

HOEK DESIGN
NAVAL ARCHITECTS



NEWSLETTER 2015

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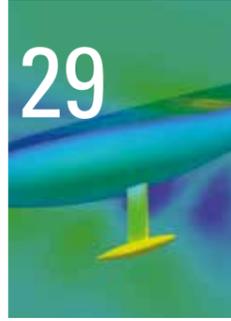
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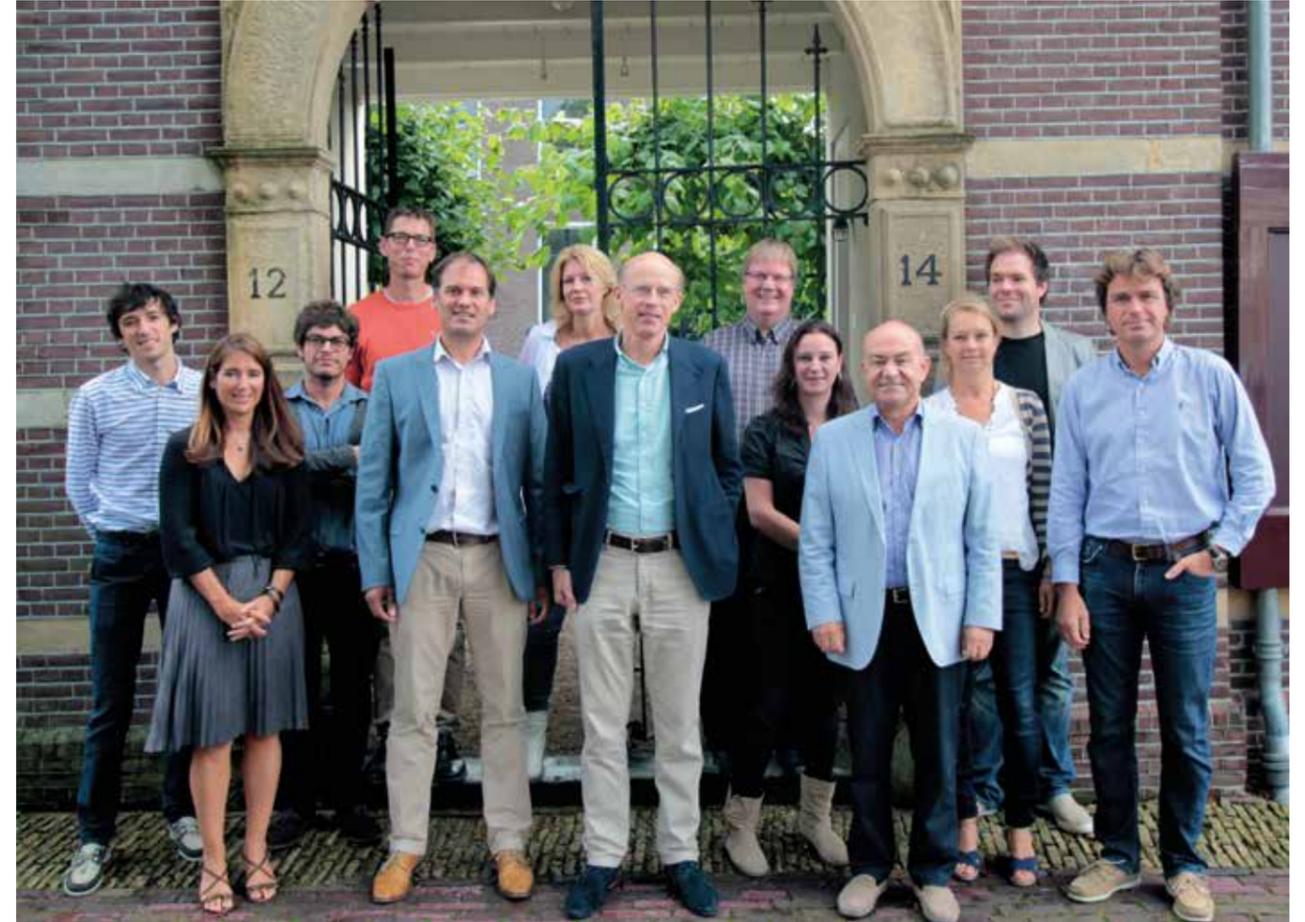
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Special thanks to the photographers who took some of the amazing photos in this newsletter: Ingrid Aberly, Nick Bailey, Jan Bart, Alain Blanchard, Carlo Baroncini, Cem Karan, Bryony McCabe, Maria Muiña, Thom Nitsch, Hajo Olij, Jesús Renedo, Cory Silken, Wytske Stigter, Rick Tomlinson, Gert Veenman and Tim Wright.



What a spectacular year 2014 has been for us here at Hoek Design, with the launch of a several yachts and the start of some great new projects. Two yachts to our designs were launched by the world renowned Royal Huisman yard, the 151 ft ketch *Elfje* and the 157 ft sloop *Wisp*. Two totally different yachts designed to quite different briefs, but both spectacular and both built to a very high level of perfection, with stunning attention to detail. The 66 ft Pilot Classic *Mazu* built by Metur Yacht was launched in the summer, and a range of designs in this style are presently on our boards in sizes of 44, 55, 77, 108 and 136 feet. Several of our day sailer projects also in this style are under construction including the *Essence 33* and *Wally Nano MKII*. We have also been fortunate to add several very experienced new members to our team; Tako van Ineveld, a naval architect with 20 years experience at yards and construction management. Tako was CEO and Commercial Director at HJB having built 30 of our designs to date and has a vast amount of experience in building these yachts. Also Martijn van Schaik, a naval architect with 20

years experience, having worked with us for 8 years previously, he ran his own company for 15 years and now re-joins us, adding a great deal of engineering experience.

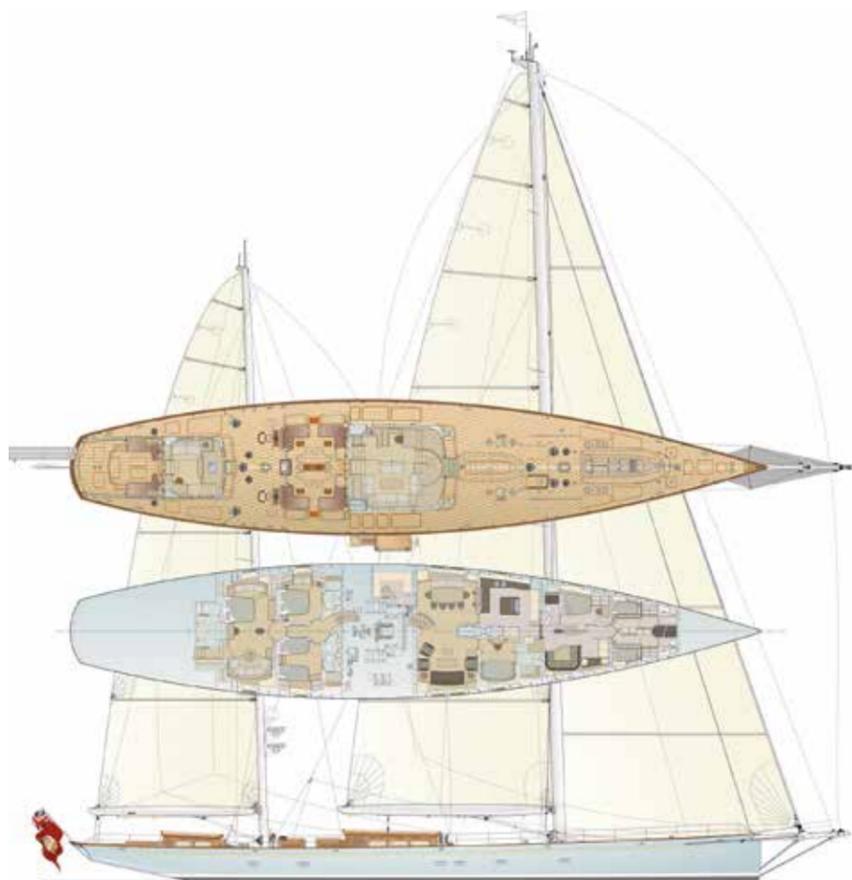
On the race course our designs displayed great pace. The J-Class yacht *Lionheart* showed her heels and won three major regattas overall in Mahon, Palma and Sardinia. The 115 ft F-Class yacht *Firefly* won the Loro Piana Superyacht Regatta in Sardinia, the Truly Classic 78 *Heartbeat* won the Palma Superyacht Cup in her class for the second year running with the TC 78 *Drumfire* coming third. The 180 ft ketch *Marie* won the overall St Barths Bucket in a fleet of 45 Superyachts with *Adele* finishing third in the Elegantes class, and TC 85 *Velacarina* won the Pendennis Cup. Great results that proved our 'Performance through Research' strategy is paying off, we are proud of all the Owners and crews that made it happen and thank them for supporting us this way.

Andre Hoek & Ruurt Meulemans

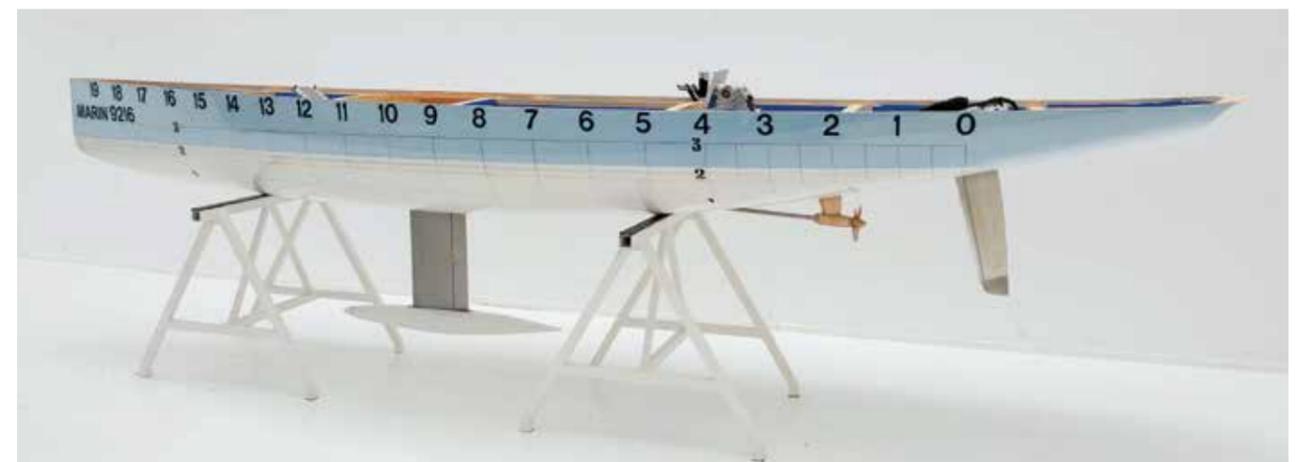
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RECENTLY LAUNCHED



It is not often that we get the chance to do a hull development project of half a year to determine the optimal hull lines, and volume distribution of a new design. The Owner's brief for *Elfje* was for a performance oriented yacht that would comfortably cruise worldwide, and be able to explore remote areas as well as hold her own on the race course. Six different hull shapes were analysed in CFD, the best one being tested in the towing tank of Marin in the Netherlands with a 6m long model. This followed with an optimisation project of the mast position, helm balance, keel and rudder design. She has a lifting keel with a trim tab, spade rudder and carbon spars and rigging, integrated furlers in her carbon bowsprit create a low tack point and ease of handling, the first time this has ever been done.



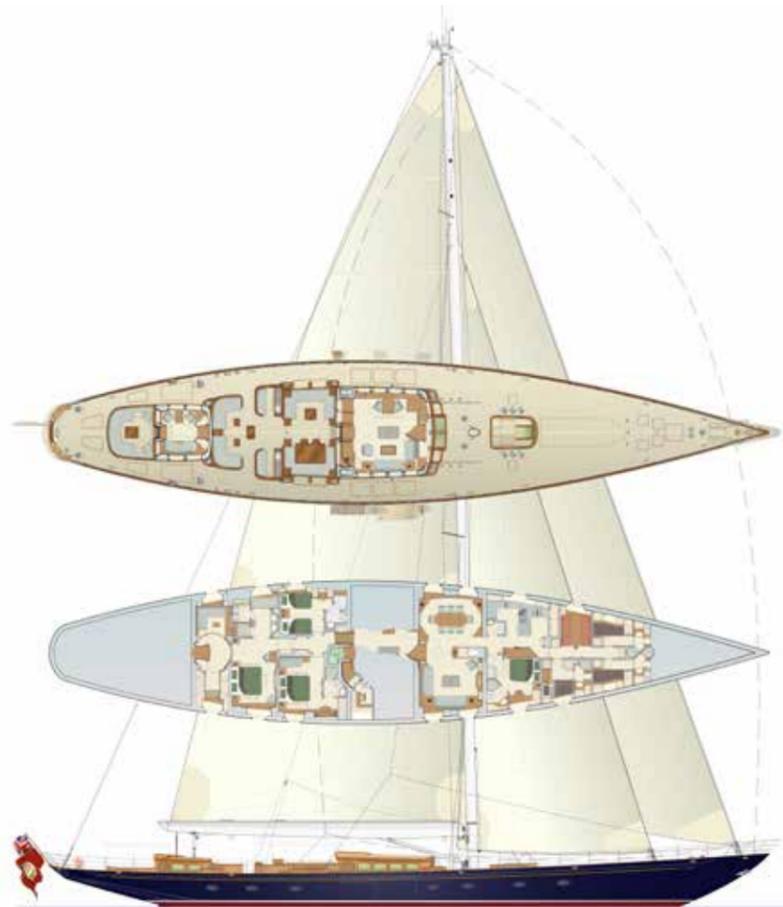


Our office was responsible for all naval architecture work and exterior styling, working closely with the highly acclaimed Interior Design team at Redman Whiteley Dixon in the UK. With their great sense of humour and immaculate attention to detail, we made a great team working together with Royal Huisman to make the best possible yacht, given the wishes of a very dedicated and involved Owner. The Owner's reps, Allan Prior and Jeremy Pochman added a great deal of experience and enthusiasm. *Elfje* is an extraordinary yacht in many respects. Her hull design and colour sets her apart, her deck layout is unique and her interior blends harmoniously with her exterior. She has already caused quite a stir amongst those who have seen her on the water, and will for sure turn heads whether cruising or racing.



157 FT CLASSIC SLOOP WISP





Wisp was conceived following a design brief to create a safe, comfortable cruising yacht, capable of long distances and the occasional gentleman's race. Responsible for all naval architecture and exterior styling, we analysed carefully how we could create a large interior volume in the given length with an optimum beam, to have a comfortable yacht that would not heel over excessively. A reasonably large beam was chosen for these reasons, something a Master of the Classics in the old days, Mr. Herreshoff, also did successfully with yachts such as *Elena*, *Mariette* and *Westward*. Her deck layout was optimised with many different seating areas; a private Owner's cockpit, a large main cockpit with a lounge area aft and, not forgetting the crew, a dedicated cockpit for them on the foredeck.



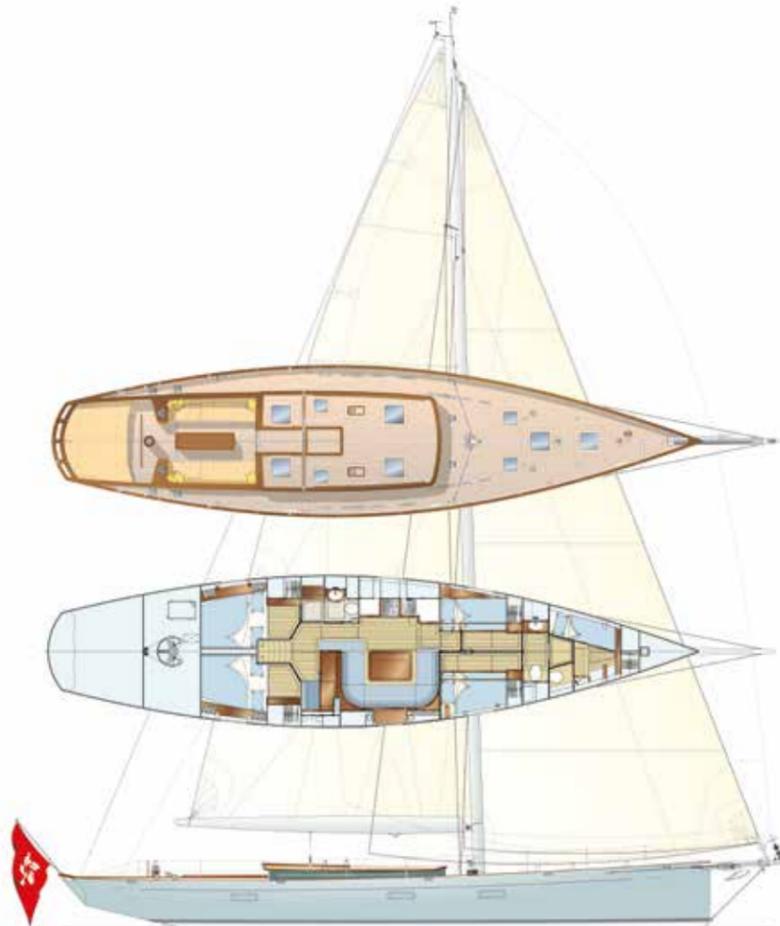


The exterior detailing was executed immaculately by Royal Huisman to an extremely high level of detail, while the interior was designed by Rhoades Young with Nigel Ingram from MCM acting as the Owner's representative. It was a great pleasure to be able to work with extreme perfectionists from the yard and interior designers, and this shows in the endless attention to detail in this yacht. The furling boom was designed by our team together with Dick Young and Rondal, designed in a way to look like a Park Avenue boom. Rondal excelled in providing a great carbon spars and rigging package. She sails beautifully, also in light winds, has a fixed keel and rudder with a fixed skeg. With a range under engine of 5570 miles at 10 knots, she will cross the Pacific with ease.



66 FT PILOT CLASSIC MAZU





Mazu is built in Turkey by Metur Yacht in Cold Moulded construction techniques. Extremely well-balanced on the helm with her large diameter steering wheel, she is a relatively light displacement yacht with a fixed T-style keel and spade rudder, Southern Spars carbon mast and EC6+ carbon rigging. Outstanding performance, combined with a very large cockpit area, a sunbathing area aft of the helm and a unique superstructure styling with glass wraparound windows, creates a very special yacht with a light interior, ample headroom and great views.

The interior styling is with flat panelling in off-white, decorated with teak elements in a New England style with lots of white paint work in order to keep the yacht light and airy. She has two guest cabins forward and two guest cabins aft which share two bathrooms and a small crew cabin forward.



DAYSAILER ESSENCE 33



The third Essence 33 was launched in the summer, and hull number 4 is now under construction with more boats to follow. A sports version with limited interior is available at a competitive price, especially given the extremely high levels of quality. The yachts are built in a female mould with glass in epoxy using infusion techniques. The deck is in carbon as are the keel, floors and rudder. The spars are also in carbon from Hall Spars with rod rigging. The yacht can be built with an electric propulsion or small diesel engine and can be outfitted with a nicely decorated interior as a weekender, or a sportier version for day-sailing. Having designed the 33 and a 77 for the yard, we are now in talks to design a smaller 27 ft model.



WALLY NANO MKII

A new, and all carbon composite 37 ft Wally Nano is now under construction in the Netherlands at Doornik Yachts, renowned for building very high quality racing (and cruising) Dragons. Thirty five Dragons have been built by them so far to an optimised design by our office and we are thrilled that they are now building the Wally Nano to the same exceptional standard. The brainchild of Luca Bassani and Andre Hoek, the first of this all new Nano will be ready this coming season.

The quality of construction of the new Wally Nano Mark II will be entirely different to her previously built sister vessels, with great attention to detail and a completely re-designed carbon structure. The boat has been simplified and will be considerably lighter than her predecessors, and will be equipped with an electric propulsion and lithium ion battery bank as standard. The yachts will be fitted with carbon spars by Hall Spars including an extendable bowsprit to fly an asymmetric spinnaker or code zero. The interior can be either sporty or more elaborate and there is an extensive list of options available.



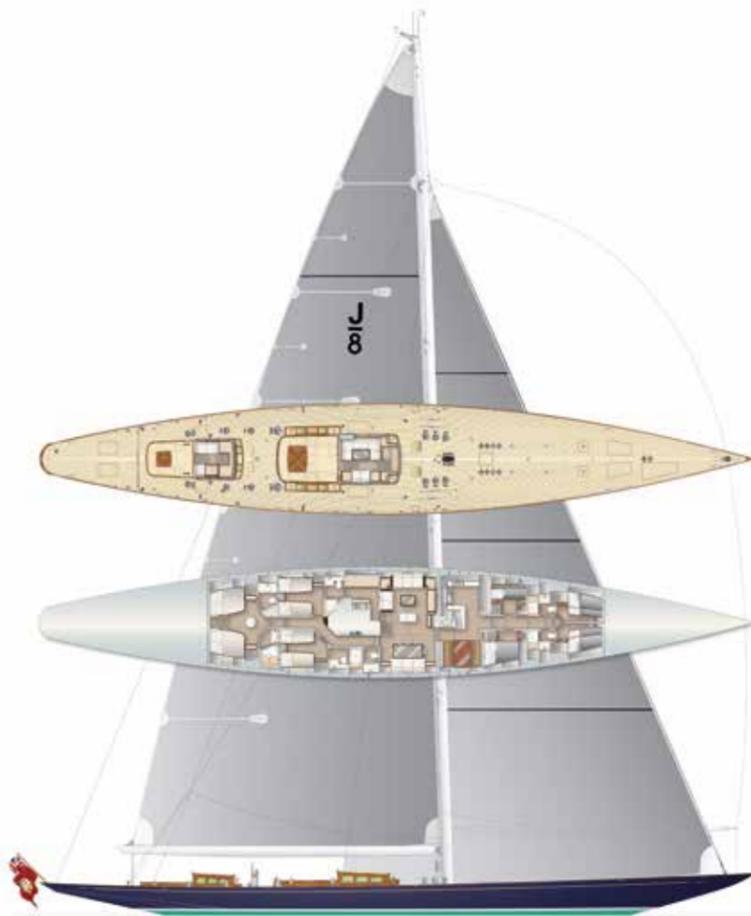
37 FT PILOT CLASSIC PELAGIC / JOSEPHINE III



The second 37 ft Pilot Classic to be launched in the last two years, *Pelagic* was built in the UK. With a Cold Moulded hull construction, fixed keel and spade rudder, aluminium mast and rod rigging, she shares the same layout as the first model, *Josephine III*, but has a slightly deeper keel and taller mast. A painted deck, instead of Teak as on *Josephine III*, was chosen to be more practical in her soon-to-be home port of Hong Kong.







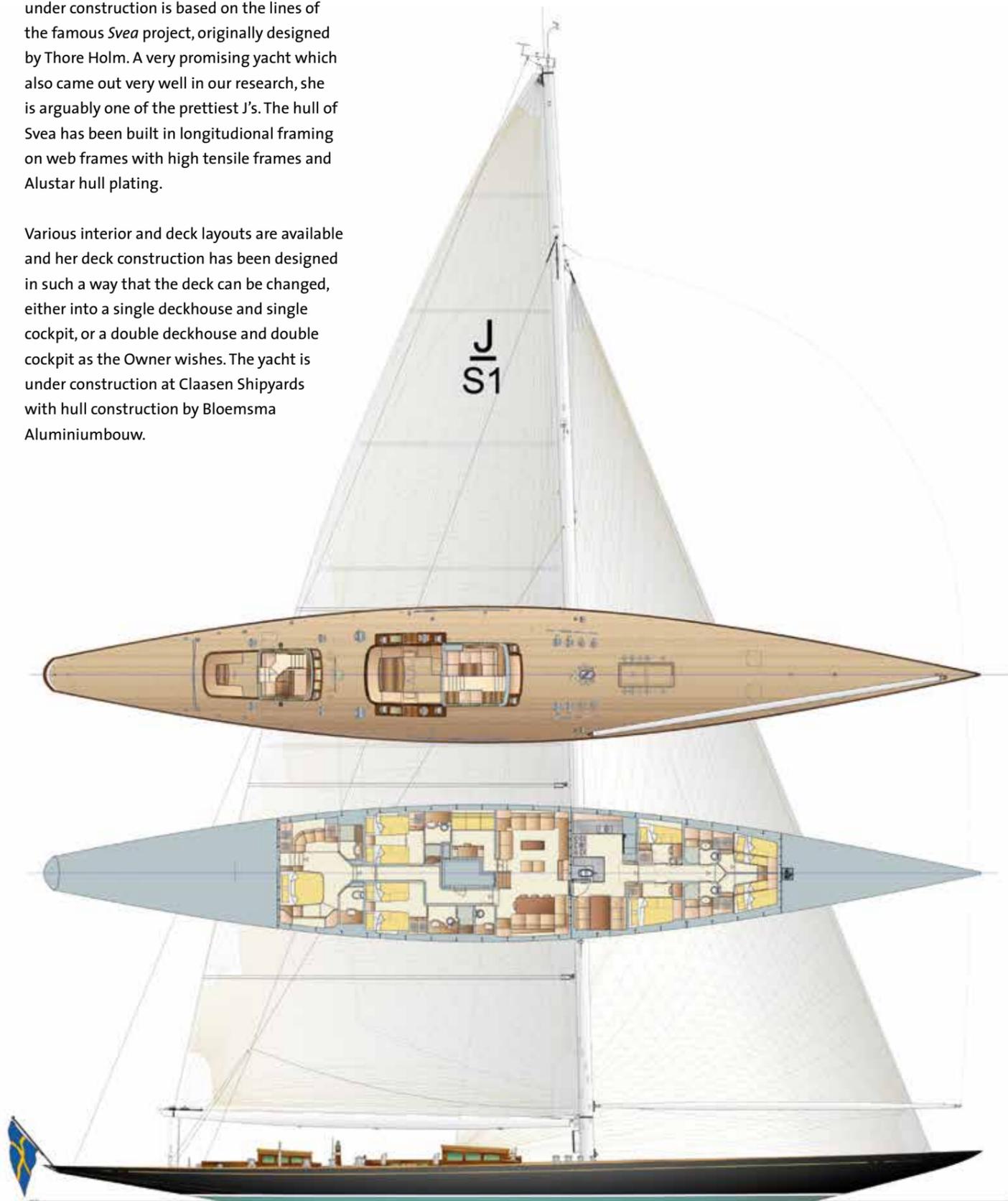
One of the most spectacular projects presently under construction at Holland Jachtbouw and due to launch in Spring 2015, is the new J-Class yacht J8. Built to an original design of Frank Paine, she promises to be quick on the race course but has also been designed with extensive family cruising in mind, hence her well thought-out deck and interior layout, dining areas on deck and a private Owner's deckhouse and cockpit. Our office is responsible for all naval architecture work, exterior and interior styling. True to the era she was originally designed, the interior is with extraordinary Art Deco styling, high gloss Makassar, leather and walnut floors and many unique Art Deco furniture and details which have been designed in-house, making this a very special J indeed. She has been optimised extensively for racing and will have a complete racing spars package from Southern Spars along with a unique hybrid propulsion unit with a large lithium Ion battery bank by HJB. Construction management is by Jens Cornelsen from Germany.



J-CLASS SVEA

Another very exciting new J-Class yacht under construction is based on the lines of the famous *Svea* project, originally designed by Thore Holm. A very promising yacht which also came out very well in our research, she is arguably one of the prettiest J's. The hull of *Svea* has been built in longitudinal framing on web frames with high tensile frames and Alustar hull plating.

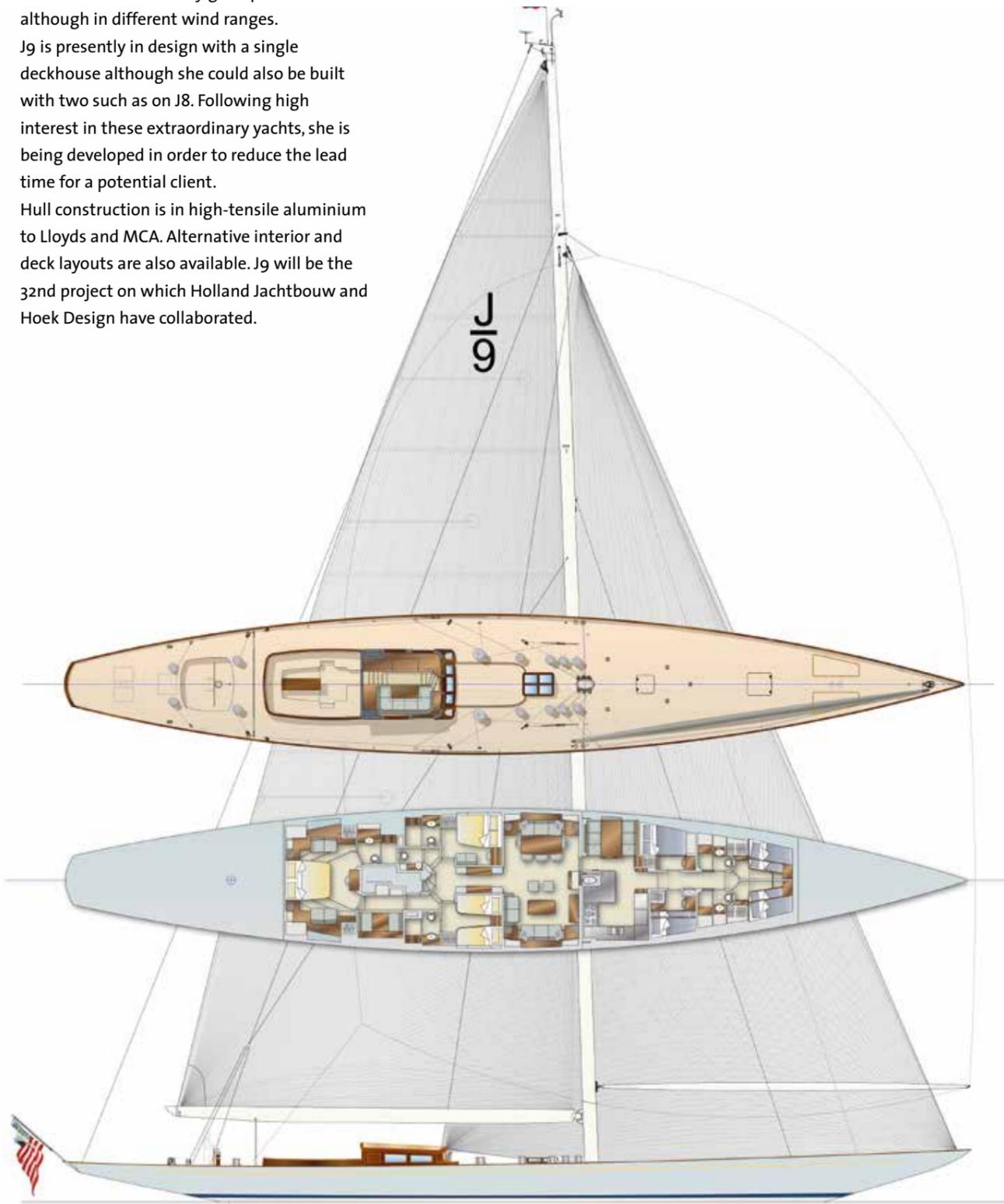
Various interior and deck layouts are available and her deck construction has been designed in such a way that the deck can be changed, either into a single deckhouse and single cockpit, or a double deckhouse and double cockpit as the Owner wishes. The yacht is under construction at Claasen Shipyards with hull construction by Bloemsma Aluminiumbouw.



Recently commissioned by HJB is a new and very promising J-Class yacht, also originally designed by Frank Paine. In our extensive CFD research projects, both Super J's designed by Paine showed extremely good performance although in different wind ranges.

J9 is presently in design with a single deckhouse although she could also be built with two such as on J8. Following high interest in these extraordinary yachts, she is being developed in order to reduce the lead time for a potential client.

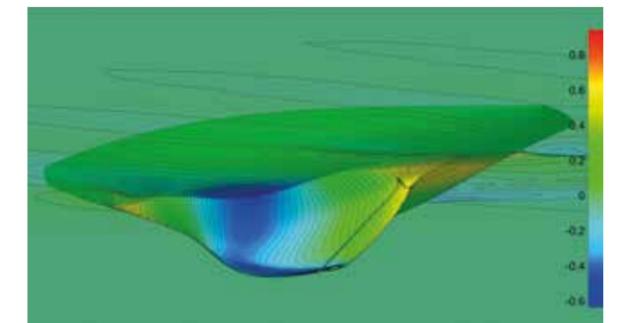
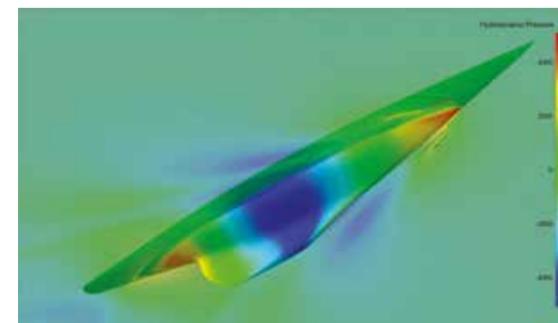
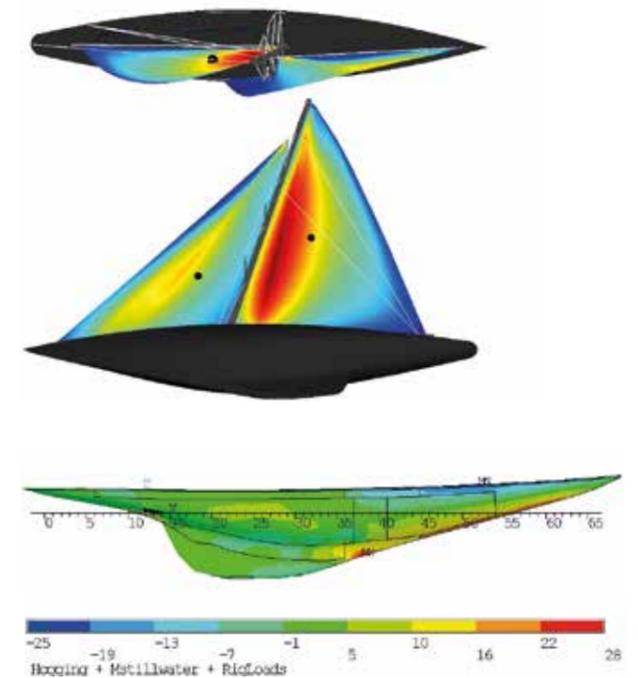
Hull construction is in high-tensile aluminium to Lloyds and MCA. Alternative interior and deck layouts are also available. J9 will be the 32nd project on which Holland Jachtbouw and Hoek Design have collaborated.

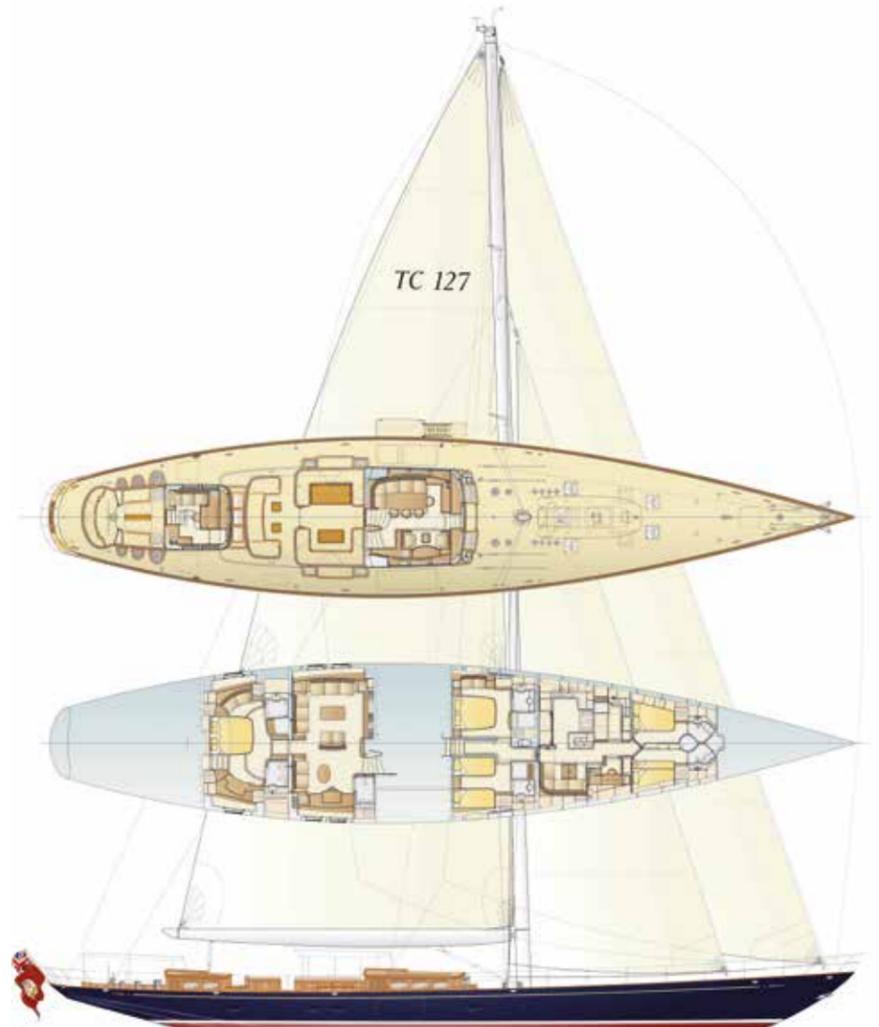


Research and development has always been at the heart of Hoek Design, and has helped shape who we are. Based on our 'Performance through Research' philosophy, we have developed and built more than 100 yachts that typically combine traditionally elegant lines above water with the very latest technologies below. As pioneers in this field, we have set standards which others have followed. Having invested in the first Velocity Prediction Programs (VPP) as early as 1986 to optimise the typical Dutch leeboard sailing yachts, our boats were and continue to be extremely successful on the race course. Today, we are able to optimise our yachts not only for great results when racing, but to allow them to be highly comfortable cruising yachts, whatever the weather throws at them.

Our software is continuously updated to enable us to focus on optimising performance to the highest degree, along with investing in our team to ensure they are trained to get the most out of it. The demand for larger and more technologically advanced yachts is increasing. Clients are looking for higher performance and variable configuration changes to enable them to cruise and race their yachts easily. Our team not only makes this possible, but also understands the importance of accurately calculating the loads and the higher demand on systems and deck gear, to ensure they deliver not only a beautiful looking yacht but one which exceeds our client's expectations.

We use Computational Fluid Dynamics (CFD) to optimise the hull shape for less drag, to find the perfect positioning of the keel and rudder in relation to the sail plan, and to calculate the flow around the hull and appendages, resulting in a beautifully balanced, responsive helm, and stable ocean-going yacht. A similar program is used to determine the mast and rigging loads, crucially important not only for regatta sailing with increased loads on the sheets and halyards, but to ascertain the size of the construction and the correct deck equipment. Never has this been more evident than with the J-Class where our vast amount of research and studies are paramount.





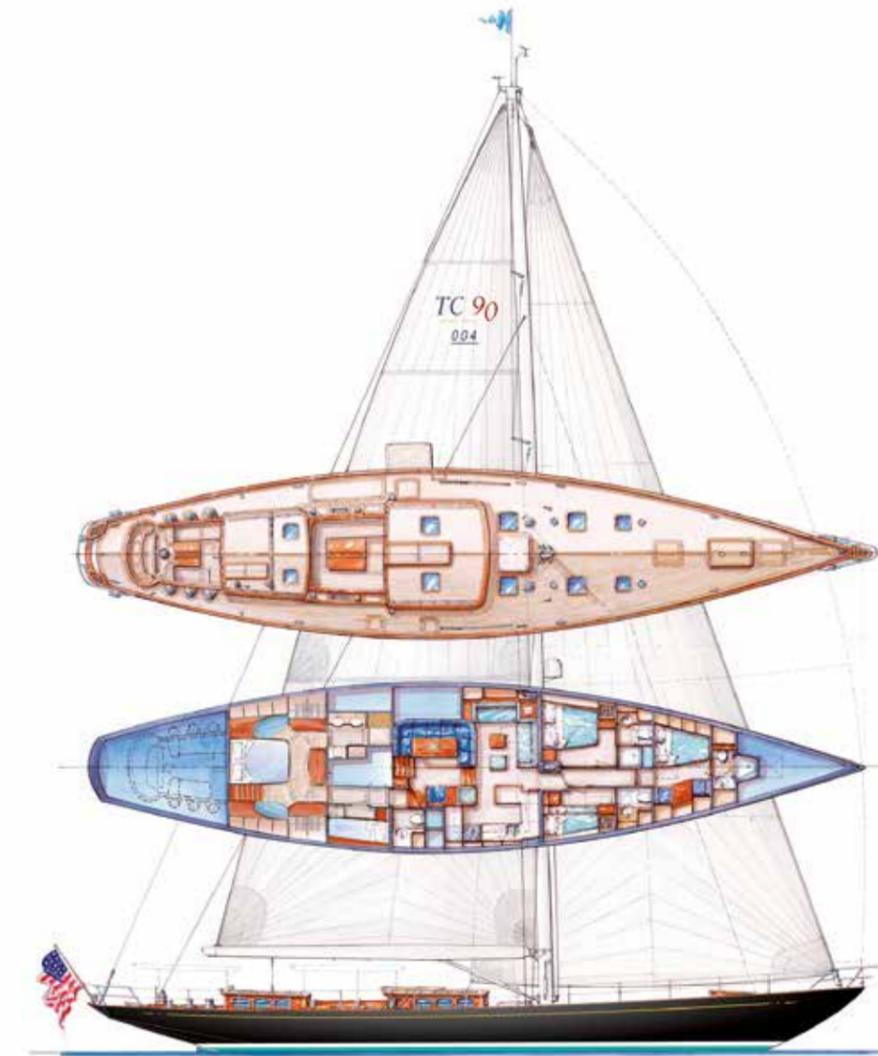
This new Truly Classic 127 is currently under construction at Claasen Jachtbouw for delivery in the spring of 2015, and is a more spacious version of the client's current Truly Classic. Her performance has been highly optimised to give her a competitive edge when racing in the Superyacht and Spirit of Tradition regattas.

The interior concept incorporates an aft Owner's stateroom which leads to a private deckhouse and aft cockpit. Uniquely, there will also be a full-beam lower saloon just forward of the Owner's stateroom, comprising a living, library and bar area. This will create a dedicated interior Owner's area and offer plenty of privacy, especially when they are cruising without any guests. This is the second yacht our office has designed for this client, with the same build team, Nigel Ingram of MCM as Owner's representative and Claasen Shipyards as builders. She is the 25th yacht that Claasen is building to a Hoek design.

The Truly Classic 90 series is increasing with hull number 3 sold and fit-out well underway. She will be very similar to the TC90-2 *Atalante*, although with a slightly different and optimised interior layout as shown below. Hull number 4 will be built for a company that will use the yacht as a sail-training vessel and will therefore have a completely different interior layout, illustrating the flexibility of the deck and interior layouts on these very popular Truly Classics.

The TC90 is an extremely popular size as a family yacht and easily operated by a couple as crew. TC90's are also very popular charter yachts, and are frequently chartered by Hoek Brokerage to our clientele.

The TC90-1 *Kealoha* and TC90-2 *Atalante* have both been very successful on the race course, winning various Superyacht and Bucket type regattas.

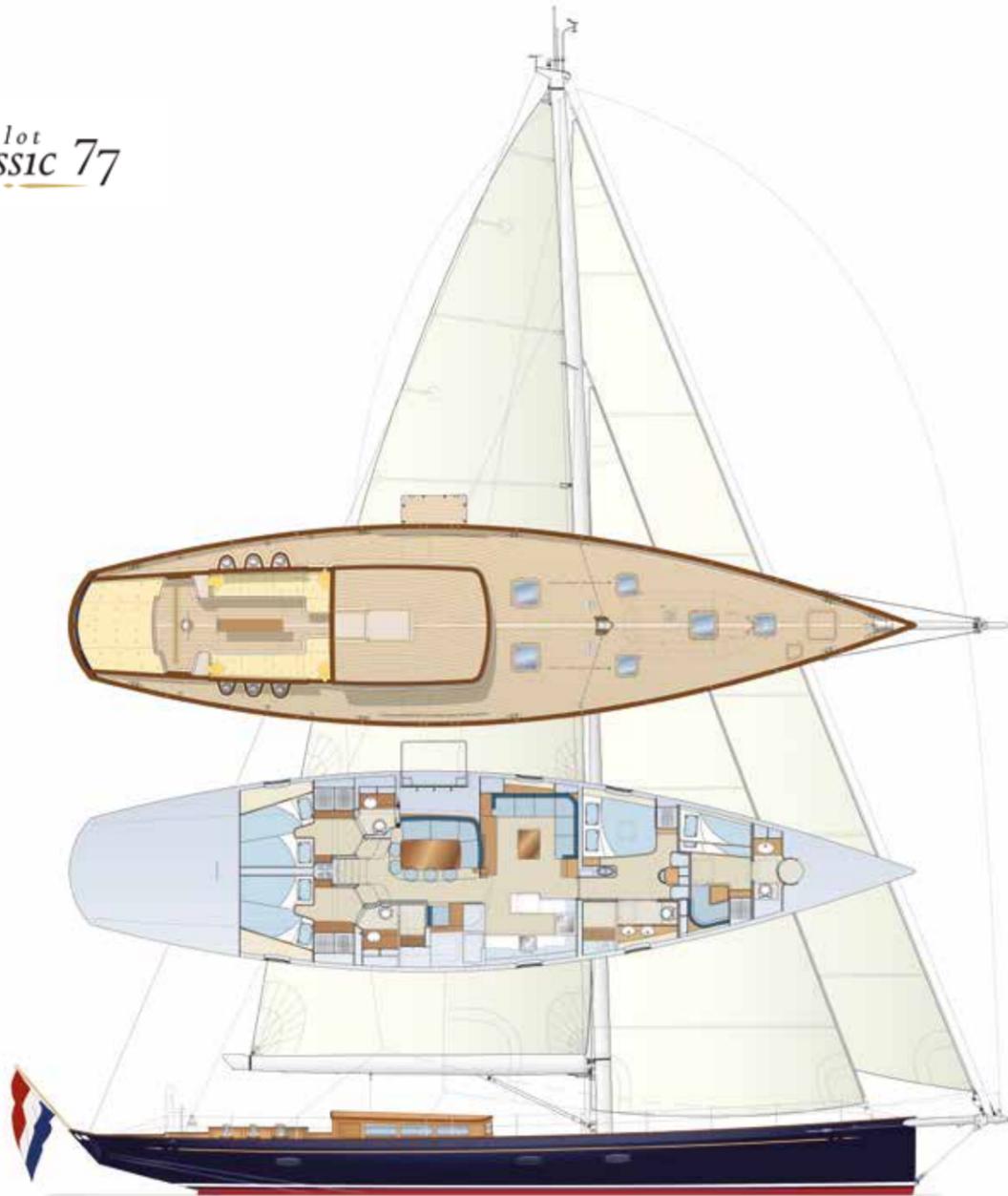


PILOT CLASSIC 77

This new 77 ft Pilot Classic has been developed for Claasen Shipyards and will be built in aluminium. The experience that our office and the yard has gathered with the various 80 foot vessels built in the past, has been incorporated into this new design which has a long waterline for its style and size and a unique layout. She has been developed as a family yacht which can be sailed easily with a single crew member as an engineer, sailor and deckhand. An Owner's cabin, three guest cabins and a separate single crew cabin are incorporated into the interior, along with an open plan lower saloon and integrated galley.

On deck a large aft cockpit with dining possibilities for eight and a sunbathing area at the stern are one of the many features, along with a vast deckhouse with dining, settee and navigation station. The yacht will be offered by the yard at a very competitive price level and a lot of attention has gone into simplifying the construction in order to reduce costs. The interior can be customised and technically the yacht will be kept as simple as possible in order to reduce maintenance costs and hiccups. Hull construction will start in early 2015 and the first yacht will be built for a client but is also available during construction.

Pilot
Classic 77



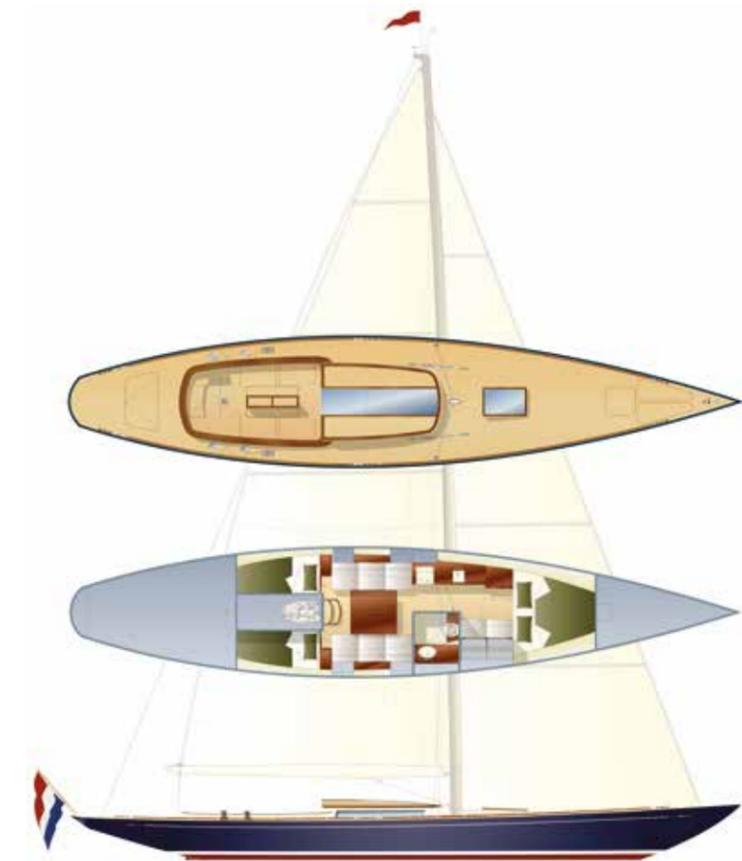
75 FT SLOOP LA NIÑA

Currently under construction at Metur Yacht in Bodrum, Turkey, this exceptional yacht has a hull reminiscent of the Volvo 70s and is fitted with twin rudders and a lifting keel that can reduce draught from 4.4 to 2.9 metres. The interior is based on a luxury cruising concept for two couples including a separate crew cabin. The superstructure was developed in close cooperation with the Owner. Made entirely in composite, *La Niña* is built over a male mould with a core cell M foam hull and deck, using a combination of epoxy glass and carbon. Delivery is planned for summer 2015.



EAGLE 54

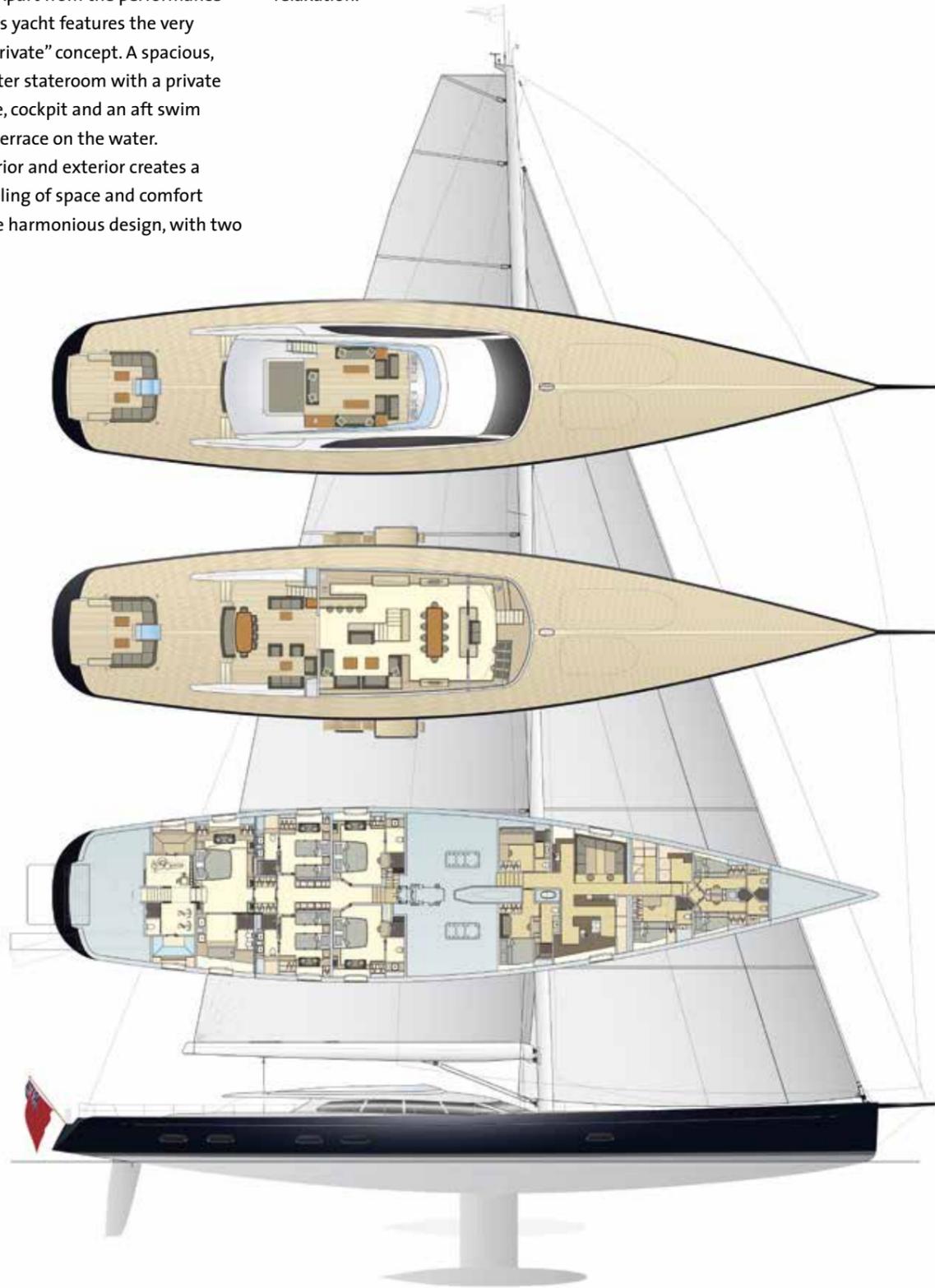
We are proud to be involved in a new composite production yacht for Leonardo Yachts in the Netherlands. A 54 ft design was developed based on the experiences that Hoek Design has gained with the many Truly Classic designs. This new 54 footer can be built with different interior layouts and will have a composite hull and sheltered aft cockpit, a concept we developed in close cooperation with the yard. Construction started in early 2014 and the first yacht will be delivered in the spring of 2015.



50 M PERFORMANCE FLYBRIDGE SLOOP

The ultimate paradox; premium comfort united with maximum speed. This 499GT sailing yacht sails faster than the wind. Our CFD research helped show us the way to design high volume yachts with low resistance. In combination with enough stability to carry a powerful rig, this is not a sitting duck. Apart from the performance excitement, this yacht features the very comfortable "private" concept. A spacious, full beam, master stateroom with a private wellness centre, cockpit and an aft swim platform and terrace on the water. The entire interior and exterior creates a sensational feeling of space and comfort throughout the harmonious design, with two

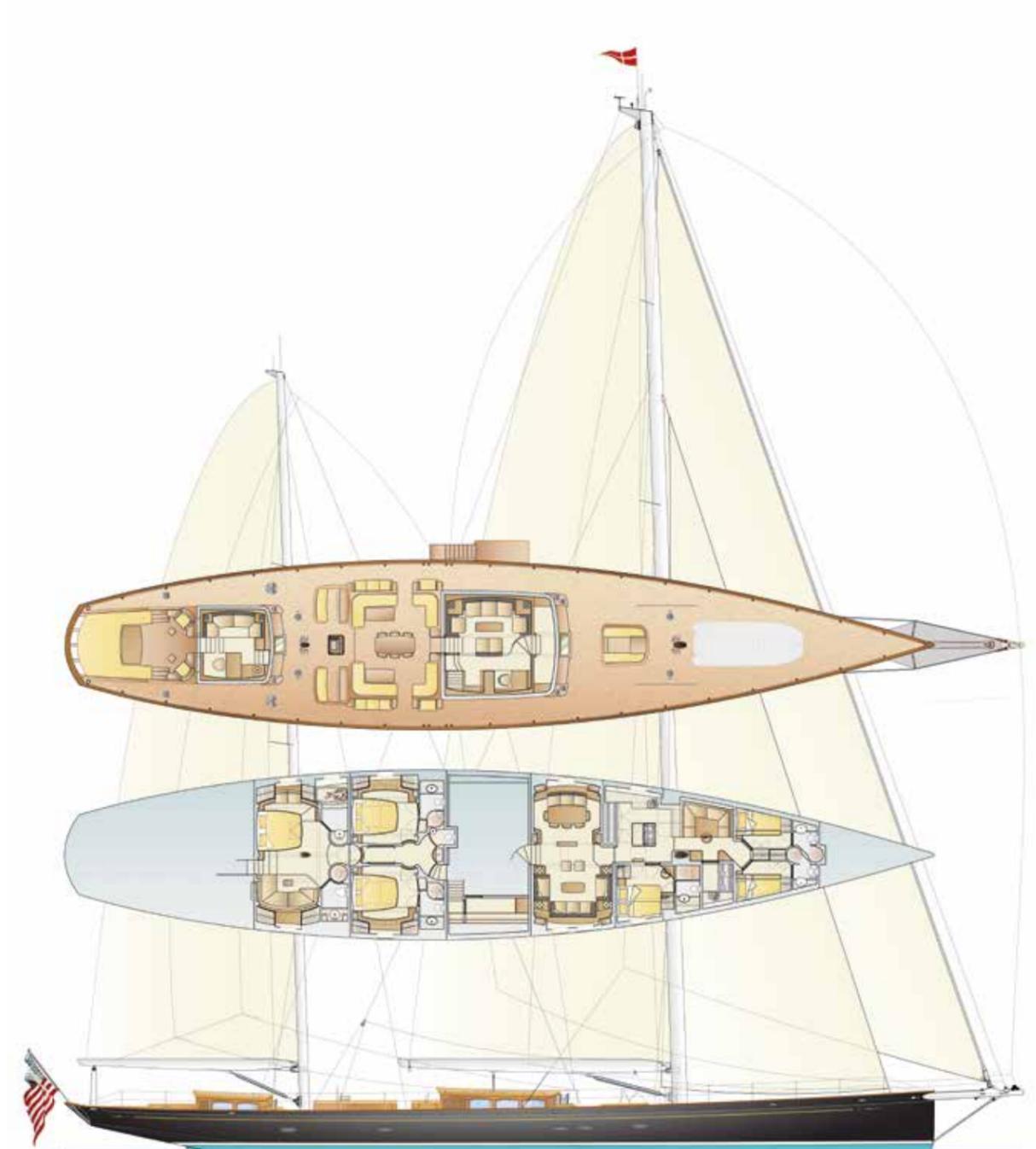
en-suite queens and two en-suite twin guest cabins on the lower deck. The main cockpit area is very sheltered with a solid roof and drop-down glass side panels, and can easily be joined to the large salon area by opening the sliding doors. The flybridge combines the sailing thrill with relaxation.



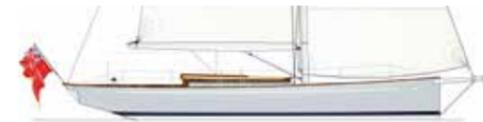
136 FT PILOT CLASSIC

Currently in the engineering phase, the design brief for this spectacular project calls for a deep ocean cruising yacht capable of exploring high latitudes. Under development for an experienced yachtsman who plans to cruise the world and the Polar Regions, her aluminium hull construction will include a fixed keel and rudder with full skeg.

The hands-on experience that Andre Hoek gained sailing on the 180 ft ketch *Adele* with her Owners in the Arctic and Antarctic is proving vital in developing this new 136 footer. A ketch rig was chosen to ensure versatility and the capacity to sail in rough conditions with a relatively small crew.



PILOT CLASSIC DESIGNS



Pilot
Classic 44



Pilot
Classic 55



Pilot
Classic 66



Pilot
Classic 85



Pilot
Classic 108



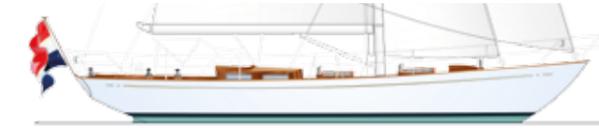
Pilot
Classic 125



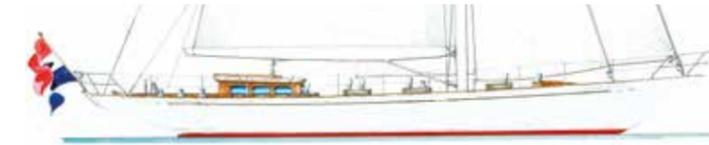
Pilot
Classic 192

The designs shown on this page visualises the different sizes that we have drawn and developed in this style. Presently 44 ft, 55 ft, 77 ft and 136 ft versions are in design and of course the recently launched 155 ft Pilot Classic *Elffe*. The Pilot Classic 85 *Windhunter II* is a very successful yacht which has generated much interest. For more information on any of these models please contact the design office.

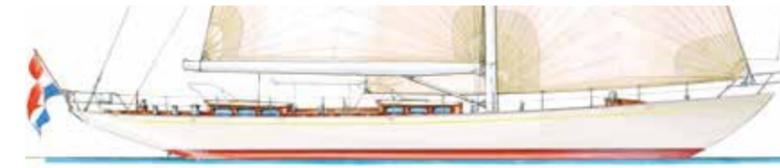
TRULY CLASSIC DESIGNS



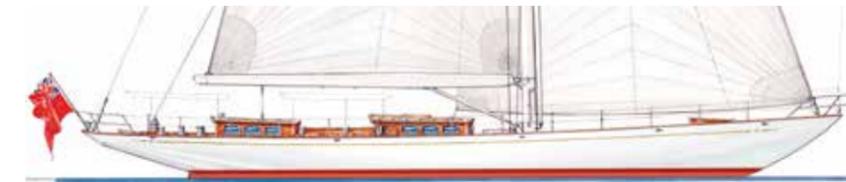
Truly
Classic 51



Truly
Classic 65



Truly
Classic 78



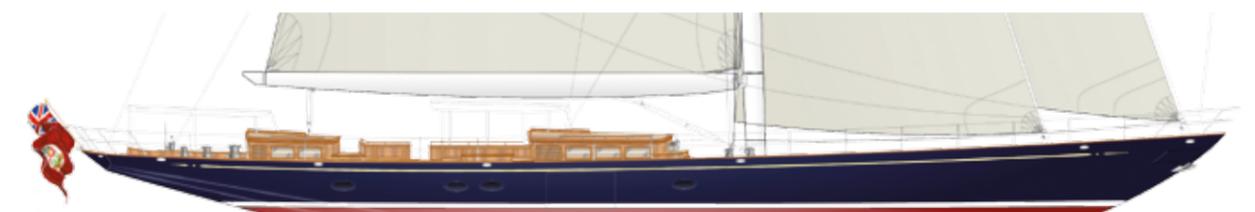
Truly
Classic 90



Truly
Classic 102



Truly
Classic 108



Truly
Classic 127

The Truly Classic range has been developed to give clients the possibility to build a semi-custom yacht with a classic sheer, spoon bow and long stern overhang, basing the yacht on a proven hull concept whereby draft, sail plan and interior layout can be modified to the client's wishes. This reduces the amount of decisions that need to be taken and with close to 40 yachts in this style and size range built to date in sizes shown here, clients have the option to view them rather than just a design on paper. Various layouts are available for each size. For more information on these designs please contact the design office.

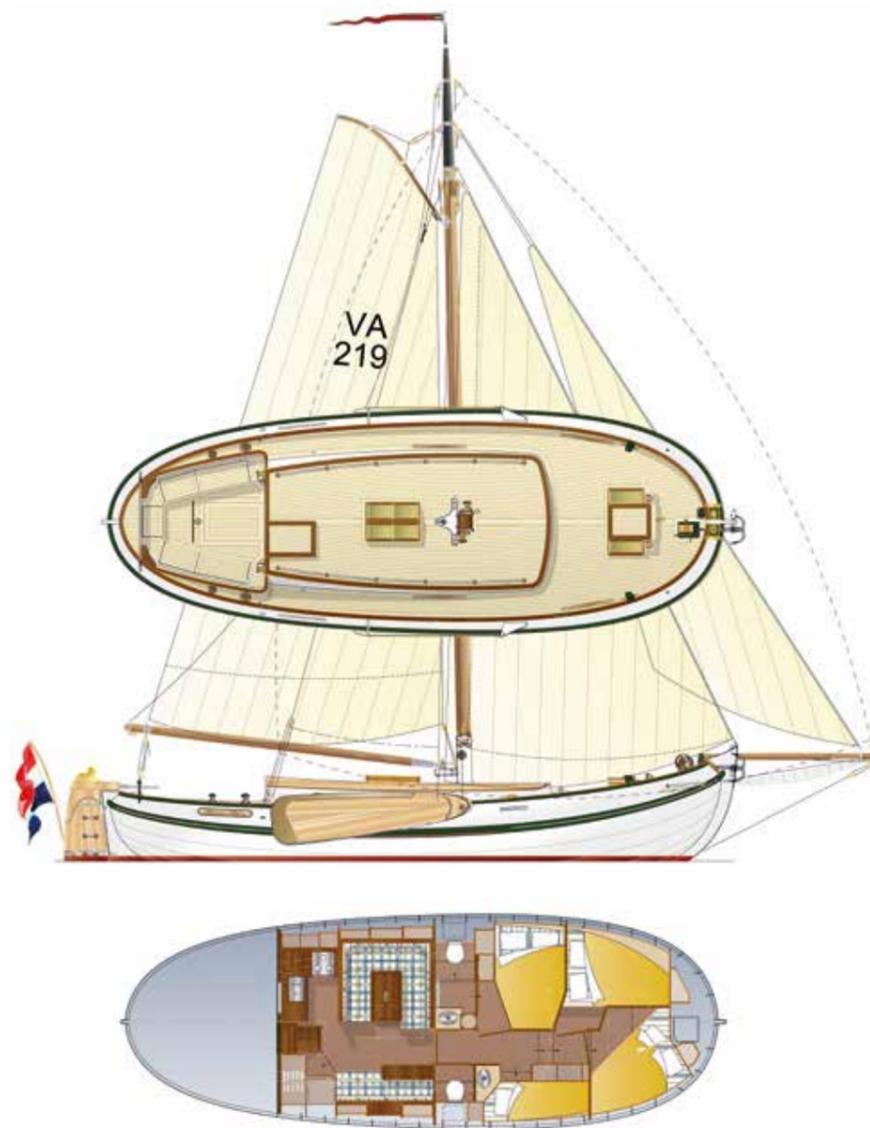
12.25 M LEMSTERAAK MARTINA MARIA



Hoek Design has been active in the designs of typical Dutch leeboard yachts since 1978. More than 200 of these yachts have been built, in sizes varying between 9.5 and 18 m over the hull. These yachts are extremely popular in the Netherlands, due to their very shallow draft, historical value, interior volume and good sailing performance. There are active class organisations that are promoting both racing and cruising, and many of our yachts participate actively on the regatta circuit. Our designs have dominated the racing scene since the beginning and still do, 7 out of 9 events this year have been won by our designs. The multiple record-holding Lemsteraak *Danielle* won the overall championship in 2012, and many of our designs have been Dutch Open Champion.

In the beginning of 2014 Martijn van Schaik rejoined Hoek Design, after having worked with us for eight years previously, then setting up his own company for 15 years and is now back to his roots, Martijn is very involved together with Ruurt Meulemans and Andre Hoek, in the development of new yachts and the optimization of existing yachts.

The Lemsteraak yachts *Martina Maria*, built by Scheepsbouwers Maritiem, as well as the HA-12, built by SRF Harlingen, are two of the latest designs that have been launched this year. Both yachts were extensively optimised for performance with our in-house developed Velocity Prediction Program. *Martina Maria* is a 12.25 meter design and the second yacht to this hull design in the water, a third yacht is now under construction.



11.85 M LEMSTERAAK HA-12 SCHOLLEVAAR

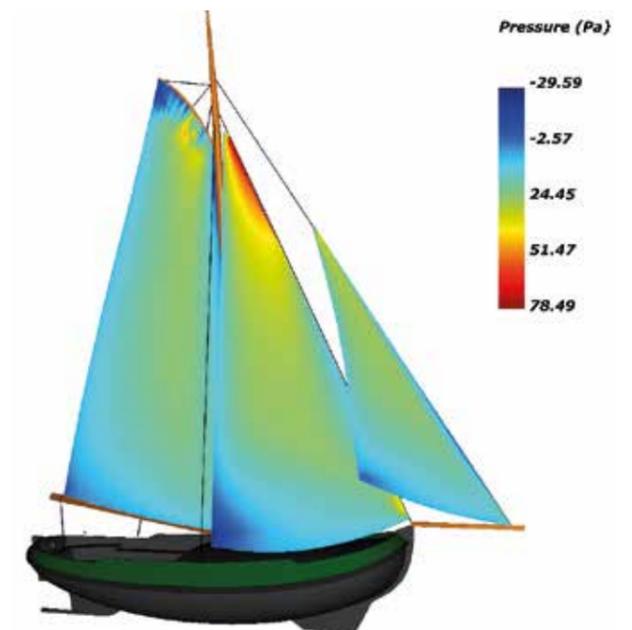
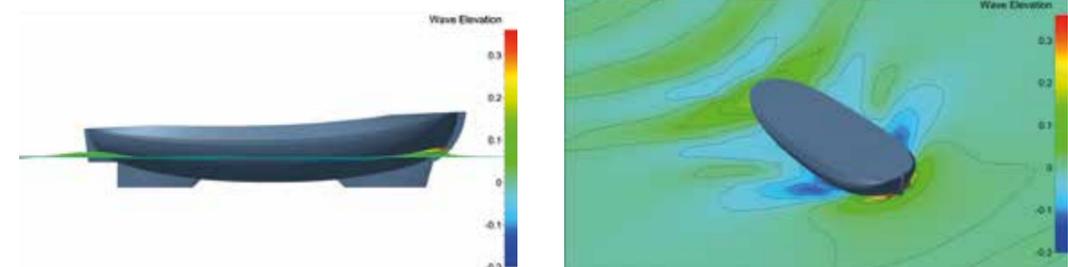


The Lemsteraak *HA-12 Schollevaar* is the visserman version and has a large open cockpit. She is the second yacht to this design that has been built and more yachts are expected.

12.85 M LEMSTERAAK

A completely new design that has been developed recently is a 12.85 meter racing Lemsteraak construction began in late 2014. This design, by Chris Beuker Lemsteraken, has also been developed using our in-house velocity prediction programs, studying 6 different hull shapes varying in beam and volume distribution. These hulls were analysed using velocity prediction programs as well as Computational Fluid Dynamics (CFD) software from Numeca. The research we've done has developed into a completely new hull concept that looks very promising, both on true speed and handicap.

A range of designs in many different sizes, models and layouts are available. For more information on the drawing packages please contact the design office.



18 M MOTORYACHT

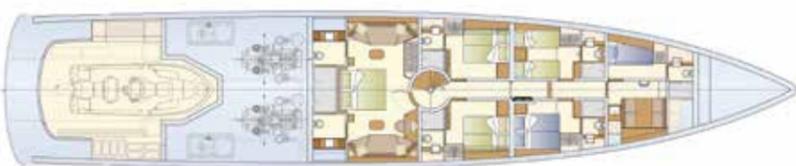
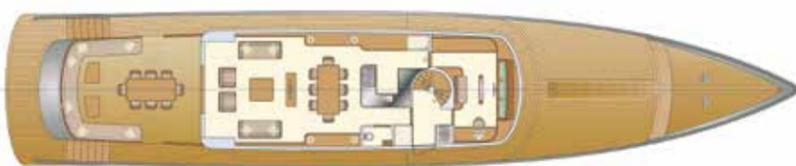
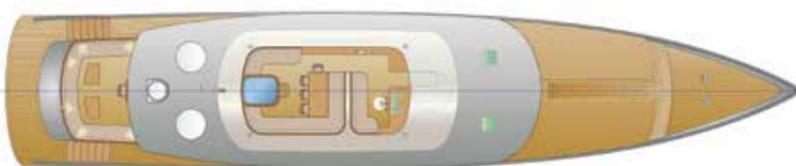
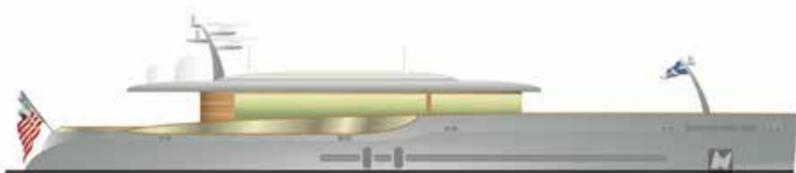
This classically styled motoryacht was developed for one of our clients some time ago, but never built. The design is exciting and very different from other boats in this category. Tank tests undergone for the hull at the Wolfson Unit at Southampton University proved very successful. The yacht concept comprises timeless classical styling with Owners' & guest cabin, galley, deck salon and dinghy storage in the aft peak. Speeds in excess of 30 knots are possible depending on installed horsepower.



35 M DESPERADO

The founders of an environmental engineering company in the United States came to us looking for a design for a modern exploration vessel that would have minimal ecological impact. This exciting project currently under development will be built in aluminium construction.

Ease and safety of operation, a timeless interior layout, and minimal crew requirements for a vessel of this size were some of the key parameters in the design brief. A medium displacement vessel, *Desperado* is intended to be used for expeditions to the world's finest diving areas. She will be equipped with twin Caterpillar C18 engines with controllable pitch propellers providing a cruising speed of 12 knots and a maximum speed of 18. The shape of the hull was developed in a way that allows the yacht to also be powered with bigger engines with planning speeds up to 35 knots. It will be thrilling to see this design materialise in the coming years.



56 M MOTOR YACHT



The design for this 56 metre project was created by our office. Typifying the innovative spirit of the Dutch yachting industry, it is ideal for a new generation of Owners looking for a unique and challenging motoryacht without an impractically futuristic design. Modern materials and a lightweight construction are synthesised in a high-tech gentleman's yacht full of innovations, including an ingenious system that takes full account of total onboard power consumption.

The yacht has been designed with a steel hull and aluminium superstructure, as well as a diesel-electric propulsion set-up which makes her exceptionally eco-friendly. The interior can be completely customised. This particular model was designed as a wide body, with the Owner's accommodation spanning the full beam. A smaller 52-metre low-profile design is also available with optional walkaround gangways and an aluminium hull.

LOMBOK PROJECT



The Lombok project started when one of our existing yard-owning clients came to us with the hull of a 1960's ice-reinforced buoy laying vessel which he wanted to convert into an expedition and support vessel, to be used for charter in the Arctic and Antarctic. The original vessel has an aft engine room, which makes her perfectly suited for conversion

into a yacht. Her hull lines are very sleek, with a great bow and stern shape and elegant sheer. She is equipped with an ice propeller, oversized hull plating and an icebreaking bow, making her particularly suitable for expedition voyages. She could also be fitted with a helicopter platform.



2014 has been an extremely successful year on the race course for our yachts. The winning streak began when the 180 ft ketch *Marie* sailed to victory in a very exciting final race at the St Barths Bucket, both in her class and as

overall winner. *Marie* has always performed exceptionally well at the Superyacht regattas but winning the Bucket is definitely a milestone for her.



The J-Class *Lionheart* proved unbeatable in the first J regatta of the season in Mahon with a straight run of wins. With Bouwe Becking of Volvo fame calling tactics, she went on to win the Superyacht Cup in Palma with an unprecedented 4.5 point lead over Ranger in second place, completing her hat trick of victories by claiming the trophy at the Maxi Yacht Rolex Cup in Sardinia. Andre Hoek was on board for all three regattas and was extremely proud not only to see her dedicated Owner and crew race the yacht so well, but also of his design team who did a vast amount of research and development to optimise the design of *Lionheart* for all conditions, something which is clearly paying off.



The Claasen-built F-Class *Firefly* added to the trophy list by winning all four of her races in an outstanding performance at the Loro Piana Superyacht Regatta in Sardinia to finish an astonishing 8 points ahead of Magic Carpet 3 in second place, and take overall victory.



The Truly Classic 78 *Heartbeat* returned to Palma to defend her title in the Superyacht Cup and succeeded by winning not only her class for the second year in a row but also took home the Hoek Cup and third place overall. She was looking rather stunning following a recent refit at Royal Huisman.



With 11 yachts competing over four days of exciting racing in Falmouth Bay, with beautiful weather to match the spectacular yachts, *Mariette* and *Firebrand* returned to defend their titles in the Pendennis Cup, but it was Truly Classic 85 *Velacarina* that won the Pendennis Cup 2014!





masts (60 mtrs). Exploring trips with *Athos'* tenders, we learned that many of these giants are grounded; 90% of their volume is sub-surface. So we decided to bring *Athos* - engine powered - in between; amazing! There are no words to describe these phenomena, just look at the picture and notice the shadow of *Athos'* masts on the iceberg. For more photos and videos of their adventures, see: www.athos.com

Besides exploring the extreme corners of the globe, *Athos* is a regular competitor in the Superyacht regattas, and 2015 is no exception. We will see her racing again in the Caribbean 600, the St Barths Bucket and the Palma Superyacht Cup against the top Superyachts on the water, always an impressive sight!



Expedition Grønland - written by a friend of the Owner.

Designed to cruise all oceans of this world, the Superyacht *Athos* visited Greenland's west coast. A surprising and exciting experience! Not in the least for the local Inuit; these people don't see many sailing boats and never one of *Athos'* size. In four weeks we met three sailing yachts; average size 25 mtrs, steel hull and two out of three flying Dutch national colours.

Departing from Halifax Nova Scotia we sailed north east along Newfoundland through Belle Isle Street. Having crossed Davis Straits we arrived in Greenland's capital Nuuk around 22:30hrs in the evening under almost daylight conditions. Hundreds of flashlights proved we didn't arrive unnoticed. We took the last

opportunity to store fuel and food and sailed along the Greenland west coast up to Sondre Strømfjord. This fjord is approximately 100 miles deep and ends up in Kangarlussuaq, a former US strategic command air station. On the way up we passed the Arctic Circle (lat. 66°33'44" North). Neptune sent his representative - a live codfish - to welcome *Athos* and her crew into the polar region. A ceremonial kiss, an aquavit and we were through.

A three hour four wheel drive across no-mans and no-roads land and we climbed up the polar ice cap. Heavy snowfall proved we were either late in the season or snow came early that year.

We sailed further up North into Disko Bay (Ilulissat 69°North) where Jacobshavn Glacier produces a lot of the icebergs in the arctic. Some of these icebergs were as high as *Athos'*



DID YOU KNOW THAT HOEK DESIGN...

IS ON BOARD

Our team members can be found on board our designs on the race course regularly during Superyacht regattas and J-Class races, hands on experience.



HAS A NEW WEBSITE

The new Hoek Design website is a feast for the eyes with much larger images as well as being much easier to navigate! Many new yachts are also included on the website as well as information about our research and development and new projects. Check it out at www.hoekdesign.com



HAS MEETINGS ON BOARD OUR DESIGNS

Perfectly suitable for this are the open transom designs of our Pilot Classic Yachts....



IS ON THE PODIUM

The Essence 33 daysailer won 'Sailboat of the year 2014' in the Netherlands which was awarded by Hiswa. She is now nominated for the Classic Boat Awards 2015, please vote on www.classicboat.co.uk/awards2015



The Truly Classic 51 *Alexa* was winner of the Classic Boat magazine 'Boat of the Year' award in the category above 40ft in the Spirit of Tradition class. *Alexa* is the ninth boat to be built in the series of the TC51 and was built by Metur Yacht.



Andre Hoek was awarded in Fort Lauderdale following his retirement as a Judge for the last 6 years for the International Superyacht Society. Joe Purtell, who has also served the ISS for many years, and is also retiring as administrator, presented the award.



IS ON THE ROAD

Hoek Design and Hoek Brokerage will participate in 2015 at the Dusseldorf Boatshow which will be held between the 17th and 25th of January as well as at the Monaco Yacht Show from the 23rd – 26th of September. Hoek Brokerage will also be present at the Palma Superyacht Show between the 30th April - 4th of May with at least two yachts on display. They will also be at the Cannes Boatshow between the 8th and 13th of September 2015.



Dear friends,

During 2014 Hoek Brokerage sold various existing Hoek Design yachts such as the 55 ft classic sloop *Tintagel*, the renowned 70ft classic ketch *Kim*, the 65 ft aluminium hulled ketch *Satanta* and the TC90 #03. Hoek Design charter yachts, in particular the TC65 *Windrose*, was fully booked, but also the 74 ft *Copihue*, TC90 *Atalante*, the TC108 *Jazz Jr* and the 125 ft Schooner *This is Us* added to a unique experience for some very happy charter clients.

Apart from representing the owners of existing Hoek Design yachts for sale, charter or both, Hoek Brokerage also represents new projects such as the Truly Classic range in sizes between 51 ft and 127 ft. The Truly Classic Yachts have been popular and draw particular attention from clientele in the USA, UK, Holland and Germany.

2014 has also seen Hoek Brokerage collaborate jointly with Fraser Yachts to list the mighty 180 ft *Marie* and with Northrop & Johnson in Newport, RI, USA for the stunning J-Class *Rainbow*.

In the daysailer category, Hoek Brokerage represents the Essence 33 and the 37 ft Wally Nano.

With a passion for sailing and many years' experience racing everything from 30' carbon 'pocket rockets' to J-Class, Katie Beringer joined Hoek Brokerage and is heading the charter business, as well as broker for several yachts that are for sale, and is also involved in the PR and marketing.

Whatever your interest, however you choose to sail or cruise, we would be delighted to assist you with any inquiries for sale or for charter during the coming year.

You will always find the very latest availability on www.hoekbrokerage.com

Yours truly,

Pieter van der Weide
Hoek Brokerage



