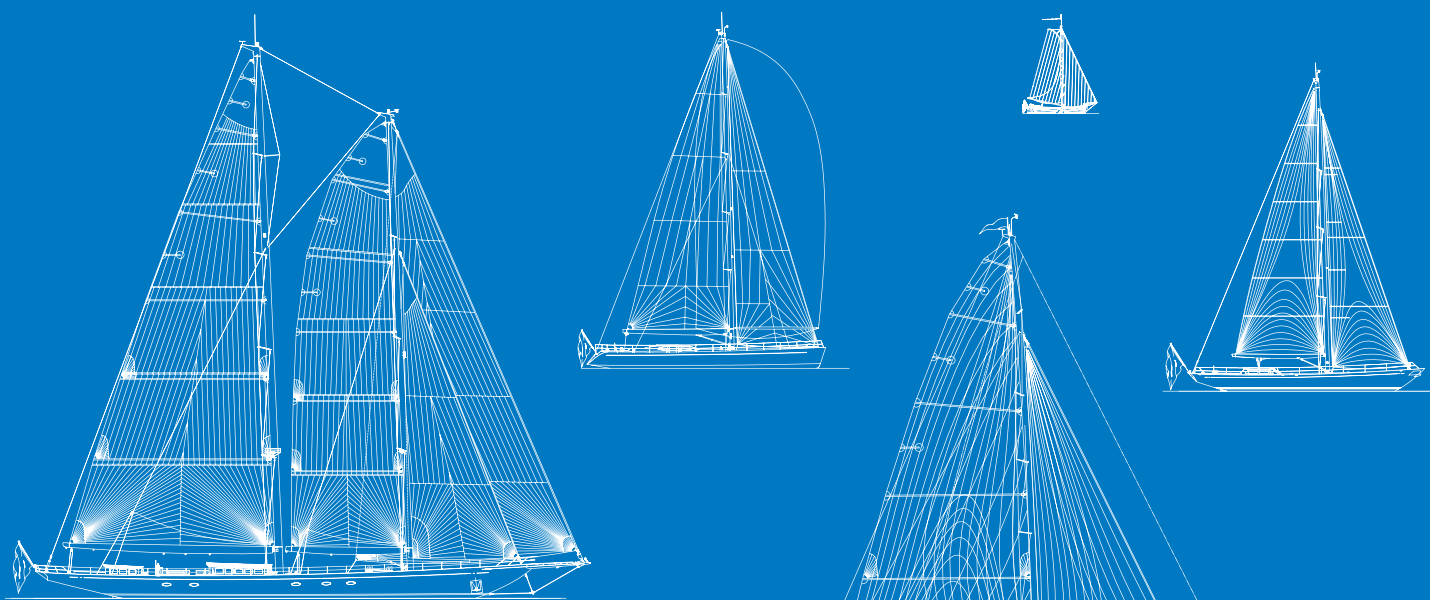
Over the years Hoek Design Naval Architects became specialised in custom built yacht design and has been active in this field for the past 20 years. Our fourteen man team developed with the complexity of the projects and the yachts and at present consists of stylists, naval architects, marine engineers, hydrodynamicists, interior architects, graphic designers and economists. The continuous development of both our company and our designs has made us a major player in the international arena of super yacht designers and design offices.

The Hoek Team



Left to right:

Mariette Bijvoet, Peter Claassen, Barend-Jan Binkhorst, Ruurt Meulemans, Lars Nobel, Gaby van Ineveld, Andre Hoek, Hein Bloemers, Ineke Hoek - Van Wierst, Victor Weerens, Tracey Canavaggio, Paulien Smal, Koos Goris and Dennis Kleiss (n.a.)



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Aquarels : John Farrar

Photo credits
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John Eric Osterlund

Skylge : Onne van der Wal

't Vliegent Hart : Theo Kampa

Hoek Team : Linda de Vries

