

SuperYacht

i n d u s t r y

Book Ends

LATEST DELIVERY FROM HEESEN

Design Connection

FOCUS ON THE NETHERLANDS

Say Ahoy to Efficient Yacht Charters

BROKERAGE & CHARTERING



Your Exclusive Glazing Partner

The best pools are equipped with
BESTCURVE[®] glass panels

In cooperation with 2MV
Composites – specialist in
structural composites

The Design Issue

ISSUE TWO IS RICH IN DESIGN CONTENT THIS YEAR, CARRYING NO LESS THAN THREE IMPRESSIVE YACHT REPORTS, AND A HIGHLY INTERESTING INTERVIEW WITH DUTCH DESIGNER COR D. ROVER. We caught up with the master of functional luxury on page 20 to talk about large yacht design, his love of innovation and how to keep it 'timeless'.

As mentioned above, our three yacht reports take in three stunning and wholly unique vessels. Combining a striking luxurious interior with state-of-the-art engineering, Heesen's motor yacht Book Ends showcases the yard's newly restyled 47m class on page 14. We get to grips with Pendennis' precision designed and meticulously built 39.4m super-sloop Vijonara on page 36, while Seven, Perini Navi's 60m sailing yacht, provides a symbol of unity for both owner and yard on page 46.

We delve behind the Dutch scenes in our Focus on The Netherlands this issue, including taking a look at HyTEPS' innovative pool solutions (page 28), shedding some light on Dutch yard Oceanco's latest delivery, the impressive 115m Tuhura on page 24, getting the low down on fellow Dutch yard Van der Valk's foray into long-range explorer yachts (page 32), not to mention hearing about the latest developments at Holland Yachting Group on page 10.

In our Brokerage & Chartering section on page 44, we say Ahoy to new digital platform Ahoy Club, which is delivering accessibility and ease to the superyacht charter market, and we catch up with Dräger on page 52 to find out about the company's innovative solutions for onboard safety.

And our selection of special features includes Group 20's adventurously named 'Taming the Kraken' article, which tackles the many intricacies of outdoor and indoor pool solutions (page 41), Veth's new compact propulsion system that offers noise reduction and efficiency (page 51), and the latest developments at Overmarine (page 54).

Our regular instalments of People Pages, News in Brief and Outfitters will keep you up-to-date with everything else that is new in the world of superyachts. Here's to a sun and sea-filled summer season, wherever you may be.

Julia Zaltzman | info@ynfpublishers.com





REINTJES Gearboxes The best choice for your vessel!

For over 75 years already, REINTJES Benelux – based in Antwerp – handles sales and services of REINTJES gear boxes and reversing gears for Dutch shipping, dredging, fishery, luxurious yachts, short-sea, sea-going and inland navigation...

Our service department is available for all spare parts as well as repairs. Whether it is an inspection or repair, our team of experienced service engineers is always there for you and assures you the reliability and quality REINTJES represents.



WAF 763 L
1250 kW at 1600 rpm

REINTJES Benelux BVBA | Luithagen Haven 2 | Unit F | 2030 Antwerpen
Tel +32 (0)3 541 92 33 | Fax +32 (0)3 541 02 12 | www.reintjes.be

SuperYacht

industry

EDITORIAL

ARNO DIRKZWAGER
Editor
arno@ynfpublishers.com

YARA ROOD
Editor
yara@ynfpublishers.com

DESIGN
NATHALIE PUTMAN
Art Director
nathaliep@ynfpublishers.com

ADVERTISING

MARCO GEELS
Commercial Director
marco@ynfpublishers.com

TOM DIETVORST
Account Manager
tom@ynfpublishers.com

ALEX DIJKSTRA
Office Manager
alex@ynfpublishers.com

CHARLES VAN DEN OOSTERKAMP
Managing Director
charles@ynfpublishers.com

CONTRIBUTING EDITORS

JULIA ZALTZMAN | JOANNA VAN KOERT-HUGHES

Yellow & Finch
publishers

Pres. Rooseveltlaan 739 4383 NG Vlissingen, The Netherlands | T: +31 118 473 398
E: info@ynfpublishers.com | F: +31 118 461 150 | I: ynfpublishers.com

SuperYacht Industry is owned and published by Yellow & Finch Publishers.

The publisher, authors and contributors reserve their rights in regards to copyright of their work. No part of this work covered by the copyright may be reproduced or copied in any form or by any means without the written consent of the publisher. No person, organization or party should rely or on any way act upon any part of the contents of this publication whether that information is sourced from the website, magazine or related product without first obtaining the advice of a fully qualified person.

This magazine and its related website and products are sold and distributed on the terms and condition that:

- The publisher, contributors, editors and related parties are not responsible in any way for the actions or results taken any person, organisation or any party on basis of reading information, stories or contributions in this publication, website or related product.
- The publisher, contributors and related parties are not engaged in providing legal, financial or professional advice or services. The publisher, contributors, editors and consultants disclaim any and all liability and responsibility to any person or party, be they a purchaser, reader, advertiser or consumer of this publication or not in regards to the consequences and outcomes of anything done or omitted being in reliance whether partly or solely on the contents of this publication and its related website and products.
- The publisher, editors, contributors and related parties shall have no responsibility for any action or omission by any other contributor, consultant, editor or related party.

Yellow & Finch Publishers is a member of the Netherlands' Industrial Press Association (VIP).

ISSN: 1875-015X

Copyright 2018 Yellow & Finch Publishers

SUBSCRIPTIONS

To subscribe, send an email to subscribe@ynfpublishers.com. Subscriptions will be automatically renewed unless written cancellation is given three months prior to expiry date. Annual subscription is EUR 110, single copy is EUR 22.50, back copies are EUR 17.50, and a subscription to our entire suite (all three titles, plus the Maritime Services Directory – EUR 375 value) is EUR 270.



Offshore Industry | ShipBuilding Industry
SuperYacht Industry | Maritime Services Directory

SYI contents

ISSUE 2 2018

BROKERAGE & CHARTERING

44 **Say Ahoy to Efficient Yacht Charters** –

The launch of Ahoy Club

FOCUS ON THE NETHERLANDS

10 **Dutch Independence** – Holland Yachting Group

20 **Design Connection** – Interview with Cor D. Rover

24 **Exploring Lines** – Oceanco's latest project, 115m Tuhura

28 **A Leading Light in Power Quality** – HyTEPS

32 **Exploring the Seas** – Van der Valk continues its foray

into ocean-going vessels

MARINE PROPULSION

51 **Silent Power** – Veth's new Integrated L-drive

SAFETY & TRAINING

52 **People are the Most Valuable Asset** – Dräger

SPECIAL FEATURE

41 **Taming the Kraken** – Group2O gets to grips with pool systems

54 **A Flagship with Flair** – Overmarine

YACHT REPORT

14 **The latest delivery from Heesen** – Book Ends

36 **The second hull from Pendennis' classic 128 series** – Vijonara

46 **Perini Navi's new 60m aluminium ketch** – Seven

REGULARS

1 **Editor's Note**

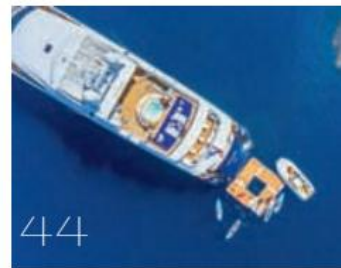
4 **News in Brief**

57 **People**

58 **Outfitters**

61 **Yellow & Finch Pages**

64 **Word on the Sea**



On the Cover

A 47m steel displacement motor yacht below 500GT, Book Ends is, on paper, the archetypal Heesen. Possessing the yard's signature Dutch quality, and sporting an exterior by Omega Architects, Book Ends is ingrained with Heesen DNA, but scratch beneath the surface, and her individual identity soon rises to the surface. Photo courtesy of Jeff Brown.



NEWS IN BRIEF

Barracuda Yacht Design Launches Atlantis Xcape 76

Naval architects, Barracuda Yacht Design, has launched its new 23m all-aluminium family cruiser. Due for completion in summer 2018, and built to a high standard by Spanish shipyard, Atollvic in Vigo, the design brief was for "owner-operated use for the majority of time", due to the owner's wish to down-size from larger yachts.



Equipped with a multi-chine hull with walk-around access, architectural references for an "apartment-style" feel include tall, panoramic windows in the superstructure and main hull. The yacht will carry a Williams 395 Sport-jet tender on the aft swim-platform, with other items carried in the garage including triple-seat wet-bikes.

Sea Falcon II at Balk Shipyard

Dutch shipyard, Balk, has announced a busy refit season for 2018, which has already seen motor yacht SEA FALCON II, built in 1993 by Puglia and last refitted in 2008, pass through its doors. The yacht, which sleeps up to ten guests in five rooms, including a master suite and four double cabins, underwent some small repair works and an inspection before leaving the yard at the end of May.



Palumbo Superyachts Announces Sale of Columbus S 50

Palumbo Superyachts, a yachting division of the Palumbo Group, has announced the sale of its new 50m motor yacht under the brand Columbus Yachts, the Columbus S 50. Exterior and interior styled by Luca Dini Design, the yacht features numerous design requests made by the owner, including accommodating up to eleven guests in five cabins on three decks with a crew of eleven in seven cabins. Driven by two 2,000 hp MTU engines, Columbus S 50 will have a top speed of 20kts in semi-displacement mode, a cruising speed of 15kts with a transoceanic range.

Latest Version of Deep Blue Released

The latest version of yacht management software Deep Blue - V3.1.096 – has been released on the market, equipped with fourteen modules that provide 24/7 access. Available in three packages (Pro, Fleet and Custom), Deep Blue is designed expressly for non-IT specialists. The user-friendly interface can be accessed by unlimited, simultaneous users from any device – PC, Mac, iPad, tablet or smart phone – both online via secure dedicated servers, or offline through a local onboard server without an Internet connection. The latest version includes software for managing accounting and financial reporting, maintenance and inventories, ISM and SMS, human resources management, calendars for crew and yacht events.



| Read more on superyacht-industry.com



becker marine systems

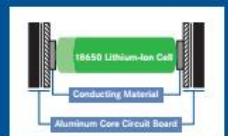


COBRA
Compact Battery Rack

COMPACT BATTERY

COBRA is an advanced maritime battery system employing tried and tested 18650 lithium-ion cell technology. The lightweight battery system is designed for marine requirements, suited for seagoing and inland ships such as ferries, tugs, cruise ships, yachts, OSV and harbour/service vessels.

Any scale of power storage is possible due to modular battery units in standardised cabinets of up to 1,000 V DC including integrated cooling equipment. COBRA can be used for fully electric battery or hybrid drives, as emergency power source or as onboard energy supply, e.g. for peak shaving.



www.becker-marine-systems.com

NEWS IN BRIEF



Gresham Yacht Design Announces Launch of Motor Yacht Victoria

71m superyacht Victoria, designed by Gresham Yacht Design, has been completed at Turkish shipyard AES Yachts. First begun in 2006, construction of the yacht was postponed to deliver her sister ship, 82m Graceful. The British studio, headed up by Steve Gresham, has also unveiled its latest yacht concept, 100m-explorer vessel Exploris. Possessing an X-Bow and ice-class hull, Exploris is a high-volume superyacht with a range of 7,000nm.

Veth Integrated L-drive

The most compact thruster ever



Extremely low mounting requirements, high efficiency, minimal noise production

T +3178 615 22 66

www.vethpropulsion.com

VETH
PROPULSION

Edelschmied Announces New Stainless-Steel Fittings

Technology manufacturer Edelschmied has announced the launch of its new fittings and accessories from stainless steel and other high-quality metals. Manufactured using 3D metal printing technology where pulverised metal is melted together in fines layers by a laser, the range of designs now available is near endless, including design ideas for geometries that can, due to their complexity, neither be welded nor milled. Available in stainless steel, aluminium or titanium, the surfaces can be matt, brushed or polished.



| [Read more on superyacht-industry.com](http://www.superyacht-industry.com)

Utopia Returns to Feadship for Refit

72m Feadship Utopia, which made global headlines at the time of her launch in 2004, has returned for a third time to the Netherlands for a refit at the Dutch yard. The previous refit projects were in 2008/2009 and in 2013. Following many successful years of charter, the latest refit will include an all-new paint job for the superstructure, activities in relation to the special 15-year survey from Lloyd's, various technical modifications in the engine room and a spruce-up for the interior. Utopia will be delivered back to her owners at the end of July.



FLX Mooring System Confirmed on 136m Lürssen

Lürssen's 136m Project Shu – anticipated to be the biggest yacht to be launched in 2018, and which set off on sea trials in March –



has confirmed the FLX Mooring System from Gleistein Ropes has taken its place on board. As practical as it is premium, the FLX Mooring System saves on weight and space, while also being easier to handle than conventional mooring set-ups. In addition to being an economical solution, it also boasts a projected service life of up to twenty years or more.

MarQuip Opens New Engineering Plant

Leading expert in superyacht exhaust systems MarQuip has opened new premises in Alblasserdam in the Netherlands. Designed to enhance the company's ability to offer fully-custom services while increasing its independence from sister-company Discom, the new MarQuip location features the very latest software and engineering tools.



| Read more on superyacht-industry.com

INTERNATIONAL YACHT SHOWS

18 – 21 June, 2018
Newport Charter Yacht Show
Newport, Rhode Island
www.newportchartershow.com

11 – 16 September, 2018
Yachting Festival Cannes
Cannes, France
www.camesyachtingfestival.com

20 – 25 September, 2018
Genoa Boat Show
Genoa, Italy
salonenautico.com/en/

26 – 29 September, 2018
Monaco Yacht Show
Port Hercule, Monaco
www.monacoyachtshow.com

31 October – 4 November, 2018
Fort Lauderdale International Boat Show
Fort Lauderdale, USA
www.ftibs.com

13 – 15 November, 2018
METIS Trade Show
Amsterdam, The Netherlands
www.metistrade.com

June

September

October

November

NEWS IN BRIEF

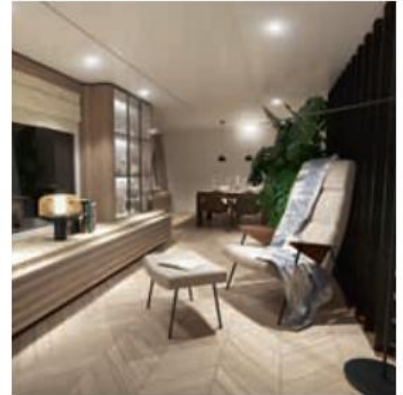
Nobiskrug Announces Signing of New 77m Project



German yard Nobiskrug has announced a new 77m superyacht project. Sporting exterior styling by Winch Design and an interior by Sinot Exclusive Yacht Design, she will be built under the new Tier 3 regulations and the very new Red Ensign Group Yacht Code Part A. Imperial acted as Broker for the sale and will continue as Owner's Representative and Construction Supervisor throughout the build.

Vripack Reveals Interior of Yacht Project M5

Dutch design studio Vripack has revealed details of its newly created interior for yacht project M5, which captures the atmosphere the South American owner's family loves so much. "After carefully balancing the layout of the yacht to various uses during day and night time, we opted for re-used oak from New York warehouses to cover the floors. It immediately provides the yacht with personality which you can't get by using a new material," says Marnix Hoekstra, creative director at Vripack. "Our interiors are all about light, dark and the playful balance in between. So we combined the light sofas, designed by Piet Boon, with a concrete and mat-black steel central staircase." Other materials used on board include silk, wool and blends between them.



Green Propulsion



GreenBattery



GreenInverter



GreenPCS



GreenEMS

A total solution with Mega-Guard Green Propulsion:

- ▶ GreenPod steerable electric thruster
- ▶ GreenMotor electric motor for propulsor
- ▶ GreenGen electric generators for combustion engines
- ▶ GreenBattery electric energy storage system
- ▶ GreenInverter high power inverter (motor/generator/battery)
- ▶ GreenEMS energy management system
- ▶ GreenPCS propulsion and steering control system
- ▶ DC Bus
- ▶ Full hybrid
- ▶ Serial and parallel hybrid
- ▶ World wide service network
- ▶ Class type approved



GreenPod



GreenMotor
GreenGen

www.praxis-automation.com



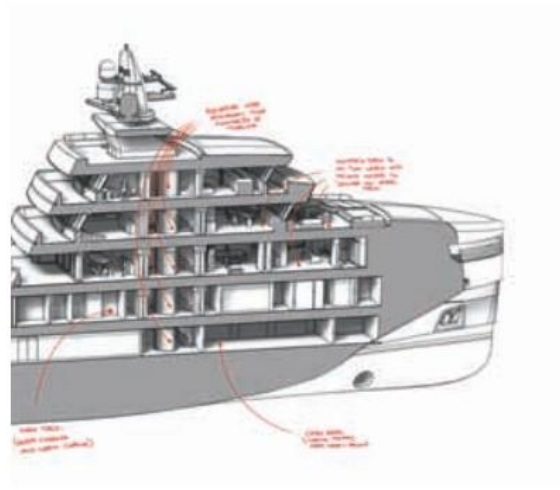
John Braithwaite Announces Retirement from Sunseeker



Sunseeker International has announced the retirement of iconic industry leader, John Braithwaite. Retiring after 53 hugely successful years with the organisation, Braithwaite's departure coincided with his 70th birthday celebrations in May. His decision marks the end of a significant era for both the brand and the industry a-like. Commenting on his retirement, he said: "I feel immensely privileged to have been part of such an incredible brand and organisation. Since our early days, Robert and I have strived to deliver to our clients the most innovative and exciting products available. That philosophy, together with strong, iconic design has been fundamental to our success and I know this will continue to be a driver for the talented design and development team I leave behind. I would like to thank them all for their dedication over the years."

Tommaso Spadolini Reveals Layout of 85m Supply Vessel

Florence-based designer, Tommaso Spadolini, has released vertical sections of his 85m supply vessel concept with helipad on the raised main deck aft. The drawings reveal several standout features unique to the project, including a two-tier owner's deck with private forward terrace, a main salon and beach club underneath the aft helipad, and an open and covered companionway linking aft deck with forward accommodation. "The biggest challenge was to create something different from the look-alike expedition vessels already available," says Spadolini.



Feadship Launches 74m Sherpa

Dutch yard Feadship's latest build, 74m Sherpa, has been launched via the slipway in order to facilitate work that was impossible to achieve inside the giant construction hall due to the yacht's height. Already an imposing sight, Sherpa will soon become even taller as her mast, air/exhaust funnels and cranes are added to the deck. Created in close cooperation with Cecil Wright & Partners for a highly experienced yachtsman, the official christening ceremony and delivery will take place later in 2018.



| Read more on superyacht-industry.com



Dutch Independence

THE STEADY STREAM OF SUPERYACHTS BEING LAUNCHED IN HOLLAND IS THE MOST VISIBLE SIGN OF THE PROMINENCE OF THE DUTCH superyacht industry. With the release of the industry statistics for 2017 in May 2018, the ongoing growth within The Netherlands is in plain sight.



50m Home, the first FDHF yacht with hybrid propulsion built by Dutch yard Heesen Yachts.

Photo courtesy of Heesen Yachts

The Dutch saw their market share in the total value of global superyacht deliveries rise from 21.6% in 2016 to almost 30% in 2017, an increase of 7.6% on the 2016 figure. With 21 superyachts launched for owners around the world in 2017 by ten different Dutch yards, and 23 new orders taken, there is clearly plenty more to come in the years ahead.

The 21 deliveries over 30m made in 2017 had a combined value of EUR 1.19 billion, which

translates into an average price of EUR 57 million per superyacht (an increase of almost 10%). It is also the highest total value recorded to date. These latest figures illustrate that the unrivalled cost-to-quality offered by the Dutch superyacht cluster is becoming ever more apparent to owners and their representatives.

Dutch Reach

The estimated total value of the 149 completed yachts over 30m in 2017 was EUR 4.08 billion.

“

Our association is very much focused on the exclusivity of our group, ensuring that we represent the leading Dutch firm...

With their figure of EUR 1.19 billion, the Dutch superyacht yards now have a value market share of 29.2%, up from 21.6% in 2016. Holland's proportion of the global market in terms of the number of deliveries grew from 11.2% in 2016 to 14.1% in 2017.

However, what none of these facts take into account is the enormous amount of equipment from expert Dutch companies that is also being installed in superyachts built around the world. It is this in-depth strength of the Dutch superyacht cluster that HISWA Holland Yachting Group export director Jeroen Sirag attributes to the continuous growth of his country's market share.

“Our association is very much focused on the exclusivity of our group, ensuring that we represent the leading Dutch firms in each of their respective fields as well as the world's top yards. Our ‘Think Yachts, Think Holland’ campaign, devised by and for the members, has really struck a chord among superyacht owners. We offer a strong and unified face to the outside world though our wide range of shared export activities and trade missions. Building on the inherent stability that allowed the Dutch superyacht sector to come through the turbulent times relatively unscathed, our members are now investing in the future with confidence.”

New Horizons

One clear example of new investment is the facility that Feadship is due to open in Amsterdam in 2019, says Sirag: “Other yards and suppliers are also in talk with the Port of >>

CLEANTECH SOLUTIONS



**QUA-VAC IS YOUR TURNKEY SOLUTIONS SUPPLIER FOR:
EVAC MEMBRANE SEWAGE TREATMENT SYSTEMS, FOR EACH
TYPE OF VESSEL EVAC VACUUM SYSTEMS AND VACUUM TOILETS.**



EVAC VACUUM TOILETS, OPTIMA 5

- Evac marine sewage treatment systems are designed to fulfil the requirements of IMO MEPC 227 (64)
- Evac marine sewage treatment systems are designed to fulfil the requirements of the Rhine regulations
- Custom design and engineering for new build and refit projects

EVAC ROSR type approval certification number: R1*II*0003*01



Qua-vac

Televisieweg 157 / NL-1322 BH Almere / The Netherlands
Tel. +31 (0)36 546 1999 / WWW.QUAVAC.COM



Where quality meets design

*Unique fender systems;
ultra light weight, sleek design, seamless bends,
and tailor-made for each vessel*



Contact us at +31(0)22 376 4170, info@fenderinnovations.nl, or visit www.fenderinnovations.nl for more information.

Marcel van der Spek, co-founder of Esthec and new chair of the board of the HISWA Holland Yachting Group.

Amsterdam as they look to enhance their presence in the Dutch capital. Add in our plans to establish Amsterdam more firmly as a major destination for superyachts heading through northern Europe and the Baltic and it is clear that Holland as a country is more than ever living up to its reputation as the world's Yacht Valley."

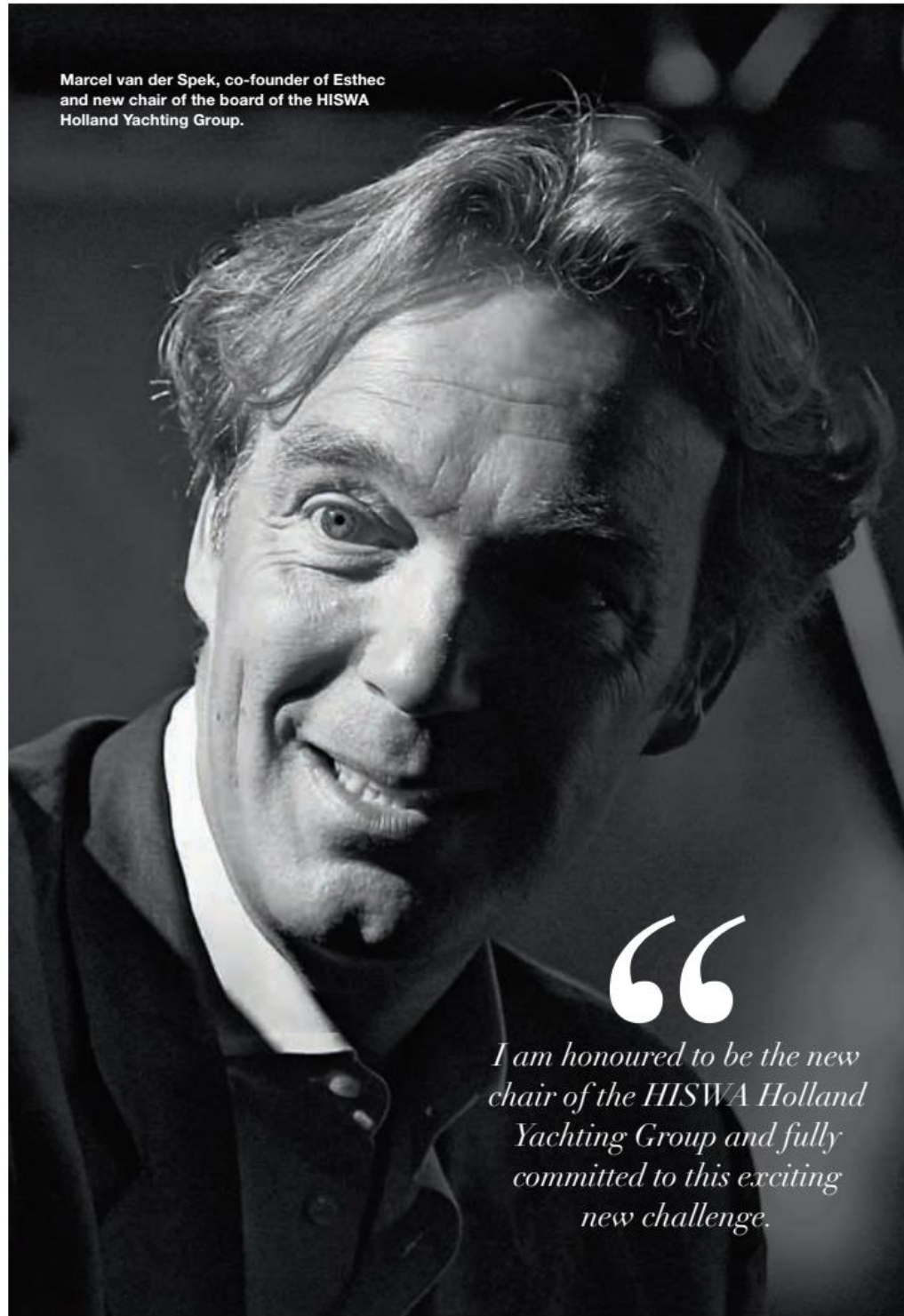
When it comes to new horizons, HISWA has also undergone its fair share of change and evolution. In April 2018, Marcel van der Spek was announced as the new chair of the board of the HISWA Holland Yachting Group. He will be joined by two new board members, Marsha van Buitenen, sales director at Feadship, and Michiel Haverkorn van Rijsewijk, CEO of Van Berge Henegouwen.

Looking Forward

Van der Spek began his career in the professional automotive industry. After setting up a European network of nine branches from scratch, he joined Rientz W. Bol as co-founder of Esthec and has since helped the company become a worldwide success. Esthec is a patented, composite decking material that is produced and processed in an ecologically sound manner. In addition to sales and organisation, Van der Spek enjoys operating on an international scale. Van der Spek takes over the position of chair from Bas Nederpelt, whose three years at the helm have coincided with a growth of the Dutch superyacht market share from 17% to 21%.

"The position of the Netherlands as a superyacht country has been further improved during this period," Nederpelt says. "I am very confident that Marcel will be able to fulfil his new role in our association with distinction."

Commenting on his new position, Van der Spek said: "I am honoured to be the new chair of the HISWA Holland Yachting Group and fully committed to this exciting new challenge. I look forward to making a positive contribution to the growth strategy together with the enthusiastic group of association board members."



“

I am honoured to be the new chair of the HISWA Holland Yachting Group and fully committed to this exciting new challenge.

"We are very pleased with Marcel's appointment," added Sirag. "He has broad experience in the superyacht industry and a clear strategic vision for his new role as chair of our association."

i. www.hollandyachtinggroup.com

Book Ends



COMBINING A STRIKING, LUXURIOUS INTERIOR WITH STATE-OF-THE-ART ENGINEERING AND NAVAL ARCHITECTURE, BOOK ENDS IS THE LATEST DELIVERY FROM HEESEN'S NEWLY RESTYLED 47M CLASS.

A 47m steel displacement motor yacht below 500GT.



Photo courtesy of Jeff Brown

BUILT TO EXCEED THE LATEST MCA REGULATIONS FOR CREW WORKING SPACE AND ACCOMMODATION, Book Ends is a surprisingly spacious 47m motor yacht, possessing flair, style and Dutch precision engineering.

WORDS BY JULIA ZALTMAN

A 47m steel displacement motor yacht below 500GT, Book Ends is, on paper, the archetypal Heesen. Possessing the yard's signature Dutch quality, and sporting an exterior by Omega Architects, Book Ends is ingrained with Heesen DNA, but scratch beneath the surface, and her individual identity soon rises to the surface.

Sold to an experienced American yachtsman, Mr Book, who has owned no less than seventeen yachts, he has had a significant amount of input in her development: "We were quite discerning in our requirements, in everything from style to performance and storage to quality," says Mr Book.

The thirteenth sister ship in Heesen's newly restyled 47m class, Book Ends is equipped with a recognisable bulbous bow, which provides smooth and safe cruising in all sea conditions. With a top speed of 15.6 knots (exceeding the contractual speed by 0.6 knots thanks to her twin MTU diesel engines 8V 4000 M63) and a transatlantic range of 4,000 nautical miles at 12 knots, she has proven to be ideal for cruising in the Mediterranean, as well as basking in select areas of the Bahamas; something of a pre-requisite for her owners.

Seeking a yacht with greater stability and range than their previous vessel, the owners appreciate the consistency of Heesen's proven 47m platform and have found Book Ends to be the perfect fit for their needs.

"The 47m Heesen Book Ends is a culmination of a lifetime of yacht ownership and the inevitable step as our vessels continue to grow in size and scope," comments Mr Book. "As experienced and knowledgeable owners, we took our time finding the right yacht after selling our previous 40m. I had famously said of the 40m that, 'This is the last boat we are ever going to need', and while that yacht was used for well over two and a half years, I had always dreamt of spending a summer in the Med. Our next yacht needed to be something with greater stability and range. Finding the full-displacement, steel hull and 4,000-nautical mile range of the Heesen 47m steel proved to be the perfect fit." >>

The sophisticated sky lounge has become something of a sanctuary.



Photo courtesy of Tiziano Canu

Book Ends is equipped with a recognisable bulbous bow.



Photo courtesy of Jeff Brown

Orange is the New Black

While British design team, Bannenberg & Rowell, created a rich and luxurious interior style inspired by the theme of kinetic energy, the Books made some adaptations of their own: "Despite taking delivery near the build completion, we put our own stamp on the project, changing out design details and making it our own. The only compromise we made that was too far along to change was having only one bathroom in the master rather than his and hers."

Elegantly personalised to the Books' taste and lifestyle, a key feature is the expanse of glazing used on board – "we enjoyed how light and bright it made the interior". The airy interior is complemented by dashes and accents of the owners' signature colour – a bold and warm orange – found throughout the yacht, from Hermès throw blankets, pillows and leather details to the crew uniform, shade umbrellas and canvas cushions outdoors.

Bold and warm orange is the owners' favourite colour.

Artistic details have been carefully placed throughout, such as the custom nautical-themed mezuzahs that grace each of the doors, handmade by an Israeli artist, while the lighting plan in the main saloon has been specifically tailored to spotlight the Books' significant art collection.

Space at a Premium

Having spent long amounts of time at sea, and understanding the importance of a happy crew, the Books were more than satisfied on discovering the amount of optimised space on board. Book Ends' wheelhouse is handsomely furnished to create an efficient working environment for the captain and his team. Her state-of-the-art bridge has been designed by Heesen's in-house experts and installed with meticulous care and attention with any future maintenance requirements in mind.

"There is an impressive amount of storage on board," he says. "Usually your crew will be complaining there's not enough storage, but we have more storage than they've been able to fill. The storage afforded and the overall headroom and spaciousness in the crew areas was a draw for us as the crew is a part of the family. So, it was important they have a comfortable accommodation and be able to move around the boat with ease."

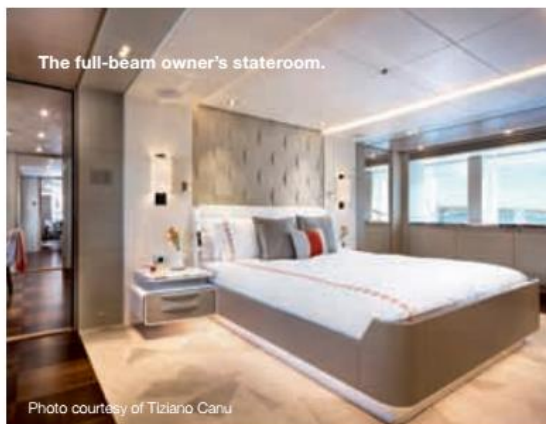
Book Ends has been built to exceed the latest MCA regulations for crew working space and accommodation; with large windows and separate crew corridor, Book Ends' galley is the perfect space for preparing delicious meals in a safe and practical working environment.

When it comes to relaxing themselves, the sophisticated sky lounge has become something of a sanctuary. "The sky lounge is our refuge, an especially calming area with curved walls and circular lifted ceiling, floating together in perfect harmony. It's really Zen with this circular table and circular rug – we made a few changes but not many. It's a very soothing space."

Versatile in its design, the inclusion in the sky lounge of a games table with mid-century-inspired leather chairs means the room easily transitions from peaceful to playtime, too. >>>



Photo courtesy of Jeff Brown



The full-beam owner's stateroom.

Photo courtesy of Tiziano Canu

“

The storage was a draw for us as the crew is a part of the family.

VIDEOWORKS

AUDIO / VISUAL · HOME AUTOMATION · ENTERTAINMENT · IT

Shaping together your yacht technology



-
- > Audio/Visual Systems
 - > Crew Training
 - > Entertainment
 - > Home Automation
 - > IT Systems
 - > Light Engineering
 - > Networks & Communication
 - > Permanent Worldwide Assistance
 - > Security

Videoworks Group

AALSMEER · ANCONA · LONDON · MILAN · MOSCOW · VIAREGGIO

www.videoworksgroup.com



Formal dining with a view

Photo courtesy of Tiziano Carli

Outdoor Space

The 47m series is known for its outdoor spaces, devoting almost 185m² to exterior decks. Book Ends' cosy bow seating area is the owners' preferred place for sunsets, cigars and Mediterranean vistas, but the pièce de résistance is the sprawling sundeck. Taking up 83m², it features a spa pool forward surrounded by sun pads, loose lounging chairs, a bar to port and a large seating area aft. Versatile in nature, the sundeck has proven to be the ideal spot to host parties, friends and family.

"The outdoor spaces cannot be overlooked," says Mr Book. "The sundeck is incredible. We have parties, we host friends and family. I rarely do business entertaining on the boat. It's not a business tool for me, yachting is our sanity."

Owner's Stateroom

The main deck owner's stateroom is airy and bright, with light grey panelling, a white leather headboard and large windows. Detailed raised ceilings add a sense of space and height, making the area seem larger, while the large master bathroom includes a standalone marble bath in the centre with a pair of hand basins to

port and separate shower and head cubicles. Commenting on her sea-worthiness, the Captain says: "It feels very safe as Book Ends' structure is solid – Dutch solid! The vessel is very responsive and accepts steering commands immediately. The use of the large rudders in conjunction with the power steering unit makes for a very quick reaction when the steering tiller is moved, even the slightest amount."

Mr Book summarises: "We enjoyed the Mediterranean season last summer, visiting the Med as intended, and spending time with family and friends while discovering new cruising grounds. We look forward to many more weeks spent on board, in our sanctuary from the outside world."

Boasting five spacious staterooms in total, and accommodating up to ten guests, Book Ends will be on display at the Fort Lauderdale International Boat Show in 2018.

i. www.heesenyachts.com
i. <http://omega-architects.com>

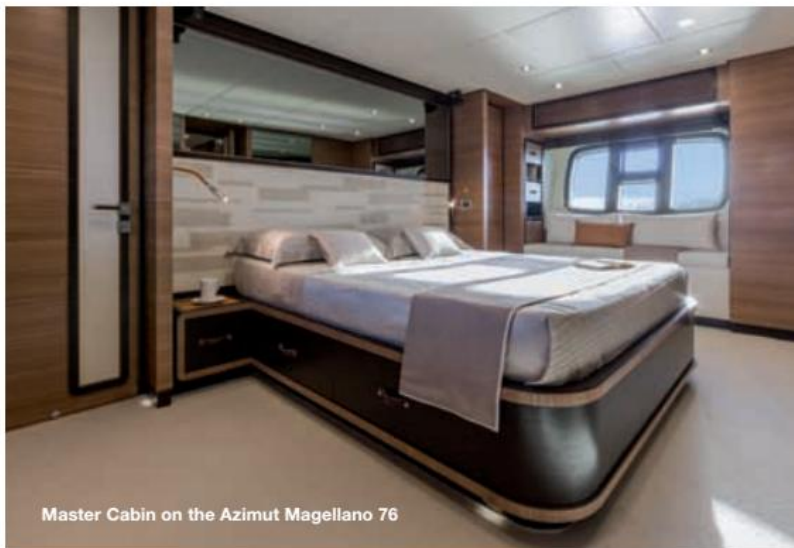
SPECS Book Ends

Hull type	Twin propeller, round bilge, displacement
Naval architect	Heesen Yachts
Exterior design	Omega Architects
Interior design	Owner
Classification	LLOYDS X 100A1 SSC YACHT [X] LMC Large Commercial Yacht Code LY3
Hull	Steel
Superstructure	Aluminium
Length over all	46.70 metres
Beam over all	8.85 metres
Draft	2.91 metres
Displacement (half load)	Approx. 400 tons
Guests	10
Crew	10
Cabins	5
Maximum speed (half load)	15.6 knots
Range at 12 knots	4,000Nm
Fuel capacity	60,000 litres
Fresh water	20,000 litres
Main engines	2 x MTU 8V 4000 M63
Maximum power	2 x 1,000kW
Gearbox	2 x ZF 5311
Engine control	MTU Blue Vision
Propellers	2 x Five blade fixed pitch
Main generators	2 x Kilo-Pak, each 99kW
Bowthruster	HRP 90kW, hydraulically driven
Stabilisers	Naiad Dynamics, 2 fins, type 575, zero speed

The 26.75m Sirena 85 flagship yacht.



Cor D. Rover



Master Cabin on the Azimut Magellano 76



Design Connection

DUTCH DESIGNER COR D. ROVER IS A MASTER OF FUNCTIONAL LUXURY. HIS BACKGROUND IN NAVAL ARCHITECTURE AND MECHANICAL ENGINEERING, FINE-TUNED UNDER THE EARLY stewardship of Frank Mulder, forms the basis of his innovative designs today. We caught up with him to find out more about large yacht design, his love of innovation, and how to keep it 'timeless'.

WORDS BY JULIA ZALTZMAN
ALL PHOTOS COURTESY OF COR D. ROVER

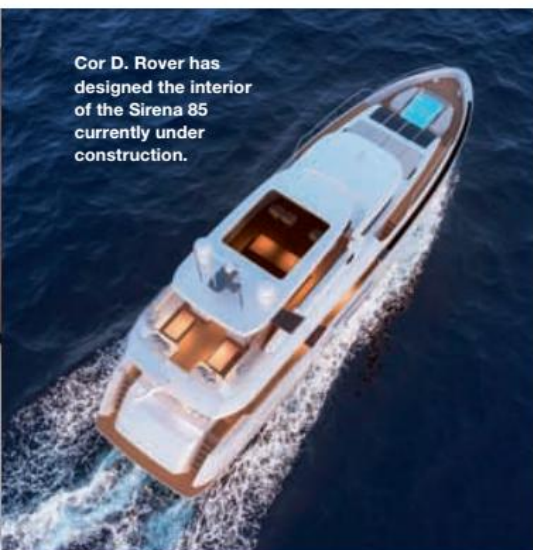
Appreciated for his beach-type approach to yachting and prepared to "do anything to make sure guests can spend as much time outside as possible", Cor D. Rover is a master of both the big and the small. From the stunning pool and elegant lines of 67m Seasense to his most recent launch, the Yachting 3.0 Cor D. Rover tender, intended for people who "want to be on the water travelling from one five-star hotel to the next and arriving in style", he is a man of vision and style, grounded by a core of Dutch precision.

Your Dutch studio is known for designing large motor yachts – both exterior and interior – but what was your entry point into designing yachts?

I started off with Frank Mulder – he took me in after school and I started doing purely technical work. I did all the strength calculations on Octopussy – the fastest megayacht at the time – but soon I started sketching designs, and sometimes we won awards, so I discovered that although I never studied architecture I had a feeling for it. So, when I left Frank after eleven years (21 years ago) I began doing purely aesthetical work, which I think is the most fun part. But I always respect the naval architect's input and requests because a good-looking boat that doesn't perform or float is useless, so it has to be correct in all aspects. I try not to come up with crazy visionary designs that are good to look at but impossible to realise. So that makes my job easier.

How do you marry your creativity with the client's brief and the realistic limitations of naval architecture?

We have two ways of working – when a client comes to us with a certain brief, that is the easiest part of the job, because it's one client with one wish list, and we try to squeeze all of their wishes into >>



Cor D. Rover has designed the interior of the Sirena 85 currently under construction.

The 24m Horizon maximises volume, with five staterooms, and the owner's suite on the main deck.



The Horizon can be navigated by just two people.



The Horizon's aft deck is bigger than the average 14m – "but it's just so much more simple".

a platform. Understanding both naval architecture and mechanical engineering helps a lot when it comes to early proposals and onwards. So, although I'm focused completely on aesthetic work these days, and have been for the past 20 years, it helps a lot that I know what the implications are. One client, one dream – that's easy.

What's more difficult is when a production builder approaches us and asks what the latest trends for the next five to ten years will be on a global scale. And it's far more difficult to envision what the client of tomorrow will want. I am convinced that the client of tomorrow is different from the client of today; the Millennials with money, and those who are creating money now, will boat in a different way to the past. They like the enjoyment of yachting and the pleasure of the experience, but they don't want to have the possession and the worries of owning boats – that is a more exciting and difficult task for us as a designer. There will always be owners who want their own boats and don't charter it out, but the majority of the market in my opinion will turn towards chartering rather than ownership.

Is there a sense of pressure on superyacht designers to always push the boundaries – more volume, faster yachts, bigger pools?

Yes, but it doesn't feel like pressure at all, it feels like an open field where we can experiment, and that is what we try to do. Alongside our paid projects, we always make time for dream boats and visionary things that are not on the market yet, and that is something that we will always try to keep; to dream up something that doesn't

exist and might be mainstream in ten years from now. By doing just that we have come up with some innovative ideas on both small and large yachts.

With the 24m Horizon, we maximised the volume – five staterooms with the owner on the main deck. It offers the same number of cabins as any 14m on the market – even the aft deck is bigger than the average 14m – but it's just so much more simple. You can even navigate it with just two people, which some of our clients are already doing. There we see a trend for simplifying life. It offers clients everything they need but on a smaller cost base, and they can run it without crew, which for some people is really important.

With regards to the bigger yachts, we offer long boats with limited volume but maximise the length – this is in collaboration with Van Oossanen and their Fast Displacement XL hull form – 30m under 200GT is quite an achievement. We maximise the length, combine it with a 200GT volume, and the result is a lot of length and exterior deck space with a pool on the back, lounging areas everywhere and limited interior. We see a tendency of people spending more time outside, and that is why we minimise the interior. Under 200GT we offer it built in Holland for around EUR 12 million. These are full custom yachts developed to trigger outside the box thinking.

Where does your preference lie – classic lines or contemporary concepts?

I prefer everything balanced. We produce a large range of yachts, from the Zelander, which is a classic lobster-style day boat, to Seasense, which is a masculine, angular almost angry-looking large yacht. I don't have a specific style, I want to be flexible and can do any style that the client wants. At Cor D. Rover, we consider ourselves to be the tool in the hands of the owner/shipyard.

In the past I was really fond of classic lines and sourced all my inspiration from classic cars and architecture, but my preference is to not copy the past. I like classic, but I only want to use existing design as inspiration and create a contemporary version. I always try to make the designs timeless – it's not a design style per se, but it makes the investment less tricky. It's very tempting to build a piece of art, and you might win a lot of awards, but the best design is something that you can sell in 20 years from now. After all, it's a big investment and if it has good resale value that helps a lot.

Your most notable yacht of late is Benetti's 67m Seasense, which is a full custom superyacht for an experienced owner – what was the client brief?

This boat was developed without the client present. She was designed for Benetti's 40th anniversary, and they asked 17 designers to create an anniversary design, all of which were included in a coffee table book that was sent out to the brokers and dealers. Of all the designs, only one was chosen and built, and that was Seasense. It started with everything focused around the swimming pool – a pool that you can walk around and spend the day around rather than putting people in a lower deck beach club. We wanted to create a beach club on the main deck, and that is what triggered the client's interest. He had been looking for a long time and couldn't find what he wanted, and then he saw Seasense. The biggest task of a designer is to create the demand rather than wait for it – sometimes owners don't know what they want until they see it.

The brief stipulated a connection with the sea – how was that achieved?

We did some smart things with the aft deck – the casings are like an inside/outside area and depending on the weather people can choose if they want to eat in or out, but it's always visually connected to the pool, and that gives a very open feeling. We only achieved that by limiting the main deck saloon, because we've discovered over time that no-one actively uses the main deck saloon, it's a reception area and nothing else, they always sit in the sky lounge. So, we made better use of the space by using it for the outside.

Seasense is also the largest yacht you have ever designed – did the extra length bring challenges or make it easier to accommodate client demands?

It started as a 50m, with a 6 x 3m swimming pool, but it ended up with a 10 x 3.5m pool. The client stretched the boat and Benetti were very cooperative, which is how we ended up with a 63m.

And this was your first big project with Benetti? The relationship between the designer and shipyard is integral to the success of a yacht, right?

Yes, there has to be mutual respect. I'm the in-house designer for Azimut – I design all of the Azimut Magellanos – so I know them well, but this was the first big project.

Over the past 20 years that you've been designing yachts, what has been the biggest innovation that you've witnessed in the yachting industry?

The increased amount of glass, we can do a lot more with glass these days. I think the efficiency of the hulls is a big development; people tend to choose less speed and less fuel – that's quite a trend. The connection to the sea is a constant improvement, they want to be connected more and more rather than sitting inside. When sitting inside in an air-conditioned room only the scenery changes, but when you're outside close to the sea, that's what it's all about.

Environmental awareness has become a big factor within the superyacht industry, and we now have hybrid yachts and charity partnerships to try and clean up the oceans – how do you incorporate the environmental element into your designs?

We do it gradually. Ten years ago, we offered an Azimut 50ft with hybrid propulsion, and there was only one client out of hundreds that was ready to pay the extra for it. I think people want to be green, but it has to be reasonable on costs. I fully support it when possible, but we're still a long way from the end goal. We follow the car industry more than we realise in yachting, as it's showing us what is possible, and one day

we will be powered by wind and solar but we're not there yet.

What concept yachts are you working on at present?

We're currently working on ten projects with Van Oossanen on highly efficient hull forms. All the hulls we work on with them are highly efficient, we think that is a bigger step towards decreasing resistance, and that is when you start to really save because you don't have to put in the energy. We also have a few large projects underway and small production yachts. Our projects now run from 12m to 120m refits – that's our spectrum.

What is the Cor D. Rover calling card?

I've been in the industry now for more than 30 years, and I think we can be quite innovative. People praise us for that – both owners and builders. Azimut Magellano was only supposed to run for five years and she's still in production nine years later – so a yard like Azimut is very happy with that. It's a timeless design. After nine years, it's still good looking and smartly laid out – that is our calling card, 'timeless'. Timeless will stay beautiful and the next buyer will still appreciate it.

i. www.cor-d-rover.com



Rover's Zeelander – a classic lobster-style day boat.

Exploring Lines

CONCEIVED IN COLLABORATION WITH THE LOBANOV DESIGN STUDIO, BMT NIGEL GEE AND interior designer Achille Salvagni, Dutch yard Oceanco has unveiled its latest project – 115m Tuhura.

ALL IMAGES COURTESY OF OCEANCO

Revealed to the press and industry on the opening day of the Dubai International Boat Show in February 2018, Oceanco's latest yacht concept is in a category of its own. With an exterior styling that is reminiscent of early canoes, the stunning 115m yacht takes its inspirational "primal" form from a sense of exploration and discovery. The Polynesians, in particular, famously made long voyage explorations across thousands of miles of open Pacific Ocean in their outrigger canoes, and the name itself – Tuhura – is derived from the Maori verb meaning: to discover, bring to light, unearth, open up, explore, and investigate.

"Our Tuhura is a simple idea," explained exterior designer, Igor Lobanov. "The thought was to take a natural shape similar to those seen in the earliest canoe-type craft and augment it multifold to a larger scale, using modern technology."

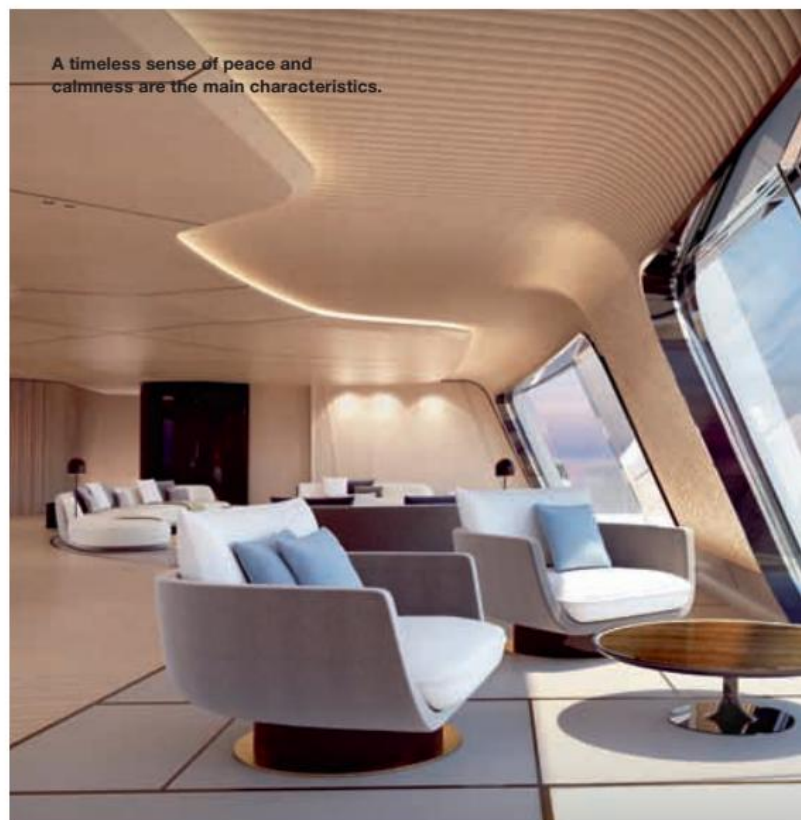
Interior Inspiration

Lobanov's masterful exterior design works well with the interior and is inherently flexible so that the yacht can be designed in any size from 80-120 meters in length. Borrowing interior style and aesthetics related to East Asia and the Pacific Islands, designer Achille Salvagni refers to the interior as a "brushed teak habitat" including thin reveals in gunmetal and natural bronze with tatami floors.

"Tuhura is a megayacht conceived for a dynamic owner, nevertheless the timeless sense of peace and calmness are the main characteristics," he says. "This softness and dynamicity are reflected in the humble elegance and sensuality of the primitive organic shapes echoed throughout."

Efficient Hull Form

Tuhura's hull and propulsion system have been developed in collaboration with British naval architects, BMT, and she is estimated to reach a maximum speed of 18 knots. The pure simplicity of the canoe form leads to a naturally efficient hull with low overall resistance, good seakeeping and excellent manoeuvrability. However, integrating a modern propulsion system in the canoe form presents >>>



A timeless sense of peace and calmness are the main characteristics.



The name Tuhura is derived from the Maori meaning to discover, bring to light, explore



Designer Achille Salvagni refers to the interior as a "brushed teak habitat".



opacmare
Supplier to the best shipyards

www.opacmare.it

Courtesy Evo Yachts

Transformer

Let us make your life easier...

- gangway
- ladder
- tenderlift
- bathing loading platform



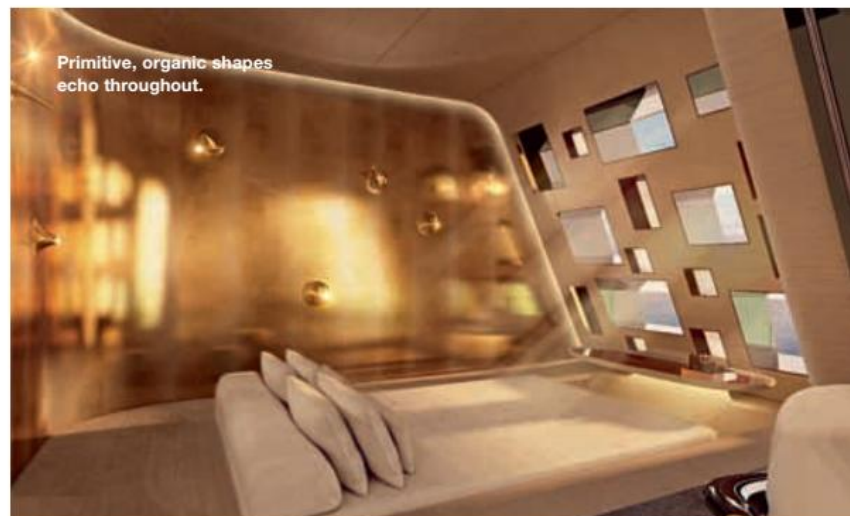
Design inspiration derives from the earliest canoe-type craft and augmented multifold to a larger scale.

a challenge and the team opted for a hybrid Azipod contra-rotating propulsion (CRP) system from ABB. James Roy, Yacht Design Director at BMT, stated: "The hybrid CRP system is inherently efficient and perfectly suited to the canoe form. There is a synergy between the efficiency of the hull form, and that of the propulsion system, leading to a yacht which marries an evolutionary simple hull with an evolutionary advanced propulsion system." Innovation and cutting-edge technology is evident throughout the design. The hull has been conceived with multiple horizontal windows, using an advanced glass technology that consists of a series of dots, allowing the view from within to be completely transparent, while from the exterior, the windows appear to be the same colour as the hull.

Custom Builds

Specialising in building sophisticated custom yachts from 80 to 140 meters in length, Oceanco is known for applying innovative design and technology to create game-changing yachts. Commenting on Tuhura, Dirk de Jong, Commercial Director at Oceanco, said: "This is a technically challenging and intriguing project. It is 180-degrees different from our previous two yacht collaborations with Lobanov Design studio, the 86m launched in 2013 and the 110m Jubilee launched just last year. Yet Tuhura is still 100 per cent Oceanco DNA." Other projects currently in build at the Dutch yard include 109m Bravo and 90m Yasmin, both set for launch in 2018.

i. www.oceancoyacht.com
i. www.bmt.org
i. www.lobanovdesign.com
i. www.achillesalvagni.com



Primitive, organic shapes echo throughout.



Gunmetal and natural bronze finishes blend with tatami floors.

A Leading Light in Power Quality

THROUGH KNOWLEDGE, SERVICES AND TECHNOLOGICALLY INNOVATIVE PRODUCTS, HYTEPS HELPS TO REDUCE ELECTRICAL RISKS AND IMPROVE THE ENERGY EFFICIENCY OF ELECTRICAL INSTALLATIONS, BOTH ON yachts and offshore vessels. Moreover, improved energy efficiency can make an important contribution to corporate social responsibility and more sustainable business operations.



Photo courtesy of HyTEPS

An optimal energy quality is of the utmost importance on yachts. The need for a reliable electricity supply with the required quality of voltage and current is surging in demand and will continue to do so. Poor quality voltage and power – known as ‘power quality’ – is most noticeable when it causes anomalies such as flickering lights, however, most of the

time it is an invisible hazard, posing an imminent danger to the safety, reliability and capacity of a yacht’s electrical installation. It can be responsible for unexplained failures, the overloading of generators, energy and capacity losses and the malfunctioning of sensitive equipment. It can even shorten the life of electrical equipment and can cause disturbances in the accuracy of measuring and security systems, as well as cause increased temperature in cables, transformers and distributors, all of which are fire hazards. HyTEPS is a specialist in both onshore and offshore power quality. Its team of highly qualified and enthusiastic employees help organisations to resolve or prevent electrical problems, as well as risks of malfunctioning. The result can lead to cost savings and improved efficiency on board.

Optimisation is the Goal

Quality is key within the HyTEPS organisation. Every customer, situation and problem provide new insights, and at every turn, HyTEPS’ services and solutions are being delivered with the utmost quality. But in addition to this, HyTEPS does actually supply quality; the quality of electricity.

HyTEPS provides optimisation advice based on collected data, and if desired, provides the solutions and services to achieve the required optimisation. In order to ensure good quality



Photo courtesy of HyTEPS

“

*HyTEPS prides itself on
the education and training of
its employees.*

and fully functioning equipment in the future, it offers monitoring, inspection and maintenance services, provided by its dedicated taskforce – Team S.O.S. – Specialists in Offshore Solutions. It prides itself on the education and training of its employees. Years of experience has given the organisation a deep understanding of offshore electrical installations, with a specialism in yachts. By using these experiences, along with their expert knowledge and innovative products, HyTEPS is able to deliver the best solution to all its clients. HyTEPS also believes in sharing knowledge, which is why key personnel regularly give lectures and training courses in their field of expertise 'Power Quality' in collaboration with the Eindhoven University of Technology.

Reliability is Key

As converters become more frequently used, harmonic distortions in the voltage and current may arise. Harmonics can cause all kinds of problems concerning the safety, reliability and capacity of an installation. But, what are harmonics? Harmonics are multiples of the base frequency, which within Europe is 50Hz. Harmonics are caused by non-linear loads, like LED lighting and frequency drives. Harmonic pollution not only affects the available capacity of the generator, it also has a negative effect on the generator's operating hours and consequentially the fuel consumption. Reducing the pollution is therefore also beneficial to costs and CO₂ emissions. HyTEPS is an expert in harmonics. It reveals the presence of this hidden polluter and provides high quality products and solutions to get rid of it. Reduced harmonics means increased power quality.

Harmonic Filters

An advanced method of reducing harmonic currents and improving Power Quality is installing a harmonic filter. Harmonic filtering reduces the (harmonic) pollution of the electrical system, thus >>

Photo courtesy of HyTEPS



ALWAYS PRESENT, NEVER NOTICED.

Sit back, relax and enjoy your journey. Our new marine generators are exponentially quieter with even less vibration. The most advanced, most reliable machines we've ever made—not that you'd notice. Experience it all at KohlerPower.com

From engines to generators, we give the world power.

KOHLER
IN POWER. SINCE 1920.

Dräger

Your safety
is our passion.



Safety on board
Dräger Marine & Offshore provides high quality products, service, training and rental solutions for firefighting, rescue and safety equipment on board. We have workshops in Hoogvliet-Rotterdam and Den Helder.
FOR MORE INFORMATION: WWW.DRAEGER-MO.COM

f in / DraegerMO

Dräger. Technology for Life®

SUPER B
lithium batteries

Optimal **freedom and comfort**



Super B 100Ah/160Ah



Super B Epsilon

www.super-b.com | info@super-b.com

Be in charge. **Super B**



Photo courtesy of HyTEPS

providing 'clean power'. An additional advantage is that harmonic filtering also has a positive effect on the wear and service life of devices. This, again, saves costs and money. There are two types of harmonic filters; active and passive. Active harmonic filters analyse errors in the network. They produce an inverse compensation current. The reaction time of an active harmonic filter is only a few milliseconds, which means that errors can be noted and removed directly, before they can actually cause any damage. A passive harmonic filter consists of a number of circuits. Each of these circuits filters polluted frequencies from the network. Therefore, the harmonic pollution is reduced to a negligible level and an optimal power quality occurs. Passive harmonic filters are connected in series or parallel with the polluting equipment.

Total Service Package

At HyTEPS, its service goes far beyond delivering a solution. Its manufacturers have certified the company for providing service and maintenance on all the products it supplies, enabling the team to guide clients in securing the continuity and optimising the capacity, reliability and safety of their electrical installations. In addition, HyTEPS are also specialists in offshore solutions, and have worked in a broad range of offshore segments, including jack-up vessels, pipeline vessels, tankers, livestock carriers and oil rigs. Together, HyTEPS delivers technologically innovative products to optimise the Power Quality at sea and on land.

i. www.hytepsyachts.com

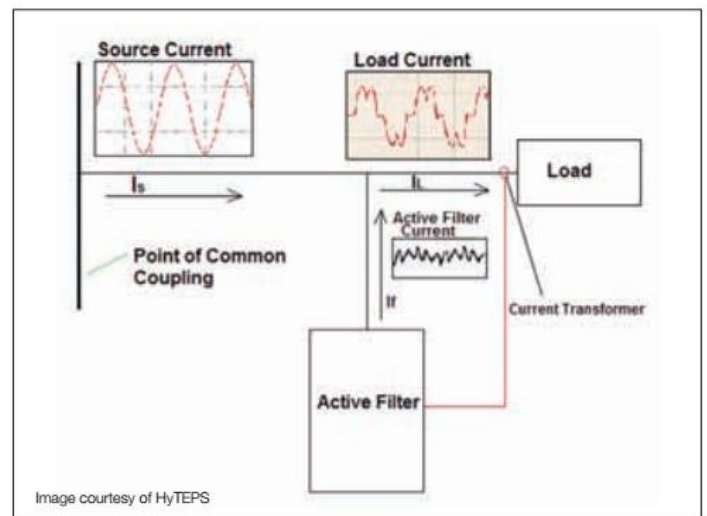


Image courtesy of HyTEPS

Exploring the Seas



The 28m Explorer with raised pilot house in profile.

DUTCH YARD VAN DER VALK CONTINUES ITS FORAY INTO OCEAN-GOING VESSELS WITH ITS THIRD ORDER FOR A LONG-RANGE EXPLORER YACHT.

ALL PHOTOS/IMAGES COURTESY OF VAN DER VALK

Family-owned shipyard, Van der Valk, has been constructing steel and aluminium motor yachts since 1967. Located in Waalwijk, in the Netherlands, its founder Wim van der Valk is still a driving force behind the company. The yard has primarily earned its worldwide reputation from the award-winning semi-custom Continental series, but also has the capacity to build fully custom designs. In April 2018, the shipyard announced it had taken its third order for its successful Explorer motor yacht, due for delivery in 2020.

The 28m project with a raised pilothouse is being built for a repeat client with a strong vision, and much experience of life on the water. Designed by Guido de Groot, the Van der Valk's Explorer is one of the new generation of long-range motor yachts in the Dutch yard's portfolio. Possessing the best possible sailing and seakeeping

qualities, including a distinctive round-bilged hull, the Van der Valk Explorer yachts are designed and built to withstand the toughest environments, and boast an extensive fuel capacity that enables them to easily make long ocean passages.

"We were genuinely honoured to receive this new commission order from a client after he has spent just one season enjoying his current Van der Valk," says marketing manager, Yoeri Bijker. "Around half of all our current orders are being built for repeat clients, showcasing the very high satisfaction rates among owners. The fact that this particular client has now ordered an Explorer was not a great surprise for us as we knew he was planning to embark on some impressive trans-Atlantic and trans-Pacific voyages. We now look forward to building him the perfect platform for these adventures."

The Explorer will be built entirely in strong, lightweight aluminium and sporting a fast displacement hull.



Strong and Lightweight

Following on from the two previous Explorers – 25m Dutch Falcon and 37m Santa Maria T – the third yacht in the range will be a 28m raised pilothouse boat. Built entirely in strong, lightweight aluminium and sporting a fast displacement hull, her twin MAN V12 1650 hp engines give her an estimated top speed of 20 knots. Additionally, a VEEM VG145 zero-speed gyroscopic stabiliser system and two 32kW Northern Lights generators will ensure comfort on board at all times.

The yacht's flybridge deck will be dedicated entirely to leisure, and as such will have no helm. The undercover section will comprise a U-shaped seating area around a dining table to port, as well as a large wet bar with a compact L-shaped settee. The open deck aft will be equipped >>

It possesses the best possible sailing and seakeeping qualities, including a distinctive round-bilged hull.



THE NEW PCP Pieing CONTROLLABLE Propeller

Operated by water hydraulic
to save the environment
and your budget!



Explore more at:
Youtube: Pieing Propeller

Pieing Propeller



specialist plant
for propellers
and stern gears

Quality Products for the Shipbuilding & Superyacht Industry



Distributor, spare parts & service agent of (vacuum) waste water treatment & drainage systems. Water and weather tight (sliding) doors, deck-equipment, filtration, vacuum-packed waste disposal, corrosion protection and crane systems complete our program.



NICOVERKEN
MARINE EQUIPMENT

Algerstraat 20 • 3125 BS Schiedam • The Netherlands
T +31 (0)10 238 09 99 • E marine@nicoverken.nl • www.nicoverken.nl

“

The interior focus will be on the need for the owner and their guests to enjoy the changing vistas.

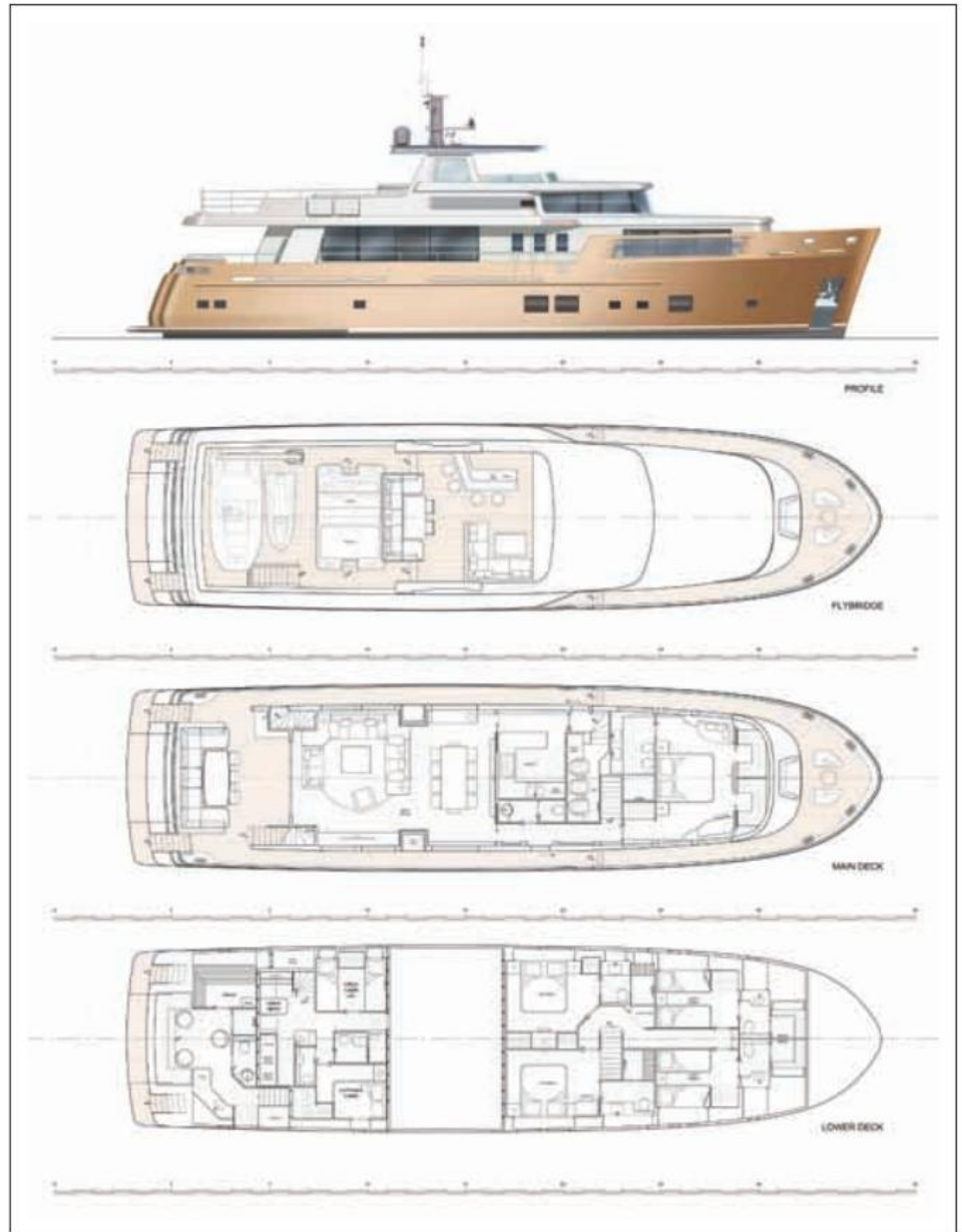
with a handy hardtop awning to provide additional protection against the sun and rain as required. The whirlpool tub in this space will be flanked by integrated sun beds, under which a Jet Ski will be stored – just one of the many ways in which space is dedicated to water toys. The tender crane will have a capacity of 800kg.

Interior Pleasures

The interior focus will be on the need for the owner and their guests to enjoy the changing vistas, and the emphasise a connection to the sea. The main deck has a luxurious master suite forward with a roomy en suite bathroom, and his and her closets. The area amidships will be occupied by a raised pilothouse with three pilot seats, making this an ideal place for guests to join the captain when the vessel is cruising.

Further aft lies the saloon with a formal dining space, and the option to extend the lounge aftwards into an inviting al fresco dining area with a U-shaped settee. The majority of the yacht's lower deck will be occupied by the guest accommodation – two identical VIP suites and two twin cabins, each with en suite facilities. Further aft still will be a superb space for aquatic pursuits, where guests will be able to enjoy a foldable beach platform with shower as well as a sauna.

i.wimvandervalk.com



Designed by Guido de Groot, the Van der Valk's Explorer is one of the new generation of long-range motor yachts.

Vijonara

IN THE SAME YEAR THAT IT CELEBRATES 30 YEARS OF SHIPBUILDING, CORNISH SHIPYARD PENDENNIS HAS DELIVERED THE SECOND HULL IN ITS INNOVATIVE TRULY CLASSIC 128 SERIES – S/Y VIJONARA.

Photo courtesy of Pendennis / Andrew Wright

PRECISION DESIGNED AND METICULOUSLY BUILT, 39.4M SUPER-SLOOP VIJONARA MARKS A STEP CHANGE FOR PENDENNIS.

WORDS BY JULIA ZALTZMAN

Following an involved 18-month build programme, Pendennis shipyard in Falmouth – one of the world's leading custom superyacht build and refit yards – announced the delivery of its new build 39.4m sloop-rigged sailing superyacht Vijonara in May following the successful completion of her sea trials. Penned by Dutch designer Andre Hoek, the project team have worked closely with the knowledgeable owners (who have extensive sailing experience) to bring their 'uniquely envisaged' yacht to life.

Vijonara sports an innovative bow sprit that houses the downwind sails, such as an A-symmetric spinnaker or a Code sail.

SPECS Vijonara

Type	Truly Classic 128
Hull Builder	Bloemsma
Naval Architect/Interior Designer	Hoek Design Naval Architects
Build Shipyard	Pendennis Shipyard, 2018
Yacht Management	MCM
Interior installation	Ruiter Quality Interiors/Pendennis
Interior Upholstery in Guest/Owners	Hermès
Rigging	Southern Spars
LOA (with bowsprit)	42.25m
Length over Deck	39.40m
Waterline Length	27.95m
Beam	7.75m
Draft	4.5m
Guests	6 Guests in 3 Cabins (including Owner's Suite, 1 double guest and 1 twin guest both en suite)
Crew	4/5 in 3 cabins



"This is the second hull in our Truly Classic 128 series, and this project in particular has been a fantastic experience from start to finish," said Hoek. "Based on a proven hull specification, the owners had a distinct vision for her customisation to suit their lifestyle, and she has been optimised extensively for performance."

The first sailing yacht built by the yard since 2015, Vijonara pays homage to true vintage sailing yachts, says Hoek, but she does also

feature a few new additions to her design, the main one being the inclusion of a bow sprit that houses the downwind sails, such as an A-symmetric spinnaker or a Code sail. The deck layout has also been reconfigured in line with the owners' requirements, with a helm station positioned in front of the aft deckhouse creating a social atmosphere close to the centre cockpit, enabling the helmsman and guests to remain in close contact. >>

Ruiter Quality Interiors

Vijonara's stunning interior and exterior joinery was installed by Dutch firm, Ruiter Quality Interiors. Specialists in "thinking outside of the box", the team at Ruiter has pioneered the build of interiors in template form. Faster and more efficient, template builds are pre-lacquered before fitting, which means clients have a chance to review the interior in life-size format prior to it being installed. Established in 1979, Ruiter have to date created over 60 luxurious interiors for a wide range of yachts, as well as numerous interior refits worldwide.

[i. ruiter.com](http://i.ruiter.com)

true beauty lies within.



In the world of luxury yacht interiors, the name Ruiters speaks for itself. Which is how we prefer it, quietly getting on with what we do best. Creating exquisite interiors for yacht owners, from classic to minimalist, each custom-made to exceed the expectations of the finest designers in the industry. Since 1979, working with top naval architects and shipyards around the world, we have created almost 100 luxurious interiors for a wide range of yachts up to 90 meters, as well as refurbishing many famous and award-winning yachts worldwide. And as we approach our 40 year anniversary, we can proudly say that nothing gives us greater pleasure than teaming up with ambitious owners seeking the ultimate in luxury and style. Will you be next? www.ruiters.com





Pendennis celebrates its 30th anniversary in 2018.

"The aft cockpit has become the owner's cockpit, not only creating privacy but also providing an extension of the aft owner's cabin and deckhouse," says Hoek. "The central steering wheel with two adjacent side consoles are flanked by winches and hydraulics for performance sailing by a small crew. The stainless-steel steering pedestal is a piece of art in its own right, with a classic nighthouse housing the compass encircled by a double spoked wheel with an oval shaped rim."

With oversight by the owners' representatives at MCM, the team at Pendennis used modern 3D scanning technology to ensure millimetre precision in the yacht's symmetry. But when it came to the interior, the owners played an intrinsic part in the design, and in partnership with Hoek, created a comfortable layout suitable for family cruising.

An open plan owner's suite, designed for relaxation and privacy, includes his and hers bathrooms, a private seating area and a study, and the unique addition of an oculus with its own underwater lighting through which the owners can view the underwater world by both day and night. Forward of the owner's cabin on portside is a large main saloon with a TV and library, which provides a separate social area to the main dining suite. An important consideration for the owners was to incorporate a gym, which is positioned on the starboard side and can be transformed in to a spare cabin, if needed.



The 80m mast hall at Pendennis.

Photo courtesy of Pendennis / Andrew Wright

Luxurious styling is highlighted by sapele mahogany flat panelling and traditional detailing, while the floors are laid with Italian walnut with a 6mm maple margin seam. To complement the high-quality interiors, a unique decision was made by the owners to collaborate with Hermès and entrust their bespoke teams with interior fittings including the desk area, several sofas, two club seats, the oculus mounted into a leather-clad table, and a world map made of leather marquetry. These exceptional pieces were designed by the bespoke creative team and handmade by the craftsmen of Hermès in their French workshop, using supple leathers coupled with their world-renowned know-how.

This stunningly beautiful classic yacht showcases an extraordinary level of attention to

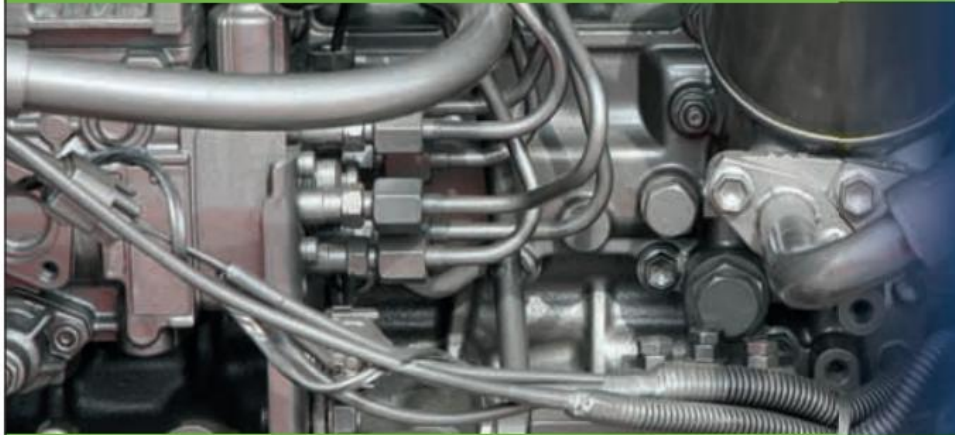
detail, making her a very special addition to the fleet of 30 bespoke-built superyachts launched over the years by Pendennis Shipyard.

Mike Carr, managing director at Pendennis, commented: "Vijonara will be a fitting complement to the yard's 30th anniversary celebrations at this year's Monaco Yacht Show in September."

- i. www.pendennis.com
- i. www.hoekdesign.com
- i. www.mcmnewport.com



HyTEPS is the expert in optimizing the quality of electricity on yachts



- Prevent malfunctioning
- Improve efficiency
- Increase reliability
- Prevent breakdown
- Reduce service costs

HyTEPS | Elisabethplaats 30, GEMERT - The Netherlands | Tel. 0031 (0)492-371212 | office@hyteps.com | www.hytepsyachts.com

High class marine Panels

In addition to our wide range of panels there is always an opportunity to order something bespoke. In collaboration with our specialists we are able to supply any type of panel you desire. Give us your special request and we will ensure that the end result lives up to your expectations.



Air
Lightweight
Panels

Serene
Soundproof
Panels

Basic
Plywood
Panels

Art
Esthetic
Panels

Protect
Fireproof
Panels



Molenstraat 34, 7651 AX Tubbergen - +31 (0)546 621 361 - info@kuiperholland.com - www.kuiperholland.com

Taming the Kraken

GROUP20 OFFERS PERFECT SOLUTIONS FOR OUTDOOR AND INDOOR POOLS. HERE, THE CONSORTIUM GETS TO GRIPS WITH POOL SYSTEMS, AND THE WEB OF INTRICACIES THAT IT INVOLVES.

The Kraken: a monstrous giant squid of Scandinavian legend, feared by generations of seafarers for its enormous size and its writhing, grasping tentacles. Tentacles which can wrap themselves around a ship, smashing through hull and decks, finding their unlucky victims wherever they may hide. Tentacles, which will ultimately drag the unfortunate vessel down to a watery grave in the sunless deep...

Thankfully, modern-day science has dispelled any fears of such monstrosities and continues to afford us a better understanding of the true perils facing vessels on the high seas. However, it is not without good cause that the members of the consortium Group20 refer to their particular speciality as the 'Interface Monster'. The monsters in question are megayacht pool systems. Not, on the face of it, a topic to strike fear into the heart of a seasoned mariner, but nevertheless one that should be approached with the utmost respect. For this monster also has tentacles; tentacles that writhe not only physically through the fabric of the ship, but also technically through its engineering design and temporally throughout the entire timeline of the newbuilding or refit process.

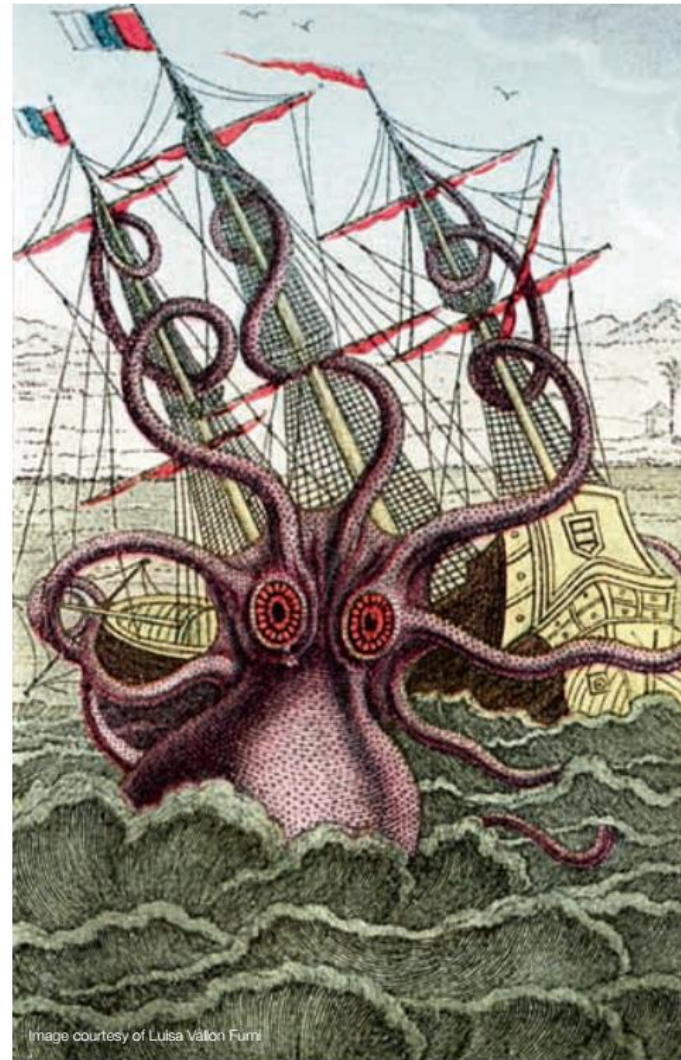
Physical Attributes

Physically, typical pool systems extend throughout the vessel, from double-

bottom holding tanks via treatment systems located in machinery spaces, all the way up to whirlpools on the uppermost decks. Here, the supplier must not only understand the shipboard environment surrounding the pool system but should actively assist in defining that environment. This can range from optimised piping and instrumentation diagrams all the way up to the complete detail design of structural (steel or aluminium) pool sections. Even in the case of stand-alone whirlpools, an appreciation of the surrounding ship's structure, the positioning of piping and cabling interfaces and the space and access requirements for pool equipment is vital.

Technical Features

Technically, few shipboard systems involve such a large and diverse range of engineering disciplines and tradecrafts. For example, the detail design of the aforementioned structural pool basin may need to reflect not only the selected pool fittings (e.g. swimjets, underwater lights) but also the type and size of mosaic tiles that will be applied. Similarly, the optimum composite make-up of a custom whirlpool needs to take into account the characteristics of the treated pool-water and the respective coating requirements. Such interdependency only increases when other special features come into play, such as >>



The Kraken, a giant sea monster, attacking a caravel.

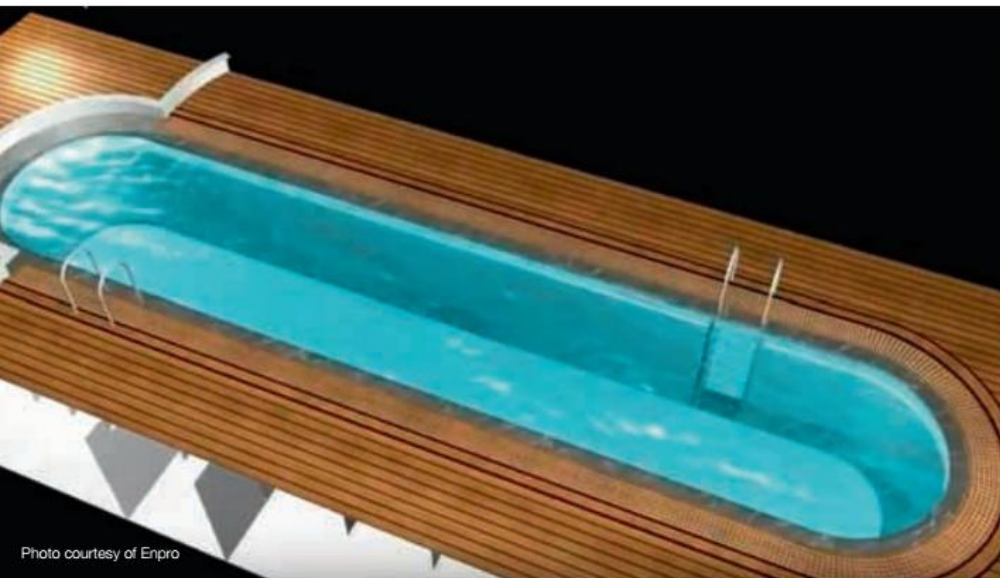


Photo courtesy of Enpro

A pool lifting-floor in the lowered position.



Photo courtesy of Enpro

A pool lifting-floor raised flush with the decking.



Photo courtesy of Fliesen Meyer/Luerssen

The pool featured on board 90m Kismet.



Photo courtesy of Fliesen Meyer

Even the type and size of mosaic tiles required for the pool basin need to be considered.

stone-clad lifting floors or waterfalls and similar attractions.

Temporal Challenges

Temporally, pool systems often pose the challenge that structural pools, water treatment systems and associated hull tanks have to be defined – and indeed installed – at a very early stage in the build process. It is not unusual that the final design details and material selections for the overall pool system, and particularly for any non-structural pools, are unknown at this point. The shipyard thus faces the dilemma of having to select a supplier for the front-end equipment without knowing if said supplier is the best choice to provide the rest of the still-undefined scope-of-supply.

Furthermore, the reach of these temporal tentacles extends all the way to the end of the project, with the final outfitting and commissioning of the pool systems often dependent on the prior completion of the surrounding exterior or interior areas.

Where it all Began

Contemplating these issues in the summer of 2015, Nils Meyer of Fliesen-Meyer GmbH drew on his extensive experience of megayacht pool projects to reach the following conclusions: It is extremely unlikely that any single company would ever be able to cover all the disciplines needed to deliver pool systems on a truly comprehensive turn-key basis.

The number and diversity of the interfaces, as well as their distribution along the project timeline, necessitate the involvement of several suppliers and represent a significant co-ordination challenge – and corresponding risk – for the contracting shipyard or owner.

This risk could be mitigated to a certain extent if any given supplier had access to advice and support from an established multi-disciplinary consortium of partner companies.

A further, almost complete mitigation of the interface risk could be achieved by proposing the above-mentioned consortium as a virtual turn-key supplier. Key to this would be the transfer of the interface management from the customer to the consortium, providing added-value above and beyond the physical scope-of-supply.

Solid Foundations

On these foundations, the consortium Group20 was established, with the aim of providing shipyards and owners with a one stop shop for all pool-related matters at the highest possible level of quality. Supplementing Fliesen-Meyer GmbH's core competence of mosaic tiling and natural stonework, Thomas Klein Schwimmbadbau provides expertise in the areas of water treatment and luxury pool construction, while Stükerjürgen Aerospace Composites GmbH & Co. KG covers the areas of composite pool fabrication and megayacht-standard exterior outfitting.

The design and production of water treatment systems and electro-mechanical devices such as lifting floors, as well as stainless steel and aluminium fabrication, are provided by EnPro GmbH, with Yachtlite bringing illumination wherever it may be needed, whether in the form of underwater pool lights or bespoke, backlit surfaces. Acting as the co-ordinator for the group, as well as providing engineering services, Orbis Marine Consult GbR contributes extensive shipyard experience in the specification and shipboard integration of all manner of pool systems.

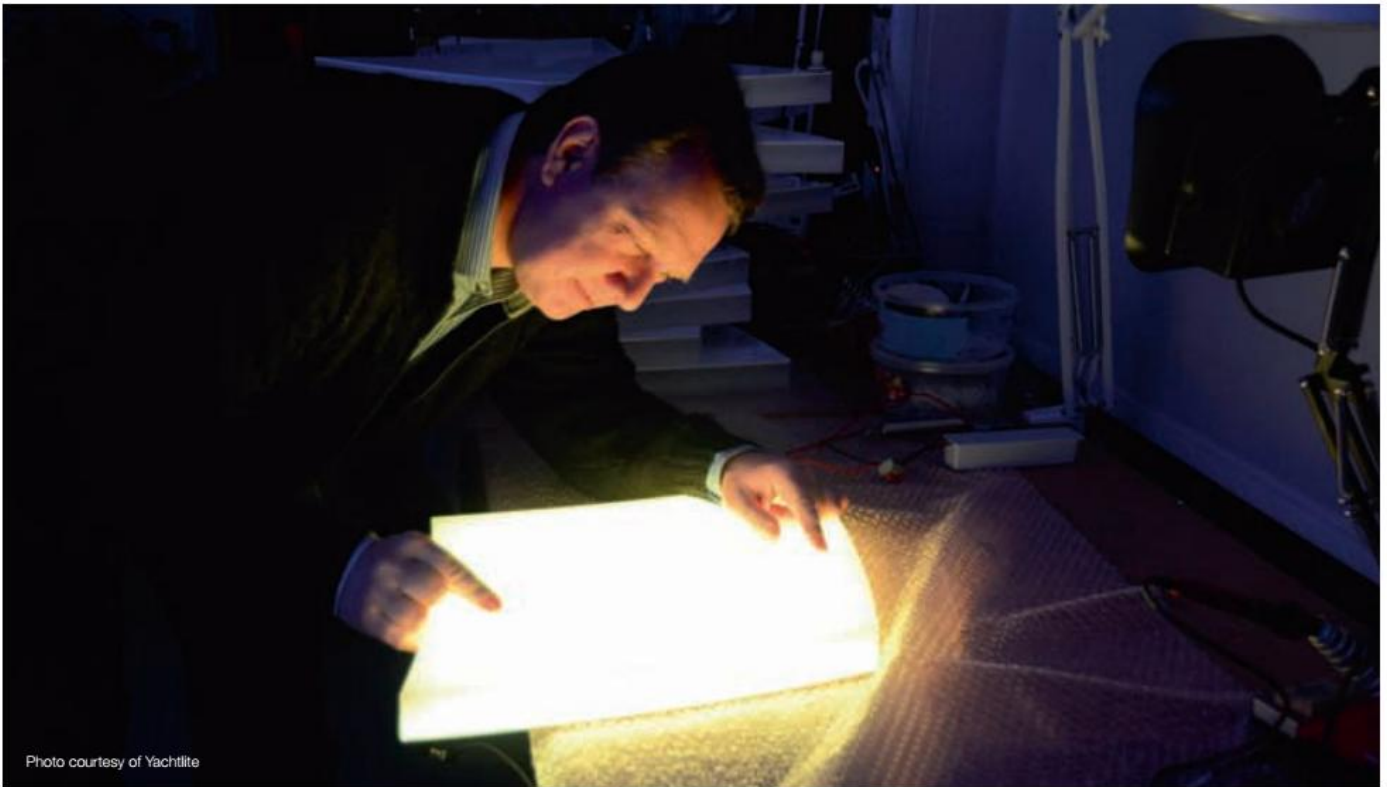


Photo courtesy of Yachtlite

Feature lighting by Yachtlite.

Joint Effort

"The role of co-ordinator is not limited to just the interface management within Group2O," explains Daniel Winters of Orbis Marine Consult, "but also constitutes a single-point-of-contact for the customer. Technical clarification, which in the past the customer had to pursue with multiple subcontractors, is thus handled centrally, with the experience of the group often enabling us to identify interdependencies that otherwise might have slipped through the cracks."

"This approach allows us to offer a better all-round package," adds Nils Meyer, "while actually reducing the customer's workload at the same time. By gathering our multi-disciplinary

expertise in one place, we can also give the customer a better overview of the diverse technical options available, right from the very start of the project. Our hope is that we can thus eliminate potential problems before they even arise."

"Apart from mastering the usual range of shipboard pool types, our bundled know-how also gives us the best possible basis to develop solutions for entirely novel situations," says Thomas Klein. "Whatever the designer comes up with, we can provide a comprehensive feasibility assessment and a range of possible solutions, independent of the preferred materials or technologies of any one supplier."

With over a dozen projects already completed

or in progress, Group2O's concept has already proved itself in practice and garnered a great deal of interest throughout the megayacht industry. Whatever other Kraken may still slumber in the inky depths, it certainly seems that Group2O has the means to tame this particular beast.

i. www.group2o.com



FUCHS
Fördertechnik AG

Super yacht tender cranes, SOLAS cranes and special function cranes custom-built according to your requirements.

www.fuchs-cranes.de

Made
in
Germany





Say Ahoy to Efficient Yacht Charters

Founder Ian Malouf's 54m Mischief forms part of the charter line up available at Ahoy Club.



iphone-x-in situ.

DISRUPTIVE, PROGRESSIVE AND HIGHLY CONVENIENT, DIGITAL SUPERYACHT PLATFORM AHOY CLUB – WHICH LAUNCHED IN MAY 2018 – NESTLES NEATLY AMONGST THE LIKES OF UBER AND Airbnb. A transformative app that offers a truly bespoke luxury yacht charter service, the niche business offers a new take on the current outdated manual process and puts the power firmly in the hands of the charterers and owners.

ALL PHOTOS COURTESY OF AHOY CLUB

Located in London and Sydney, with plans to expand into key yachting hubs around the world, Ahoy Club brings together a team of dedicated professionals with extensive yacht ownership, management, and charter experience. Fulfilling a simple three-step process, superyacht charterers can now book a

charter yacht in minutes where it currently takes days or even weeks. By pioneering digital techniques in the superyacht charter market, the young start-up is modernising the entire process with the likes of transparent contracts, efficient payment processes, extending charter seasons and lowering costs by up to 20%. The upshot



There are a lot of processes that are needlessly manual when chartering a yacht.

is superyacht chartering has never before been more easy or accessible.

The Premise

The brainchild of Ian Malouf, an Australian entrepreneur with business interests in waste management, recycling and energy from waste, Ahoy Club is born from his passion for the luxury yachting lifestyle. Having experienced chartering as a client and guest for many years, in 2015 he acquired 54m Baglietto M/Y Mischief. Although he sees the yacht as a source of personal and family enjoyment, Malouf treats Mischief as a business and expects to see it returning income through charter activity. Frustrated with what he felt were outdated practices and a lack of embracing technology, Malouf set about challenging the status quo of luxury yacht charter.

"Having owned and chartered yachts all my adult life, I have seen a lot of change over the years," says Malouf. "The advancement in the actual construction, effective volume and technology on board superyachts is mind blowing, but, in contrast and unlike in other industries, technology has not been transferred to enhance the charter process and provide for a better customer experience. I want to make the experience quicker, more informative and more fun. Ahoy Club will allow you to book a yacht in less than three minutes and save money. We are delivering more choice, more value and more freedom for less."

Convenient Automation

Where the current slow process tends to limit the charter season to the peak high periods around July and August in the summer, Ahoy's automation allows yacht owners to instantly and easily set prices for specific periods, widening the charter season for many more yachts and potential guests. In effect, a yacht owner can set prices all year, by day if necessary (for example, around Cannes Film Festival or Monaco Grand Prix), cutting through the existing complexities and expenses.

"There are a lot of processes that are needlessly

manual when chartering a yacht," says Malouf. "We have automated all these, and in doing so give the charterers and the yacht owners real-time information they can act on and finalise quickly, easily and without having to stop and take valuable time out of their day."

Digital Contracts

Additionally, and rather uniquely, once a yacht has been selected and requested by the charter guest on the app, an owner's acceptance automatically generates a transparent and independently recognised digital contract; and immediately accepts a 25% deposit via credit card where currently 50% is required by bank transfer. With regards to the charter managers, Central Agents retain their 5% commission based on the Owner's Nett Earnings and gain access to Ahoy's automated charter management software. Ahoy Club charges the Owner's Nett Earnings a 3% software fee and applies a 4% commission to the charterer based on the Owner's Nett Earnings. Simple.

However, the superyacht industry prides itself on being a luxury market with a level of customer service unparalleled in other sectors; can a purely technology-based interface replace the current personal levels of service?

"Absolutely," answers Malouf. "People spend large and small amounts of money online every day. The online system is no different, the technology is sophisticated and secure, so the yacht selection, payments and contracts are all automated to relieve the inefficiencies of outdated paper systems.

"Then when combined with our 24/7 Personalised Concierge Service team you have a better and more personalised experience all round. The platform, which is available in multiple languages, will open new markets that have found the process too difficult in the past. Our team at Ahoy Club is all about providing the best service and the best experience. That's how it's meant to be when you are in a service industry; we are here to serve and it is ingrained in our staff that there is no excuse for bad service."

YOTSWAP

If this isn't enough, Ahoy Club is introducing a suite of USPs and industry firsts as it develops its platforms. Amongst these will be a YOTSWAP feature that allows yacht owners to exchange use of their yachts – useful when one wants to cruise the Mediterranean and their superyacht is in the Caribbean. In addition, as owners will be able to set prices automatically for specific periods, the Empty Voyage concept provides owners the option to offer a shorter and more affordable charter between one charter's disembarkation and the next guest's embarkation ports, for example a short cruise between one charter ending in Sardinia and another starting in Cannes.

Anyone who has wanted to enjoy the benefits of a superyacht lifestyle but has been put off by the time intensive processes and extravagant costs can now say Ahoy to a new process, new opportunities and new lifestyle.

i.ahoyclub.com



Ian Malouf, founder of Ahoy Club.

Seven

THE PERINI NAVI 60M SAILING YACHT SEVEN IS AN ALUMINIUM KETCH, AND THE THIRD IN THE ITALIAN SHIPYARD'S SUCCESSFUL 60M SERIES. DESIGNED AND BUILT IN-HOUSE WITH THE INPUT FROM NAVAL ARCHITECT RON HOLLAND AND DANTE O. BENINI ARCHITECTS & PARTNERS, SEVEN EPITOMISES ITALIAN DESIGN AND CRAFTSMANSHIP.

WORDS BY JULIA ZALTZMAN
ALL PHOTOS COURTESY OF PERINI NAVI

A symbol of unity for both owner and yard, Perini Navi's 60m ketch shines for all the right reasons.



The follow-up to Seahawk and Perseus3, Seven was designed to balance peak performance with comfortable bluewater cruising. Measuring in with a total interior of less than 500GT. A monohull sailing yacht, she boasts two aluminium Panamax masts dressed with carbon-fibre rigging, booms and spreaders that can carry a total sail plan of more than

2,000m². With a maximum speed of 15.5kts, Seven is a supersloop to behold. Naval architect Ron Holland worked in conjunction with Perini Navi to fulfil the owner's requirements and create a modified design that diverges from the previous 60m sailing yachts from the yard. The interiors were designed by Dante O. Benini & Partners (internationally

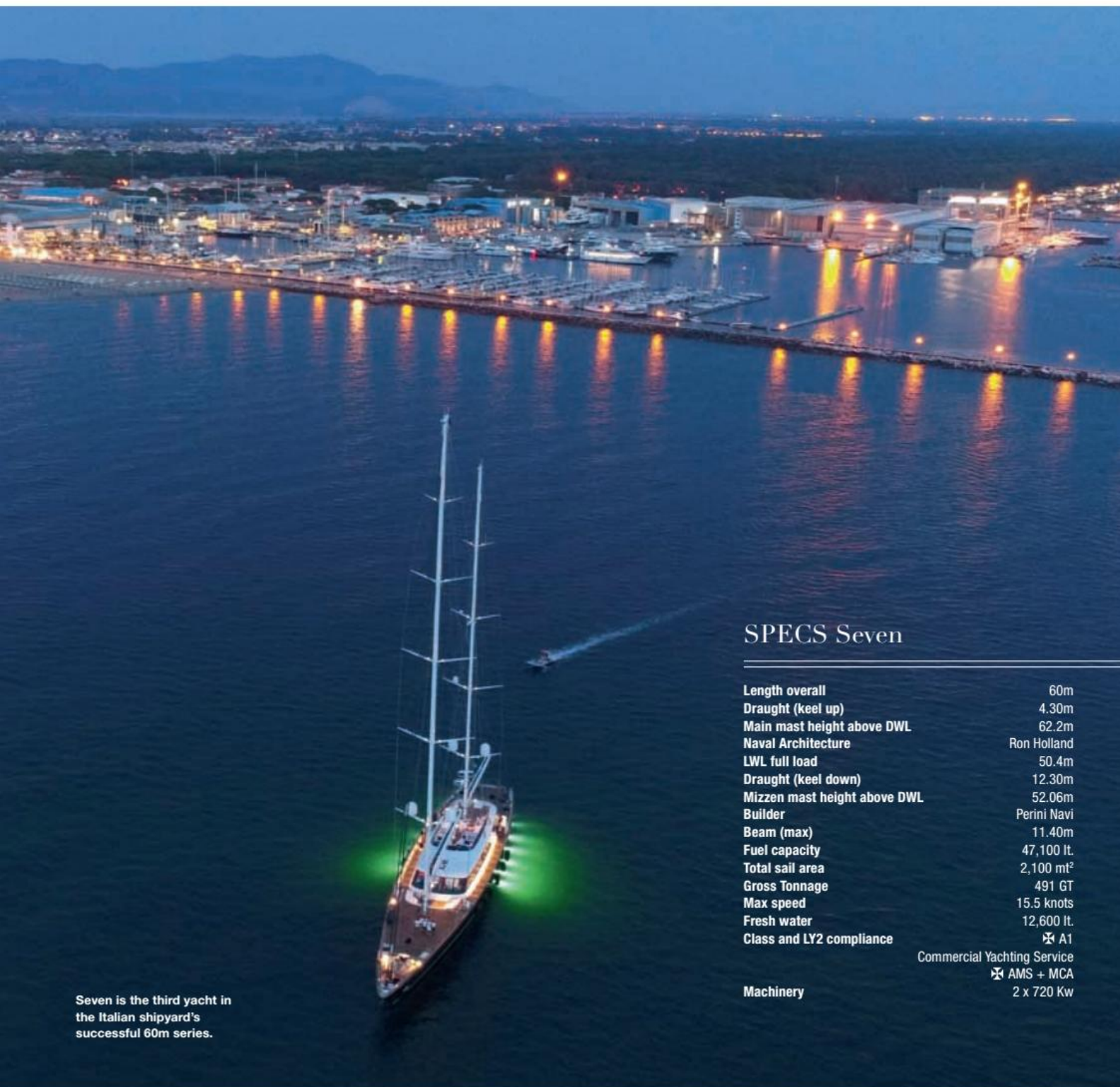
renowned for their cutting-edge projects) and marks the studio's first collaboration with the Perini Navi shipyard.

Interior Design

Pale-tone sycamore wood and similarly subdued colours set the ambiance aboard Seven. To create the mood, the owner, Ennio Doris, selected Milan-based studio Dante O. Benini & Partners. Benini himself believes that architecture and design must not rely on beauty alone. In fact, he believes beauty must flow from function and support the wellbeing of the people who'll use the space. With this in mind, Seven has more-than-comfortable headroom and social spaces, and relies on an abundance of natural light flowing in from the outdoors. "When the sun comes in through the windows aboard Seven, it creates an absolutely natural play of shadows and light," Benini explains. "This was what we wanted to recreate."

Sophisticated Illumination

Scoping Best Lighting at the 2018 Boat International Design and Innovation Awards, the lighting featured on board Seven is a key highlight of her design. A feature developed by the yard working in collaboration with Videoworks and design studio Dante O. Benini & Partners, Seven's lighting was designed to be used by three generations of the same family, all of whom required varying lighting options for their own pursuits, from reading and working to playing computer games. Benini carefully placed lighting aboard Seven for safety, illuminating artwork and using automated features to anticipate guests entering a room. "The work that we did together with Videoworks was carried out in perfect symbiosis and allowed us to realise a very innovative system



Seven is the third yacht in the Italian shipyard's successful 60m series.

SPECS Seven

Length overall	60m
Draught (keel up)	4.30m
Main mast height above DWL	62.2m
Naval Architecture	Ron Holland
LWL full load	50.4m
Draught (keel down)	12.30m
Mizzen mast height above DWL	52.06m
Builder	Perini Navi
Beam (max)	11.40m
Fuel capacity	47,100 lt.
Total sail area	2,100 mt ²
Gross Tonnage	491 GT
Max speed	15.5 knots
Fresh water	12,600 lt.
Class and LY2 compliance	✠ A1
	Commercial Yachting Service
	✠ AMS + MCA
Machinery	2 x 720 Kw

that avoids any kind of dazzling light," explained Benini. "When the sun comes in through the windows aboard Seven, it creates an absolutely natural play of shadows and light. This was what we wanted to recreate with artificial illumination."

Working in accordance with the new DALI protocol, Videoworks tested every lighting

feature in its technical laboratory to ensure a consistent level of dimming and stability in each area. Maurizio Minossi, co-founder and technical director at Videoworks, added: "Yacht illumination systems have become truly complex. Our goal is to supply a solid and reliable technical package to sustain the creativity of architects and lighting designers."

Made in Italy

Seven is the 62nd yacht to be built by Perini Navi and is the third in the successful 60m series. Designed and built for an owner who values the yard's long-standing commitment to offering owners innovative technology and solutions for performance, she is the embodiment of uncomplicated sailing and onboard comfort. >>

Pale-tone sycamore wood and similarly subdued colours set the ambiance aboard.



Milan-based studio Dante O. Benini & Partners worked in conjunction with Videoworks to create award-winning lighting.

Perini Navi's 60m sailing yacht Seven is an aluminium ketch.



"We wanted a name that expressed the strong bond with my family: Seven because seven is the number of my grandchildren," commented Doris. "With this new yacht we can all sail together, a passion that unites us and brings us together. I love Perini Navi yachts because they connect us with nature, with the magic of the sea, indescribable sensations like the rustling of the wind, the movement of the waves, nevertheless, without giving up modern conveniences. Seven is not a simple yacht, in fact, when you are onboard a Perini Navi you will discover the true meaning of Made in Italy. Seven is the result of a project characterised by the artistic, creative and aesthetic spirit that uniquely distinguishes Italian excellence in the world. The owner is Italian, the yard is Italian, as is the crew and the architect who designed it – even the flag is Italian."

One Brand, One Voice

Unveiling Seven on the eve of the 2017 Monaco Yacht Show, Chairman and CEO of Perini Navi, Lamberto Tacoli announced the sale of the fourth Perini Navi 60m and the signing of a letter of intent for a new Perini Navi 42m sloop. He

also took the opportunity to announce the joining of forces between the yard's sailing and motor yacht brands, stating that Perini Navi will now incorporate the Picchiotti brand. One Brand, One Company. Going forward, Perini Navi will be the sole brand for both sailing and motor yachts. Perini Navi, which represents a genuine way of life onboard and the culture of the sea, will now incorporate the Picchiotti brand. The Perini Navi logo has also been slightly refined in keeping with the values and tradition of the brand, which embodies Italian excellence.

Seven boasts accommodation for up to ten guests and nine crewmembers, and hit the water for the first time in Viareggio last summer. Speaking at Seven's launch, Lamberto Tacoli, chairman and CEO of Perini Navi, said: "The realisation of this project represents an important achievement for the shipyard, in which we worked in close synergy with the owners. This is also the first launch since Perini Navi entered into the partnership agreement with the Tabacchi family and is testament to how the company has kept its core values intact, while at the same time strengthening the

brand's position as a world leader in Italian excellence.

We have chosen to combine sailing and motor yachts under the Perini Navi brand, and are launching innovative product lines. We believe strongly in the projects that we are working on, with the aim of strengthening our offer and keeping intact the tradition, quality and innovation, values that are indispensable for Perini Navi."

Other superyacht projects currently under development at the Italian yard include the 60m ketch-rigged yacht C2239, which is due to launch next year.

- i. www.perinnavi.it
- i. www.videoworks.it
- i. www.dantebeniniarchitects.com



Attending Monaco Yacht Show 2018?

IF SO, READ CLOSELY.

*m*ys
MONACO YACHT SHOW

26 – 29 September 2018
WWW.MONACOYACHTSHOW.COM



As a media partner of Monaco Yacht Show 2018, SuperYacht Industry will bring readers an in-depth event preview and will have an extra distribution of the issue at the trade fair. This is a unique opportunity to put your brand in the right place at the right time. You can target your advertising to make the most of the show, before you even get there. **Contact our sales team to make this happen.** In addition, if you have news related to Monaco Yacht Show, or any other information you'd like to share, please send it to our editorial team.

SuperYacht
industry



T +31 (0)118 473398
F +31 (0)118 461150
E info@superyacht-industry.com
I www.superyacht-industry.com

The Veth Integrated L-drive installed.

Silent Power

OFFERING COMPACT PROPULSION, NOISE REDUCTION, AND EFFICIENCY IN ONE INTEGRATED propulsion system makes Veth's new L-drive an interesting proposition for the superyacht market.

In April 2018, the first Integrated L-drive – the world's most compact electric propulsion solution – was delivered to Damen Shipyards' Volt Processor (Utility Vessel 4312, Remoy Management AS). The sea trials proved to be a success, with all parties involved said to be "satisfied about the results".

Benefits for Superyachts

The Volt Processor is a fish farm service vessel of 43.27m which uses 750kW electric power to undertake delousing operations and other service at Norwegian salmon farms. The decision to choose a diesel-electric configuration was easy, as it provides an efficient, flexible power supply for the 750kW propulsion installation and for driving the deck equipment when moored within a farm. Electric propulsion has the advantage to be redundant and also suitable for Dynamic Positioning.

However, the Integrated L-drive is a highly exciting product for the yachting industry too, as it is a highly-compact, high-efficiency propulsion solution designed for vessels where space is at a premium. It features a permanent magnet (PM) motor designed in collaboration with Visedo, which is integrated into the thruster and housed inside the vessel, making it much less vulnerable than if it were located underwater. "[The limited availability of space] is why Damen decided the Veth Integrated L-drive would be the most suitable propulsion solution", General Sales Manager Martin van der Jagt explains. "In fact, the difference in height between a traditional L-drive and the Integrated L-drive is about 2 meters!"

Silent Efficiency

The hydrodynamic design and efficiency are other important advantages of the Veth Integrated L-drive. The unit does not have a geared transmission, meaning that it generates less noise, while the electronically-controlled drive and water-cooled PM further reduce noise production – another plus for the yachting market. In addition, the part load efficiency is higher. At 25% load, the improvement in efficiency with a PM Motor is 5.2%.

"All these features, combined with proven



Integrated L-drive machine room



Damen's Volt Processor during sea trials with the Integrated L-Drive.

technology, made this first introduction to the world a success", van der Jagt says. "The Veth Integrated L-drive is available with power ranging from 300kW to 2,350kW. Volt Processor is the first model in a series of vessels, which will use our Integrated L-drive," says Mr van der Jagt.

i. www.vethpropulsion.com

People are the most Valuable Asset



DRÄGER IS AN INTERNATIONAL LEADER IN THE FIELDS OF MEDICAL AND SAFETY TECHNOLOGY, developing innovative solutions for onboard safety both in emergencies and every-day preventative methods.

Whilst enjoying your yacht, you do not want to worry about safety. Yet, it is essential that a yacht is provided with all the necessary safety equipment for when an emergency occurs, as well as preventative use in every-day life. Dräger breathes technology and feels responsible for saving lives.

Based on years of experience, tailor-made, innovative products and services are delivered to the maritime and offshore market. With a focus on, but not exclusively, delivering firefighting, rescue and safety equipment (FRS) on board of yachts, ships, seagoing vessels, ferries, cruise ships and offshore platforms, Dräger Marine & Offshore is perceived as a leading supplier.

High Quality FRS Products

Safety on board sounds obvious, but you will be amazed what is necessary to bring order and maintain a safe onboard environment. The drive to grow, innovate and produce with passion ensures the high quality of our products. Investments in product development have led to optimised products in the field of life jackets, fire extinguishers, gas detection and personal protection equipment, as well as every-day items. A wide range of products results in a total solution with regard to FRS.

Total-Care Service

Service and maintenance are of great importance to ensure safety on board. Due to

Delivering firefighting, rescue and safety equipment on board of yachts, ships and seagoing vessels.



Dräger's training is given by experts from their field and in many cases are accredited by the authorities.

Investments in product development have led to optimised products in the field of life jackets, fire extinguishers, gas detection and personal protection equipment.



Dräger provides all manner of safety training, including firefighting.



Dräger Marine & Offshore is a leading supplier of safety equipment.

the advanced development of products, the frequency of checking the products decreases considerably. To provide optimal service, a unique registration system is used. This means that every product is linked to a barcode and you can keep up to date with the status of your own products. This will ensure your tractability, transparency and flexibility. This system is part of the Total-Care service package which ensures all services are arranged through one partner.

Knowledge for Real Life

Some equipment that is delivered will hopefully never be used in practice. In case of an emergency situation, however, it will provide the

barrier between the user and the elements. For example, firefighting teams can be trained in how to use breathing equipment. There is also equipment that is used daily such as portable gas detection. These items of equipment are at least as important and should be used properly to create a safe situation. That is why Dräger offers training for safety products and their applications (independent of used brands of equipment). This training is given by experts from their field and in many cases are accredited by the authorities.

i. www.draeger.com

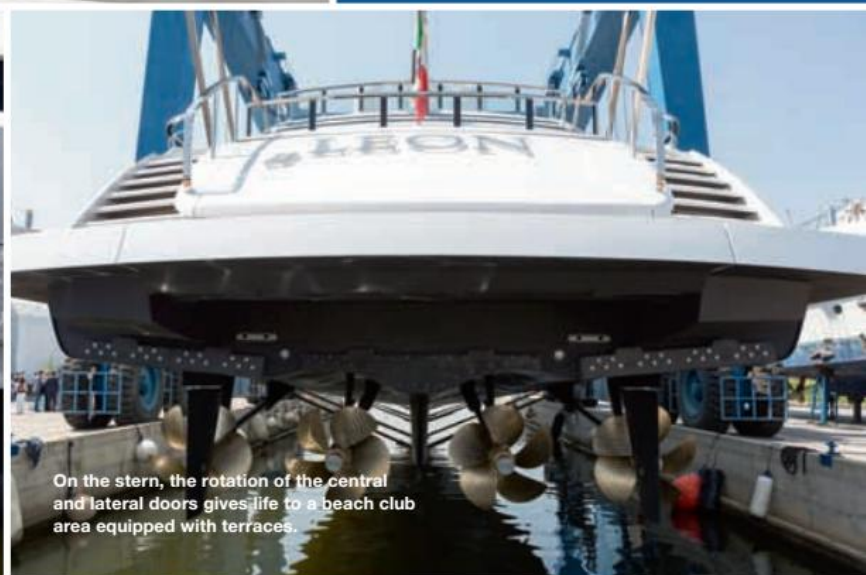


El Leon is the first vessel from the Overmarine Group's new fast displacement line of aluminium yachts.

“
El Leon sports a sleek profile, a powerful engine, high-cruising speed and ample spaces on board.



A Jacuzzi and pool dominate the bow sun bridge, while natural light floods into the owner's suite via a glass skylight on the bottom of the pool.



On the stern, the rotation of the central and lateral doors gives life to a beach club area equipped with terraces.

A Flagship with Flair

54m El Leon officially launched in May.



THE FIRST VESSEL FROM THE OVERMARINE GROUP'S NEW FAST DISPLACEMENT LINE OF ALUMINIUM YACHTS, 54M EL LEON OFFICIALLY LAUNCHED IN MAY.

ALL PHOTOS COURTESY OF OVERMARINE GROUP

The new flagship launch from the Overmarine Group's fleet of new aluminium yachts was launched in May. A line of fast displacement aluminium vessels, they have been designed to combine long-range capabilities and displacement performance with high speeds.

Named El Leon, the new vessel was successfully launched in the Navicelli area, in Pisa, in the presence of the owner and his family and friends, as well as city authorities from both Pisa and Viareggio, the Balducci family – founders of Overmarine – and everyone who contributed to the creation of the vessel.

Maurizio Balducci, CEO of Overmarine Group, commented: "In the automotive sector the definition of GranSport is synonymous with high performance and optimal comfort. These principles have been the key starting point for the creation of the new line. We translated them and applied them to our business, giving life to a model that is an authentic combination of excellence between performance and autonomy."

"The El Leon début makes us truly happy and proud," he added. "We launched an extraordinarily beautiful ship, which introduces herself to the world with unique features."

Balanced Lines

Penned by Italian designer Alberto Mancini, the lines of the Mangusta GranSport illustrate both function

and form, as well as the muscular and dynamic lines typical of Mangusta. Sporting a sleek profile, a powerful engine, high-cruising speed and ample spaces on board, the El Leon can easily cover long distances, quickly and comfortably.

Aerodynamic lines are balanced and straightforward. Key features include a 'dynamic' stern, air intakes that have been created as slits directly into the aluminium, sloped windshields, and uprights integrated to the rollbar. A Jacuzzi and pool dominate the bow sun bridge, while natural light floods into the owner's suite via a glass skylight on the bottom of the pool. On the stern, the rotation of the central and lateral doors gives life to a beach club area equipped with terraces.

The flybridge boasts a central bar, while towards the bow is an alfresco dining area protected by a hard top, with an additional living area towards the stern. All the exterior spaces can be used in full safety also during navigation.

Powered by four MTU 16V 2000 M96L engines and the presence of stabilisers, El Leon can reach a top speed of almost 30 knots, in maximum comfort, with low consumption and a range of approximately 3,500 nautical miles.

i. www.mangustayachts.com



METS TRADE

SUPER
YACHT
PAVILION

THE WORLD'S LARGEST MARINE EQUIPMENT TRADE SHOW

The METSTRADE Show is the world's largest marine equipment trade show and the only truly international B2B exhibition for the marine leisure industry. The SuperYacht Pavilion is a destination in its own right. With two dedicated halls and an associated educational and social networking programme the SYP is far more than an exhibition.

13 - 14 - 15
November 2018
RAI Amsterdam
The Netherlands

METSTRADE FEATURES



METSTRADE.COM

Peter McNaney
Chief Technical Officer



appointment at
CHARTCO

ChartCo, the leading global supplier of maritime digital data and compliance services, has announced the appointment of Peter McNaney as the company's Chief Technical Officer (CTO). With a strong technical background spanning over thirty years, McNaney has extensive experience at director and board level and brings a wealth of experience in product innovation and digitalisation gained in industries such as pharmaceutical and IT.

Marcel van der Spek
Chair



appointment at
HISWA HOLLAND
YACHTING GROUP

Esthete commercial director Marcel van der Spek was unanimously appointed as the new chair of the board of the HISWA Holland Yachting Group during the annual members meeting on 18 April. He will be joined by two new board members: Marsha van Buitenen, sales director at Feadship, and Michiel Haverkorn van Rijsewijk, CEO of Van Berge Henegouwen. Van der Spek takes over the position of chair from Bas Nederpelt.

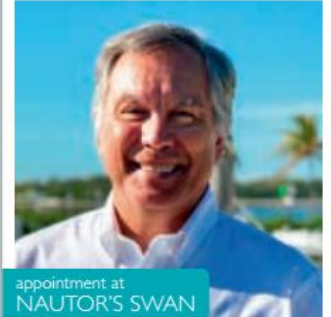
Bahadır Gökçetekin
Harbour Master



appointment at
KARPAZ GATE MARINA

Karpaz Gate Marina has announced the appointment of a new Harbour Master to join its award-winning team on the Karpaz peninsula in North Cyprus. Bahadır Gökçetekin, a qualified naval architect and marine engineer with extensive experience in boatyard work, technical repair and refit servicing, started his new role at the 2017 TYHA International Marina of the Year at the end of April.

Giulio Bertani
Regional Director



appointment at
NAUTOR'S SWAN

Nautor's Swan is moving forward in its strategic commercial plan of expansion, appointing Giulio Bertani in the role of Regional Director for Americas. In 1980, before funding his own yard constructing Star class keelboats and specialist carbon prototypes in epoxy resin, he spent two years in the role of Nautor's Swan Service & Warranty Operations Manager.

Darko Supuk
Brand Ambassador



appointment at
NORTHROP & JOHNSON

Darko Supuk began his career as a professional sailor and transitioned to a captain working on luxury sailing yachts in Croatia. In 2013 he launched Suncana Putovanja (Touch Adriatic) — a Croatia-based charter agency. He regularly works with the Croatian Tourist Board presenting yachting in Croatia to the global industry and will serve as a brand ambassador for Northrop & Johnson.

Benoît Loicq
Director



appointment at
SEA EUROPE

SEA Europe, the Shipyards' and Maritime Equipment Association of Europe, has appointed Benoît Loicq as the association's new Director, responsible for Technical and Environmental Affairs. Benoît began at SEA Europe in April, replacing Mario Dogliani. Prior to joining SEA Europe, Benoît spent nine years with the European Community Shipowners' Associations and before that, he worked for a Belgian Environmental Agency (MUMM).

Andrew Semprevivo
President and CEO



appointment at
SEAKEEPER

Seakeeper, Inc., the leader in marine stabilisation, welcomes Chicago-based Madison Industries as a new majority owner. Andrew Semprevivo, Seakeeper's current Chief Operating Officer, will now serve as President and CEO and continue to lead Seakeeper and run company operations alongside Bob Moser, Vice President of Manufacturing & Engineering, and Rebecca Smitha, Vice President of Finance.

Daniel Sundberg
Nordics Regional Manager



appointment at
YANMAR MARINE INT.

Yanmar Marine International has announced the appointment of a new Nordics Regional Manager to strengthen and unify its sales, after-sales, and marketing presence in the area. Daniel Sundberg takes up this new position which comprises Nordics Regional Manager, General Manager of Yanmar Norway and General Manager of Yanmar Sweden.

OUTFITTERS

DMS Holland to Develop Stabilisers for Fast-Planing Yachts



DMS Holland has, in cooperation with Brabant Engineering, begun development of a roll damping system for fast-planing yachts up to 30m. The new AntiRoll damping system will be produced as a standard-series stabiliser, with its design based upon the patented dual-axis fin stabiliser. "With this new stabiliser, we want to create a new market for DMS Holland, namely that of fast-planing yachts. This market is considerably larger than that of the super- and mega yachts. Think of production series builders such as Fairline, Princess, Sunseeker, Gulf Craft, Ferretti, Jeanneau, etc. Soon, with our new system, one roll damping system on board will be enough without having to compromise on stability at different speeds," says DMS Holland's Patrick Noor.

i. www.dms-holland.com



Raymarine Quantum 2 Wins 2018 QualiTec Design Award



Raymarine's new Quantum 2 radar with doppler target identification technology – its most advanced solid-state marine radar – has been awarded the 2018 QualiTec Design Award, held during the Sea Technology and Design Exhibition in Italy. Developed to integrate with Raymarine's award winning Axiom® multifunction displays, Quantum 2 enhances boater's situational awareness by intelligently identifying moving and static targets at both long and short ranges.

i. www.raymarine.co.uk



Tecnorib Presents Pirelli J33 Azimut Special Edition

Tecnorib, official licensee of the PIRELLI brand for RIBs, has signed an agreement with Azimut Yachts to supply PIRELLI jet tenders on an exclusive basis and extends its fleet with a new model, the PIRELLI J33 – Azimut Special Edition. The first in the range to be fitted with a water jet engine, this is a special version dedicated to Azimut yachts. "The input from Azimut, aimed at satisfying its owners' needs, has paved the way for Tecnorib engineers to develop the J33, a product that is closely aligned with market demand right from the base version," said Gianni De Bonis, Tecnorib Managing Director.

i. www.tecnorib.it



WhisperPower Launches Range of Variable Speed Generators

Following the successful launch of the Piccolo 4 kVA Genverter variable speed generator, WhisperPower has introduced a complete Piccolo range consisting of models up to 12 kVA equipped with super noise-damping polyester sound enclosures. The combination of its compact dimensions, low noise level, low weight, attractive price and high (peak) power (two air conditioners can be started up with one Piccolo) has been received well. The most important market for the Piccolo lies with new and used sail and motor yachts in the 28 to 40-foot range which, with the addition of the Piccolo 4 kVA, benefit from becoming completely independent of shore power.

i. www.whisperpower.com



Williams Jet Tenders Launches Sportjet Model



Williams Jet Tenders has launched to market a new Sportjet model – the Sportjet 435. Measuring in at 4.35 meters, the Sportjet 435 delivers high-performance and speed, but in a bigger package. Designed to fit on yachts of 65ft+, it can seat up to seven people, providing a sociable layout that positions the helm at the centre of the boat, leaving a flexible seating arrangement to carry more passengers. As well as being the ideal tender solution for yacht owners looking for their next tender, the Sportjet 435 is also perfect for wakeboarding and waterskiing. The new Sportjet 435 is available with two engine options – 90HP or 150HP.

i. www.williamsjettenders.com

Multiplex Multistep Receives a Facelift

Multiplex has extended its best-selling multistep product giving it a total of five steps within the overall design. By adding one to two steps to the basic three-step-construction, it can now overcome up to 1.2m in height while ensuring the same safe working load of 250kg and a setup time of no more than 60 seconds – without any mountings or holes required on board. The height can be modified by the flexible angle of 30°, 45° or 60° and is simply adjusted with a stainless-steel locking pin.

i. multiplexgmbh.com



Wajer Yachts Launches the Wajer 55 S



Wajer Yachts in the Netherlands has unveiled its latest motor yacht model, the Wajer 55 S. Eighteen months after the release of the flagship Wajer 55, this sportier version is based upon a centre console concept. The new model has the same hull as the Wajer 55, but with a completely different deck layout. This gives the boat an even more dynamic look and ample room for watersports toys. This combination of sportiness, luxury and comfort is why Wajer is calling the new model a Sports Utility Yacht.



i. www.wajer.com

UNDER THE HIGH PATRONAGE OF HIS SERENE HIGHNESS PRINCE ALBERT II OF MONACO

mYS

MONACO YACHT SHOW



HOUSE OF
FINE YACHTING

— PORT HERCULES, MONACO —

26 > 29 SEPTEMBER 2018

OFFICIAL SPONSOR

ULYSSE  NARDIN

Download on the
App Store

ANDROID APP ON
Google play



MONACOYACHTSHOW.COM

an **informa** business

THE YELLOW & FINCH PAGES

SUPERYACHT INDUSTRY'S BUYERS GUIDE

YACHT BUILDERS



AEGEAN YACHT

Main Office

Akdeniz Caddesi 4, Yokusbasi,
Bodrum 48400, Turkey

T +90 252 313 26 55

F +90 252 313 84 68

Boatyard

Turkevleri No: 192, Oren, Milas,
Mugla / Turkey

T +90 252 532 30 40

F +90 252 532 30 20

E ege@egeyat.com.tr

I www.aegeanyacht.com

Aegean Yacht has been building, chartering, and refitting yachts since 1976. The company is based in Bodrum Turkey and so far has built and sold yachts up to 66 meters LOA to all around the World. Apart from yacht building & brokerage Aegean Yacht also provides drydocking, refit & repair services at their full service 20,000m² seaside boatyard located in Oren – Bodrum Turkey. The boatyard can to haul out vessels up to 400 tons of displacement. We provide;

- New building & refit steel, aluminum & composite
- Machine & Hydraulic works
- Propulsion & power systems
- Electrics
- Pipeworks
- paint works
- interior and exterior joinery
- Fiberglass and epoxy
- Rigging

MOONEN

MOONEN SHIPYARDS BV

Graaf van Solmsweg 52F
5222 BP 's-Hertogenbosch
The Netherlands

T +31 (0)73 621 00 94

F +31 (0)73 621 94 60

E info@moonen.com

I www.moonen.com

Contact: Emile M.M. Bilterijst

Since 1981 Moonen Shipyards has become a world leader in the design and construction of "pocket-size superyachts" between 20 and

45 metres (65 and 150 feet).

Moonen builds fully custom and semi-custom yachts: a Displacement Series and an Explorer Series, with steel hulls, and a Fast Yacht Series of semi-displacement aluminium yachts, all of exceptional quality.

The combination of premium Dutch quality and advanced technology, guided by personal client input and the keen commitment of the Moonen crew, make every Moonen yacht a joy to own and an excellent investment. Owning a Moonen yacht means joining an exclusive club, as we build just three or four yachts each year.



OCEANCO

Marineweg 1, 2952 BX Alblasterdam
P.O. Box 20, 2950 AA Alblasterdam
The Netherlands

T +31 (0)78 699 5398

F +31 (0)78 699 5398

E info@oceanco.nl

I www.oceancoyacht.nl

Contact: Marcel Onkenhout (CEO)

Oceanco designs and builds large, luxury, custom superyachts, employing the very highest standards of engineering, planning and craftsmanship allied with the most modern facilities. Oceanco is credited with producing some of the most sophisticated and innovative luxury superyachts in the world. The numerous awards won signify and underscore Oceanco's commitment to designing and building acclaimed superyachts of exceptional craftsmanship, style and innovation. Oceanco currently has various 85m+ superyachts under various stages of construction.

SUPPLIERS



BESENZONI SPA

Via Molere, 2
24067 Sarnico (BG)
Italy

T +39 (0)35 910 456

E info@besenzoni.it
dario.tosto@besenzoni.it

I www.besenzoni.it

For 50 years Besenzoni has been constantly serving and assisting its clients in 90 countries qualifying itself in the world as one of the flagship companies of the Made in Italy. The extensive network ensures a strong international presence in 59 countries. Besenzoni has established the widest product range available on the market: external hydraulic and retracting gangways, cranes for flybridge and stern, pilot seats, electric side doors, hydraulic bathing ladders and side ladders, hard tops, electric opening windows, hydraulic tender lifts and much more.



CRAMM YACHTING SYSTEMS

De Seize 7, 9041 BC Berlikum
P.O. Box 510, 8901 BH Leeuwarden
The Netherlands

T +31 (0)518 461 600

F +31 (0)518 460 802

E info@cramm.nl

I www.cramm.nl

Contact: Paul Boelens

Cramm Yachting Systems designs, engineers, develops and produces hydraulic yacht equipment like: boarding ladders, passerelles/ gangways, deck cranes, sliding davits, steering machines, swimming platforms, wing-stations, stern doors and folding bulwarks. Cramm Yachting Systems has its own service department which is a partner for service, maintenance and refit projects. Cramm Yachting Systems is also a dealer for different anchorwinches, stabilizer-systems and bow- and sternthrusters.

Contact: H.J. Hafkamp

DBR BV is the Dutch specialist in Diesel Generator Sets up to 4,000kVA and Pumps for the Super Yacht, Shipping, Dredging, Oil&Gas and Windfarm Industry worldwide. The DBR standard Quality Marine Power (QMP) line are well engineered Generator sets and assembled by DBR in accordance to the applicable Marine IACS Classification Society rules.



Dutch Elite Crew Agency

DECA

Meerval 25

3344 JG Hendrik ido Ambacht
The Netherlands

T +31 (0)6 436 978 34

E m.driehuisen@deca-crewing.com

I www.deca-crewing.com

Contact: Miranda Driehuisen (CEO)

Focusing on the luxury yacht market, DECA's team of specialists is well versed in the skills needed to operate a yacht at the highest levels of luxury. The DECA team skillfully manages personalities and talents to find the perfect fit. Each potential crew member is interviewed and their references are checked by our team. We strive to make the process as easy as possible for the client. Utilizing personal relationships, technology and global positioning, we provide qualified employees to yacht owners around the globe. Our team consists of highly experienced individuals, with strong backgrounds and hands on experience in the maritime industry.

GEBHARD ELECTRO



GEBHARD ELECTRO

Innovatiepark 14, 4906 AA Oosterhout
PB 61, 4900 AB Oosterhout

The Netherlands

T +31 (0)162 452 888

F +31 (0)162 433 761

E info@gebhard.nl

I www.gebhard.nl

Contact: Ton Versluis / Richard van de Wiel
Gebhard Electro is a globally operating company specialised in the design, production, installation and



maintenance of electrical systems for the maritime shipping industry. We collaborate with leading shipyards on every continent.

Gebhard Electro has been specialised in the high-tech world of shipbuilding since 1946. Our activities vary greatly: from just one specific task to the execution of entire projects or the management and co-ordination of all activities of all participating contractors. From our own facility in China we are in a position to deliver at competitive rates.

Gebhard Electro, your one-stop-shop for development / engineering / production / installation / repair service



HEINEN & HOPMAN

Produktieweg 12
3751 LN Spakenburg
The Netherlands
T +31 (0)33 299 25 00
F +31 (0)33 299 25 99
E pr@heinenhopman.com
I www.heinenhopman.com

Contact: J.W.E. Hopman
Heinen & Hopman Engineering is a world leader in air conditioning, mechanical ventilation, central heating, refrigeration, sanitary systems, fire protection, environmental systems and air duct cleaning. Founded in 1965, the company is renowned for being an innovator in the design, engineering and installation of customised solutions. We work in four specialist areas:

- Superyachts.
- Commercial shipping.
- Offshore industry.
- Navy vessels.

Our mission is to ensure that the climate 'indoors' will perfectly meet the needs of people and products alike, whatever the weather outside. Heinen & Hopman offers a worldwide, 24/7 service via a network of subsidiaries and sales centres.



TOUWFABRIEK LANGMAN BV / LANGMANROPES.COM

Beurtschipper 26-28
NL-3861 SC NIJKERK

The Netherlands
T +31 (0)33 246 19 86
E info@langman.com
I www.langmanropes.com
www.dock-lines.com

Contact: Jan E.M. Langman
Under the name LangmanRopes we supply a wide range of quality ropes made from natural or synthetic yarns. The development, manufacturing and processing of ropes has been our profession and our passion since 1638. For the Superyacht Industry we produce high quality mooringlines which can be supplied with leather protected eyes.

Maru
Watersport & Industrie

MARU WATERSPORT & INDUSTRIE

Uiterweg 302 B
1431 AW Aalsmeer
the Netherlands
Contact: Margreet Elfring
T +31 (0)297 363 009
E maru@polyform.nl
I www.buoys-fenders.com
FENDER – FENDERHOOKS –
TRANSOMFENDER

For superyachts we have the brands: AERE – MEGAFEND – POLYFORM
Maru has also other deck-equipment: covers, mooring-lines and boathooks, etc.

We deliver to all super-yacht builders in the Netherlands.
Dutch Quality and service
PRODUCTS FOR PROFESSIONALS!



MTU FRIEDRICHSHAFEN GMBH

88040 Friedrichshafen
Germany
T +49 7541 90 7003
F +49 7541 90 7081
E marineregion1@mtu-online.com
I www.mtu-online.com
MTU diesel engines and drive systems are used in commercial, military and governmental vessels, as well as in yachts. Its product portfolio for yachts comprises engines and propulsion systems delivering power outputs of 466 to 10,000 kilowatts. They power series-built and displacement yachts as well as mega-yachts. They

Meet with maritime professionals, share ideas, have fun and support the CliniClowns Foundation

JOIN THE YELLOW & FINCH MARITIME CHARITY GOLF EVENT

THURSDAY, 13 SEPTEMBER 2018
BRUINISSE, THE NETHERLANDS

– EVENT SPONSOR –
Yellow & Finch
publishers

FUNDRAISING FOR
CliniClowns

REGISTER
T +31 118 473 398
E info@ynfpublishers.com
I www.ynfpublishers.com

– MAINSPONSORS –

KWINT OFFSHORE

HyTEPS
SMART SAVING. PROVED QUALITY.

STT GROUP OF COMPANIES

– SPONSORS –

MarQuip **IPS**
powerful people

PRAXIS
AUTOMATION TECHNOLOGY

S SUPERMARITIME NEDERLAND B.V.

SDW SHIPPING **EMS**
BRONKHORST STAAL B.V.

SCHELDE EXOTECH
high quality products in special materials

are complemented by standardized automation systems for monitoring and control of the propulsion plant. Completing the product portfolio is MTU ValueCare service support at over 1,200 locations around the world. Service includes engine maintenance, spare parts supply, and remanufacturing of engine components and complete drive systems.

NICOVERKEN

NICOVERKEN MARINE SERVICES B.V.

Algerastraat 20
3125 BS Schiedam, The Netherlands
T +31 (0)10 238 0999
F +31 (0)10 238 0988
E info@nicoverken.nl
I www.nicoverken.nl

Contact: Jacco Vermunt

Distributor, 24/7 service & spare parts agent of marine equipment. In our programme there are stainless steel marine pipes and drains, filtration, anti-fouling & cathodic protection, reverse osmosis desalinators (water makers), wastewater treatment, vacuum sanitary systems for yachts, deck equipment (doors & hatches) and watertight sliding door systems. Our Ship Repair department is specialised in the overhaul of all types of main and auxiliary engines, including attachments i.e. governors, turbochargers, fuel equipment and the sales of spare parts and engines. We are capable of crankshaft grinding. Our service is 24/7 worldwide!



OPACMARE S.R.L.

via Luigi Einaudi, 150/154
10040 Rivalta (Torino), Italy
T +39 (0)11 904 5411
F +39 (0)11 909 3022
E info@opacmare.it
I www.opacmare.com

Contact: Cristina Moisa

Opacmare designs and produces accessories for the nautical market with a high level of quality and innovation. We are developing products (standard or customized) and services able to meet the needs and the requirements of our customers, the most important shipyards in the World.



PIENING PROPELLER

Am Altendeich 83
D-25348 Glueckstadt, Germany
T +49 (0)4124 9168-0
F +49 (0)4124 3716
E pein@piening-propeller.de
I www.piening-propeller.de

Contact: Mathias Pein

Noise reduction relies upon the quiet operation of a yacht's propulsion system.

Piening Propeller fulfils its briefs in: Consideration of all hydrodynamic aspects during the design and an accurate manufacturing of propellers and shafts. The company is approved by all common classification societies. Repairs and adjustments of propellers are done with the same care as new builds. Piening Propellers scope of supply includes:

Propellers from 500 mm upwards
Shafts up to a several length of 12,000 mm
Stern tubes with sealings and bearings
Gearboxes type ZF

SCHAFFRAN

SCHAFFRAN PROPELLER + SERVICE GMBH

Bei der Gasanstalt 6-8
D-23560 Lübeck – Germany
T +49 (0)451 58323-0
F +49 (0)451 58323-23
E info@schaffran-propeller.de
I www.schaffran-propeller.de

Contact: Matthias Eckert

Designing and manufacturing of custom made propellers, complete shaft installations as well as hydraulically operated controllable pitch propellers. Particular emphasis is being put on high efficiency with low fuel consumption as well as the minimisation of noise and vibration for all ship propulsion systems. Schaffran is approved by all common classification societies. Range of products:

- Fixed pitch propellers acc. ISO 484 class 'S' or class 'I'
- Controllable pitch propellers acc. ISO 484 class 'S' or class 'I'
- Propeller- and intermediate shafts up to a length of 16 m
- Stern tubes with sealings & bearings
- Shaft brackets, Nozzles
- Repair-, assembly- and spare part service



WINEL B.V.

P.O. Box 70, 9400 AB Assen
The Netherlands
T +31 (0)592 366 060
F +31 (0)592 312 392
E sales@winel.nl
I www.winel.nl

Contact: Bert Knijp

Winel is a major supplier to the large yachts market, offering a wide range of unique premium quality shell doors, platforms, pantographic doors, transom doors, bulwark doors, hatches and watertight doors. For these custom made masterpieces we use proven concepts as the basis, coupled with smart technical solutions to optimize our products. Wishes of our customers can be incorporated without compromise.



G.J. WORTELBOER JR. B.V.

Quarantaineweg 5,
3089 KP Rotterdam
P.O. Box 5003,
3008 AA Rotterdam
Harbournr: 2637
The Netherlands
T +31 (0)10 429 2222
F +31 (0)10 429 6459
E info@wortelboer.nl
I www.wortelboer.nl

Yachts are always a real treat to look at and the anchors and the chain cables should look fantastic as well. Wortelboer supplies chain cables and anchors to yacht builders all over the world. Our super mirror-polished stainless-steel anchors, as well as our

hot-dip galvanized anchors and chain cables (both short link and stud link) can be found on countless yachts. All our materials are approved by any of the well-known class societies such as LRS, BV, RINA, DNV/GL, ABS and RIVRS. Should you wish to hide the anchor from view, we are also able to deliver stainless-steel pockets and bottom plates. Come to Wortelboer and you can be certain that the anchors and chains will be the perfect finishing touch for your yacht.

LUBRICANTS



HELIOS LUBE OIL

Louis-Krages-St. 32
D-28237 Bremen, Germany
T +49 421 2233681
E mail@superyachtlube.com
E info@helios-lubeoil.de
I www.oilanalysis.eu
I www.superyachtlube.eu
I www.helios-lubeoil.de

Lubricant supplier, lubeoil surveys for new build and refit. Owners, shipyards, management and crew assistance. Oil sampling monitoring and a lot brand lubricants available in Europe, e.g. South France, Spain, Germany and US. MTU named approvals as well as other manufacturer specification. In Germany AGO and MGO physical supplier, duty free possible. Bulk supply by RTW and packed lubes will be delivered on individual request. Own large storage will make shipping easy. Save costs, fuel and resources with latest lubricant technology. Extent DPF and oil change interval. helios lubeoil is in the position to provide you with most kinds of lubricants. Start today and be prepared for tomorrow.

Next Issue

Main Themes

Monaco Yacht Show
Focus on USA
Tenders & Toys
Naval Architecture & Interior/Exterior Design

Deadlines

Copy deadline
Advertisement deadline

12 July 2018
2 August 2018

Subjects can be changed without prior notice.

WORD ON THE SEA



Robbert-Jan Ras,
Tijssen Electro Group



Palma Superyacht Show 2018

During the pre-season, and just before the start of the Mediterranean superyacht period the Palma Superyacht Show is hosted in Marina Moll Vell, close to the historic city centre of Palma de Mallorca.

We, at Tijssen Elektro, together with our Consortium Partner e3 Systems, have participated at the show for many years now.

The timing of the show is ideal, the period between the Caribbean season and the Mediterranean season, when many captains and crew visit Palma, and more importantly, when many owners' representatives and brokers come to the marina to discuss used yachts, new builds and refits projects.

For us, it is the ideal moment to meet with all the decision-makers in the field, just as we do each year during METSTRADE in

“

*As Palma increases
in size and quality,
it makes
our participation
twice as effective.*

Amsterdam in the late autumn. However, as the Palma show increases in size and quality each year, it makes our participation twice as effective. This year we took the opportunity to promote our newly opened office in Palma, where we can provide the type of service and after-sales commitment that our customers expect at this superyacht hub.

By directly talking to all the crew on board the yachts, and by visiting companies at their stands, we achieved one of our best promotional events of the year.

Next year we will undoubtedly be back!

Words by Robbert-Jan Ras
General Manager, Tijssen Elektro Group

| Read more on superyacht-industry.com



THE MOST VISITED
**BOAT
SHOW**
IN THE MEDITERRANEAN.



2017 was a record year:

148.228 Visitors | **1.100** Boats

884 Exhibitors | **32** Countries represented

3.428 Sea trials

S[n]⁵⁸
salonenautico

Genoa, 20 - 25 September 2018



salonenautico.com

Yachtlite® Creative Light Design



Light up your world: Exclusive design illumination for yacht exteriors and interiors



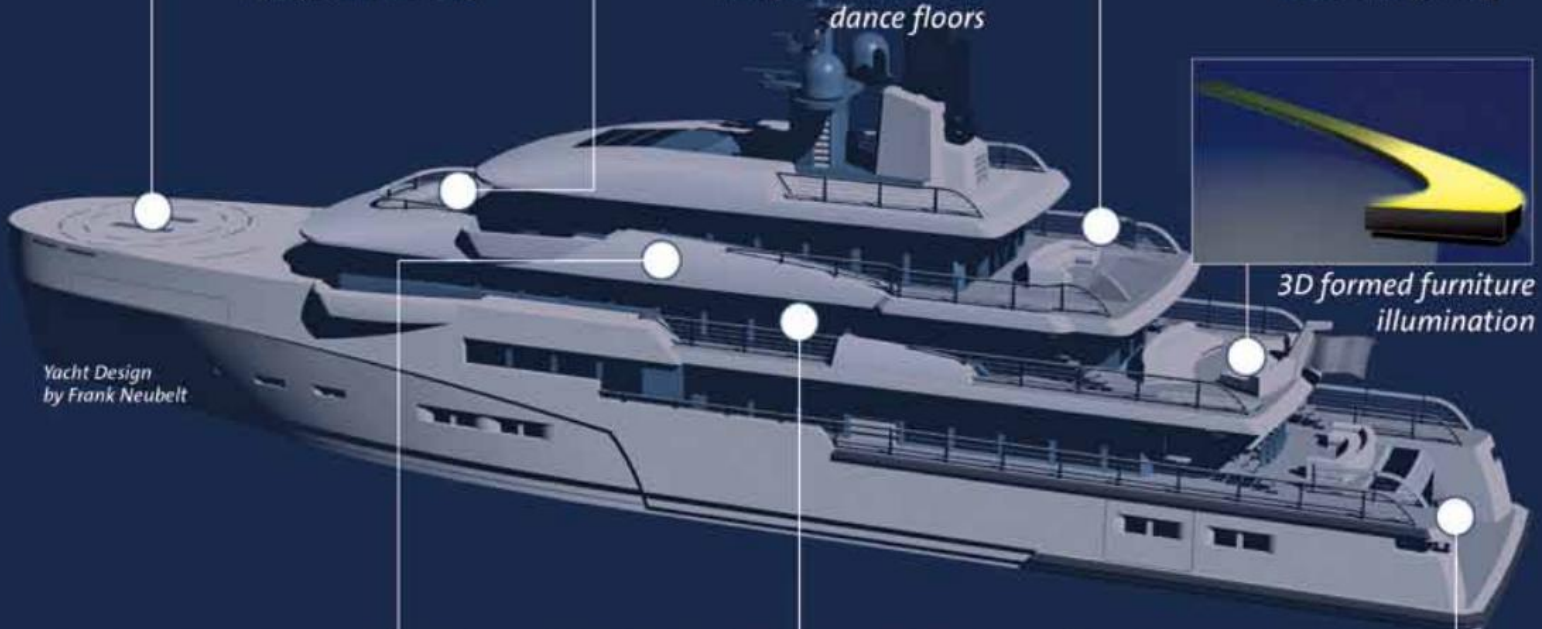
Certified helidecks



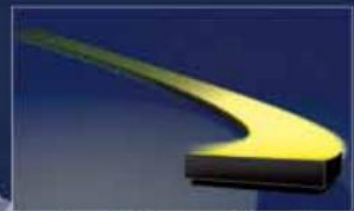
Computer-controlled dance floors



Handrail lighting



Yacht Design
by Frank Neubelt



3D formed furniture illumination



Letterings & logos



Illuminated pool flooring



Individual stair illumination



Stefan Wienecke GmbH
Dreihornstr. 18
30659 Hannover
Germany

Tel.: +49 511 647 40 0
Fax: +49 511 647 40 40
www.yachtlite.com
info@yachtlite.com

