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Dear friends,

The year 2013 has been a very exciting one for all of us here at Hoek Design. As you can read in this newsletter, a number of new yachts have been launched. Among them was a relatively novel design for our office - a spectacular motoryacht with a top speed of fifty knots. Various other exciting sailing yachts have also been launched, including the 51-foot *Alexa*, the second *Essence 33*, a 37-foot *Pilot Classic*, and the outstanding 47-foot all-carbon sailing yacht *Elsa* built at Baltic Yachts in Finland. *Elsa* graces the cover of this newsletter, a beautiful yacht in the spirit of the Eight Metre class yachts of the early 1900s.

We also have a string of yachts under construction, a number of exciting projects on the drawing boards and some thrilling news on the J-class front – all of which you can read about in this newsletter. Hoek Design is proud to be involved with so many exhilarating projects and extraordinary clients. The J-class scene is growing rapidly and, with four new projects at hand, we are proud to be involved in this very high-profile class of yachts.

This past year has also seen Hoek Design and Hoek Brokerage expand across the board. In Palma de Mallorca, Charlotte Alofs and Robert Holthuisen are assisting us on the Spanish market. Charlotte is fluent in Spanish and Italian, and very much at home among the yachting community in Mallorca.

In January 2014 another new representative office of Hoek Design will open in Newport, Rhode Island, in the USA. Bob Peck of Triton LLC, a long-time sailing enthusiast who has been active in Newport's yachting community for many years, will represent Hoek Design in the American market. This decision was made in response to the growing American clientele that we have on both the West and East Coasts.

We look forward to meeting you again in the coming year, be it on the water, at a regatta, during a boat show, or in our offices. On behalf of the team, we wish you a sporty and healthy 2014.

Andre Hoek

Ruurt Meulemans

Pieter van der Weide





# 01 Recently launched



## 47 ft daysailer “Elsa”

*Elsa* is a 47-foot sailing yacht design created for an experienced owner as a daysailer/weekender for the Baltic Sea. The design of the yacht is inspired by the Eight Metre class yachts, as is clearly visible in the styling of the cabin, the sheer line, the transom shape and the sleekness of the hull. The boat was designed inside and out by our office and built in carbon composite at Baltic Yachts in Finland.

An impressive amount of effort went into the detailing: all deck equipment is in custom titanium, and there are below deck lines for halyards and reef lines, a below deck main

sheet traveller, and many other details. The yacht is equipped with a full Southern Spars carbon rig package with EC6 carbon continuous rigging. The lifting keel features a carbon fin by APM and a torpedo-shaped lead bulb.

All in all, this is an exceptionally high-tech and well-performing yacht with a displacement of just 5.5 tonnes. We were proud to be involved in this project, which was exciting to design and build, and resulted in a truly stunning outcome.







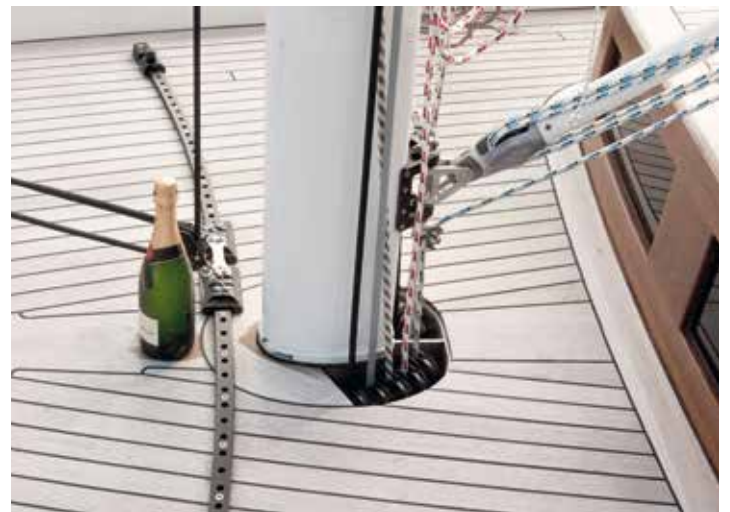
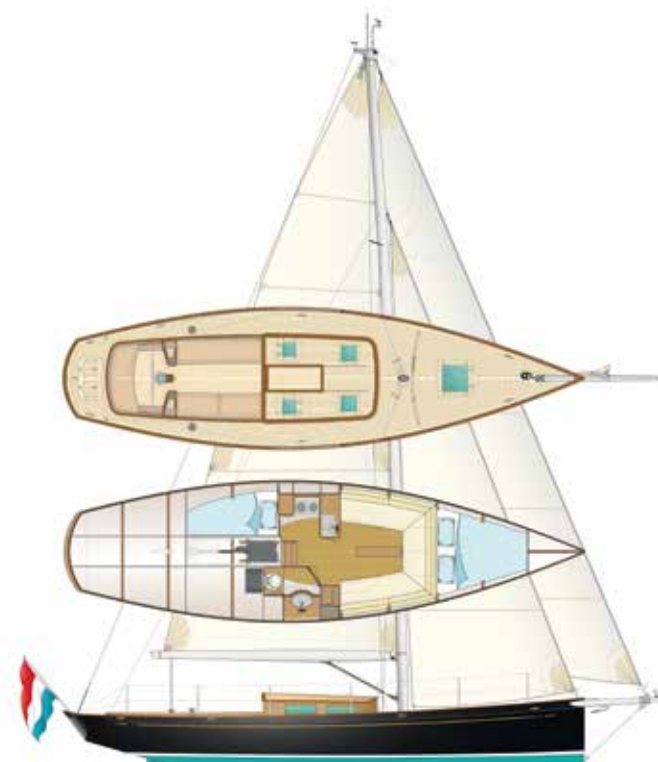
### 37 ft Pilot Classic “Josephine III”

The 37-foot Pilot Classic *Josephine III* is the third yacht our office has designed for the owners and the third built by them from our drawings. We carried out all naval architecture, as well as the interior and exterior styling work. *Josephine III* is the first yacht to be built to this design, with a second one presently under construction in the UK and due for launch in early 2014.

The concept comprises a medium displacement a relatively sleek hull, a plumb bow, a classic sheer line and a stern overhang with open transom similar to the Pilot Cutters of the early 1900s. The yacht was designed for a cold-moulded hull construction with a T-style keel featuring a lead bulb and spade rudder. The model can also be built in composites or aluminium construction. Design work for a 44-foot version is currently ongoing.

The design is nominated for the Classic Boat awards 2014 in the Spirit of Tradition class under 40-feet.

Classic Boat  
Awards 2014  
NOMINATED







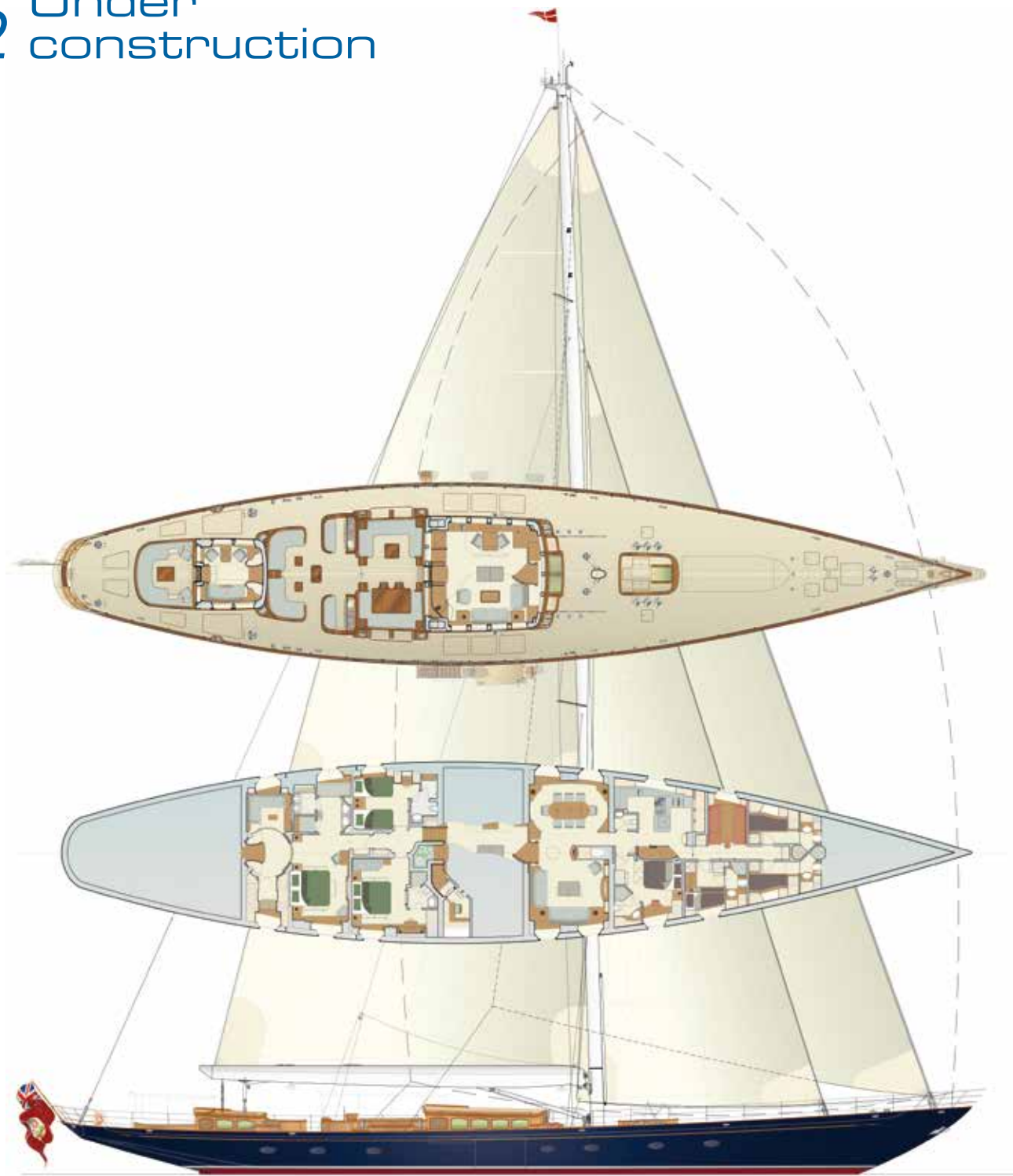
## Essence 33

The second Essence 33 daysailer called *Dark Ice* was launched this year. The model is being series-built by Essence Yachts in the Netherlands. Two more yachts are presently under construction, one of which is a sports version with a simplified interior and deck layout. The Essence 33 will be on display during Boot Düsseldorf and the HISWA Amsterdam Boat Show in 2014. Built to exceptionally high quality standards, the yacht has been nominated for European Yacht of the Year 2014 and Sailboat of the Year 2014 by the Dutch watersports industry association HISWA.





## 02 Under construction

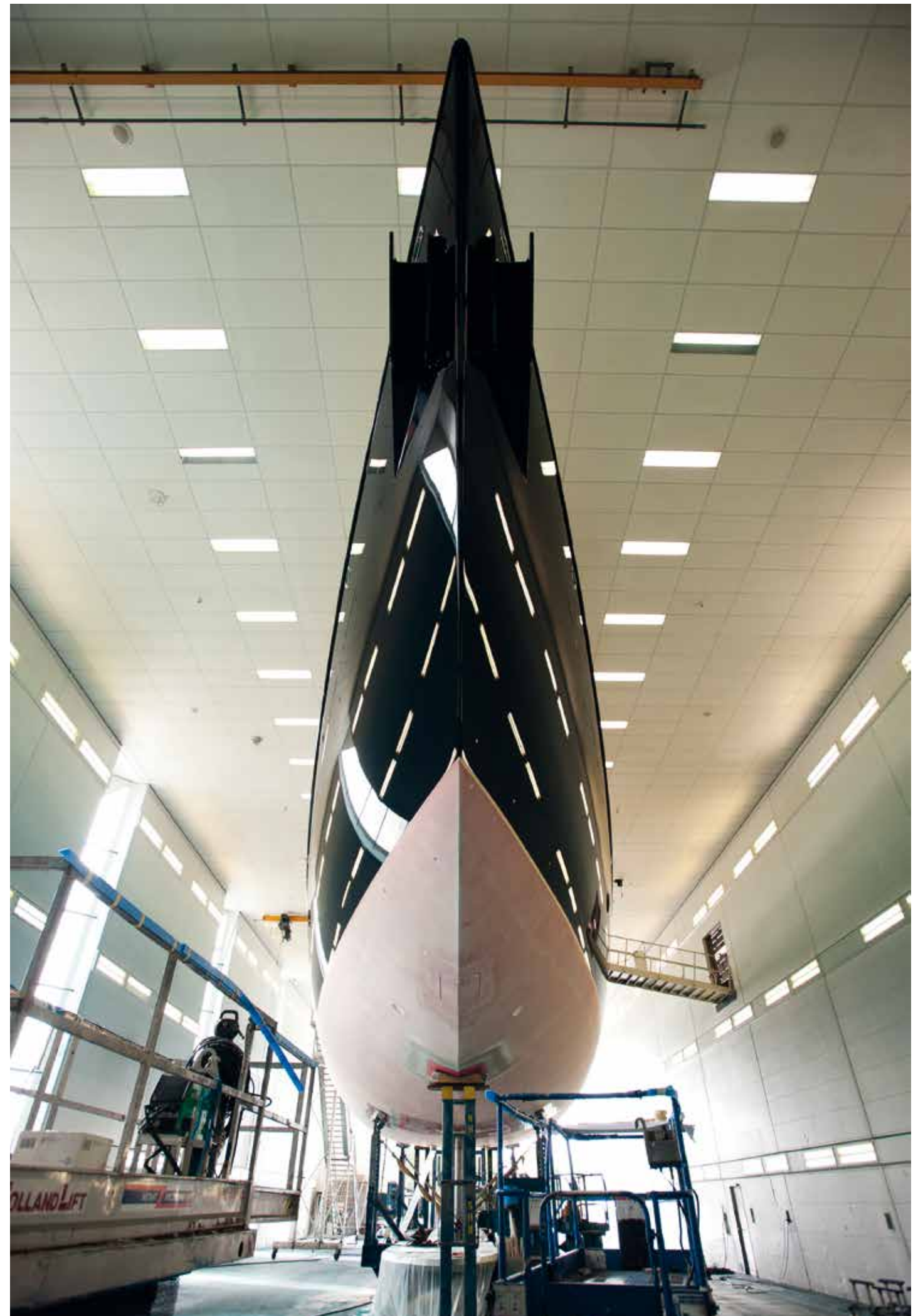


### 157 ft sloop "RHS 393"

As this newsletter was going to press, Royal Huisman was putting the finishing touches to this exciting new 48-metre sloop due for launch in early 2014. The design incorporates the experience from a long string of other classic yachts designed by our office.

Created for an experienced yachtsman and built to the highest quality standards, the boat comprises many innovative developments. Great attention has been given to the development of the cockpits, deckhouses, skylights and joinery details, and we have leveraged on experience gained with previous designs to improve on the details and achieve even higher levels of quality.

The design has been optimised with extensive CFD and VPP calculations. All naval architecture work, including structural engineering, performance optimisation, sail plans, deck plans and layouts, has been carried out by Hoek Design. The interior design is from Rhoades Young and construction management by Nigel Ingram of MCM Newport.





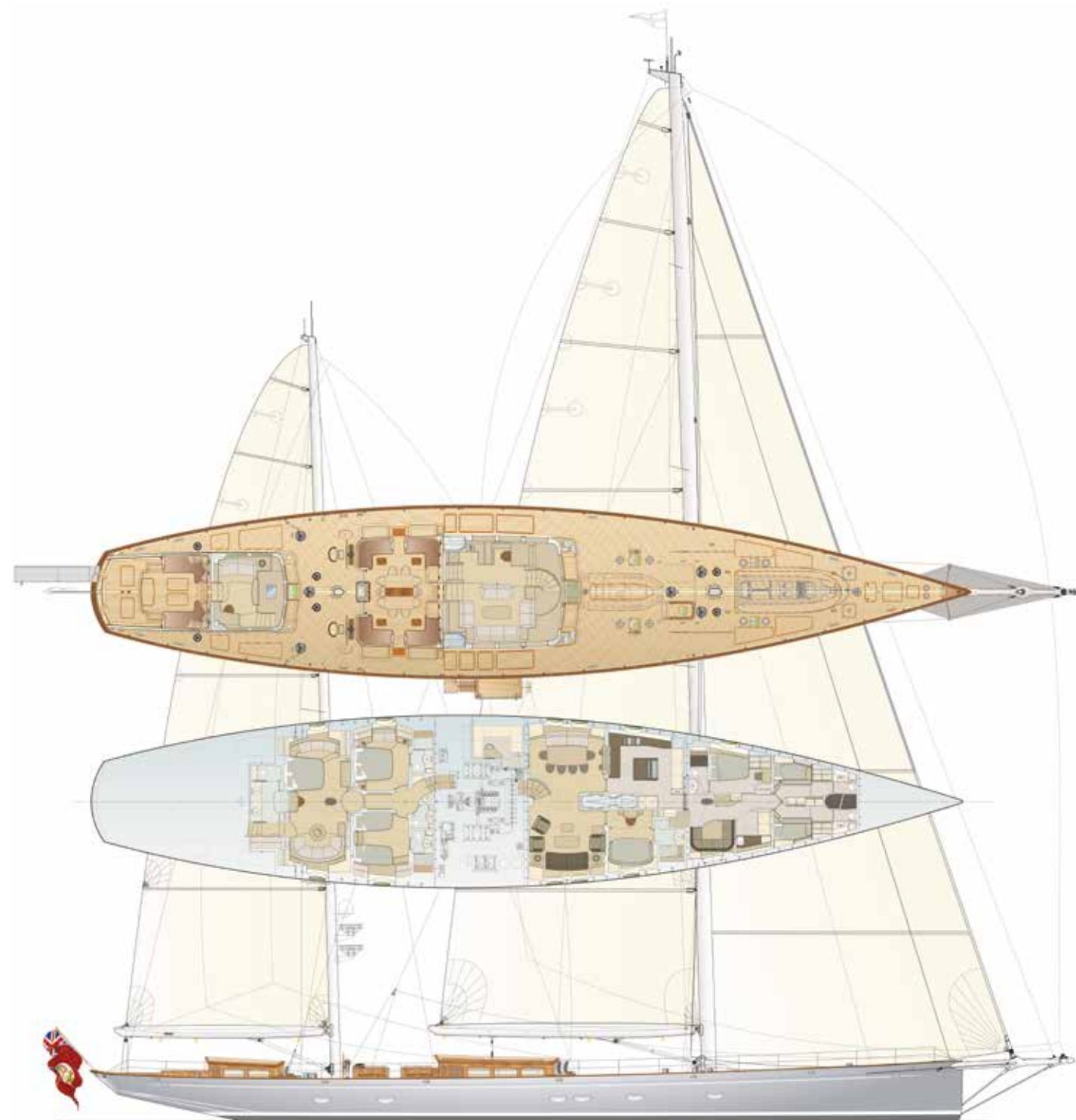


## 151 ft Pilot Classic “RHS 392”

The construction of this 46-metre Pilot Classic is at an advanced stage and she is due for launch in the summer of 2014. The design was preceded by an extensive research project done by our office: five different hulls were tested with CFD software, and the best was subsequently sent for tank tests at the MARIN laboratories in Wageningen.

The yacht incorporates an impressive performance package, including a lifting keel with a trim tab, carbon spade rudder, carbon spars, carbon rigging and the first-ever head stay furler integrated in a carbon bowsprit for both the head stay and code 0.

The deck layout has been extensively optimised for maximum comfort and efficiency. The aft cockpit includes a sunbathing area and dining arrangement with separate seating, and is directly connected to the owners’ deckhouse, which in turn gives access to the owners’ cabin. This privacy concept was developed by our office and has been used in several yachts.



The main cockpit includes twin steering wheels and a distinct centre console, as well as a dining area for ten with separate seating areas. The interior layout is designed by our office, while the interior styling was created by Redman Whitely Dixon in close cooperation with the owners’ team. The yacht has been built to exceptionally high standards at Royal Huisman in the Netherlands under the guidance of Allan Prior Yacht Management. We can’t wait to see her afloat and participate in the Spirit of Tradition Regattas!

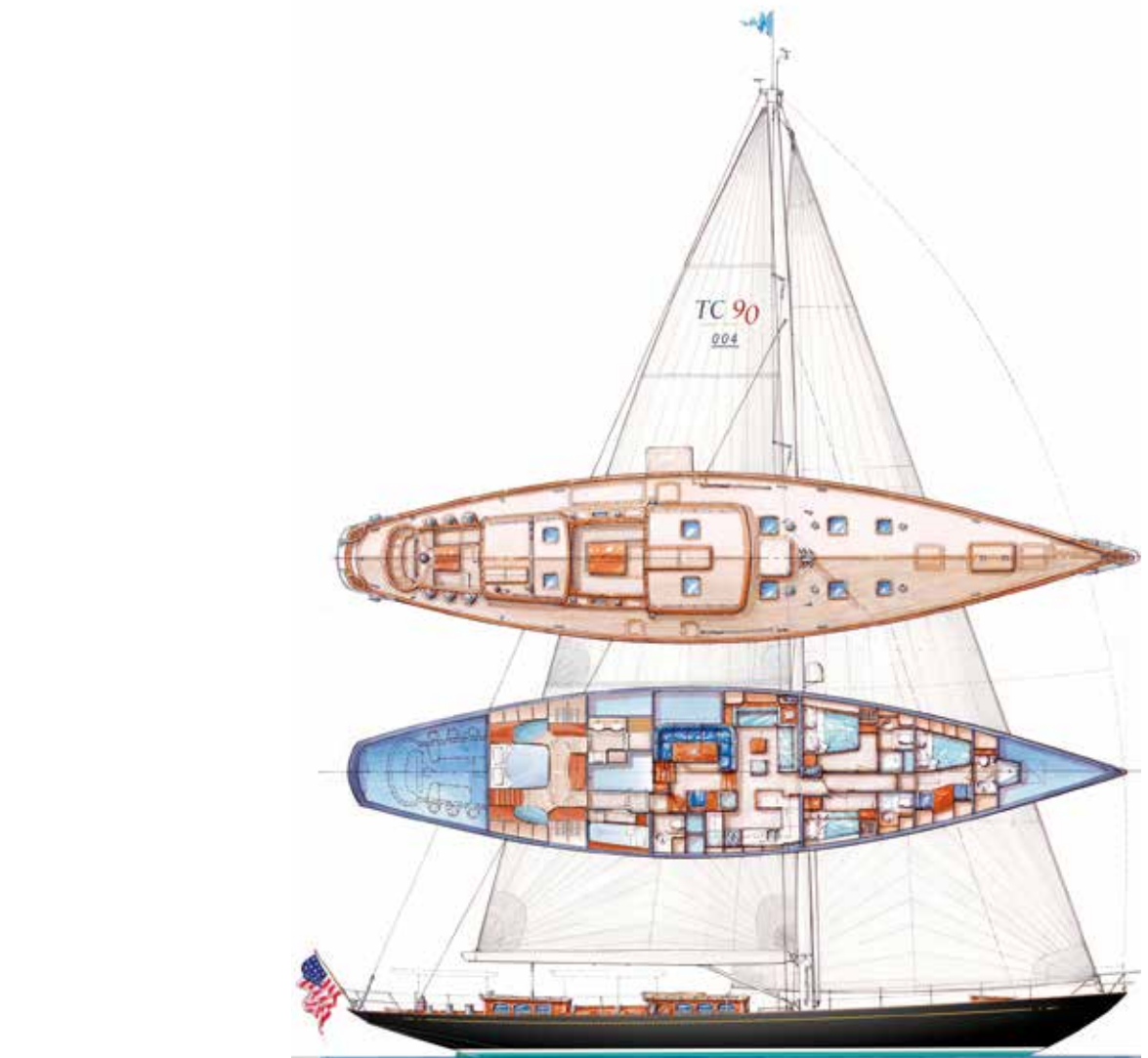




## Truly Classic 126

This new Truly Classic 126 is presently under construction at Claassen Jachtbouw for a repeat client. The owner already has a smaller Truly Classic built by the same yard. Her performance is highly optimised as she will be racing in the Superyacht Cups and Spirit of Tradition regattas.

The interior concept incorporates an aft owners' stateroom leading to a private deckhouse and aft cockpit. Uniquely, there will also be a full-beam lower saloon just forward of the owners' stateroom, comprising a TV area/library and bar segment. This will create a dedicated interior owners' area and offer plenty of privacy, especially when the owners are cruising without any guests. The first TC 126 will have a classic look & feel with raised and fielded panelling, white painted panels above wainscot level, and a range of other classic details. Hoek Design is responsible for all naval architecture and exterior & interior styling, while MCM is serving as the owners' representative.



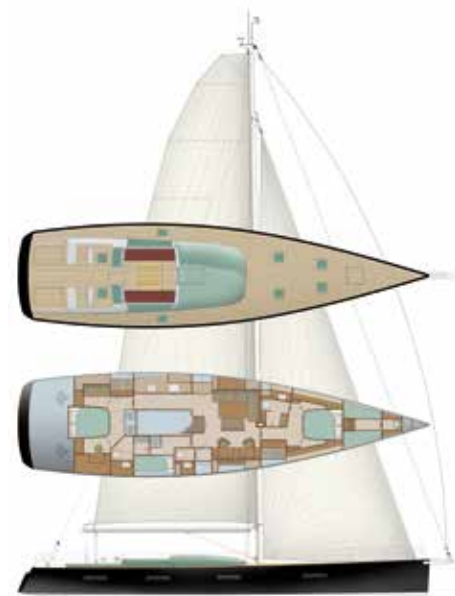
## TC 90-3 and TC 90-4

The Truly Classic 90 series is moving forward with hulls number three and four now under construction. The concept is based on proven hull designs that can be customised by clients both inside and out. The hulls, sail plans, keel, rudder and deck layouts are identical for all TC 90s, while the interiors have been tailored to each client's preferences. The exceptionally large owners' cabin takes up the aft deckhouse and has a light and airy atmosphere. The yacht can be successfully run by a crew of just two.

The TC 90s have a great charter record and have clocked up multiple triumphs at various superyacht regattas. As this newsletter went to press negotiations for both yachts were ongoing.

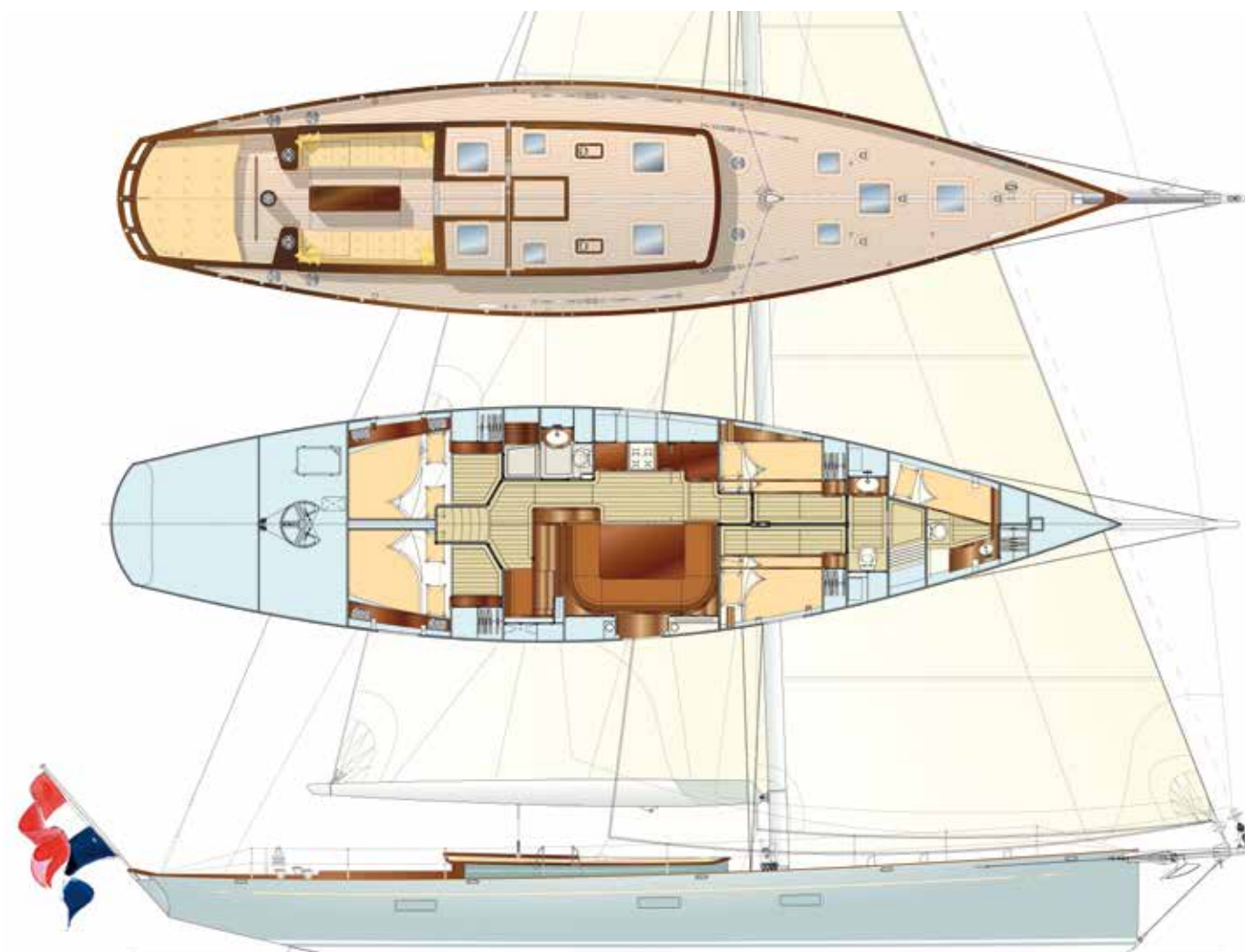
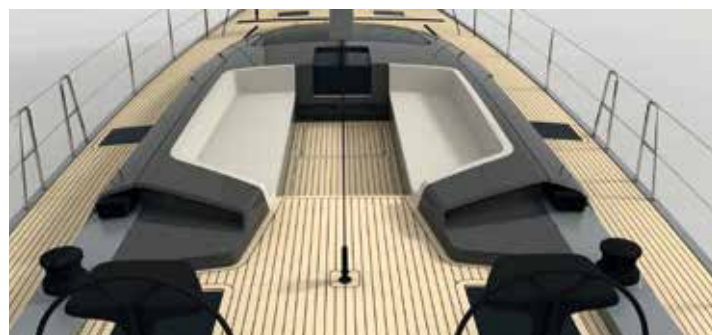






## 75 ft sloop “La Niña”

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 early 2015.



## Wally Nano MKII

We are happy to announce that the production of Wally Nanos will start once again, now at Doornik Yachts. This Dutch yard is famous for exceedingly high-quality construction, including the building of more than 35 racing Dragons optimised by our office. This cooperation means that the new Wally Nanos will satisfy the highest quality standards.

One of our clients has taken over the moulds and building rights for the Nano of Wally Yachts and worked together with our office to develop a mark II version of this spectacular design. The first yacht will be ready by the summer of 2014, and a production run of three more boats is expected. The new Wally Nano will be built in carbon, with carbon spars, electric propulsion, electric winches and lots of other new features.



## 66 ft Pilot Classic “Mazu”

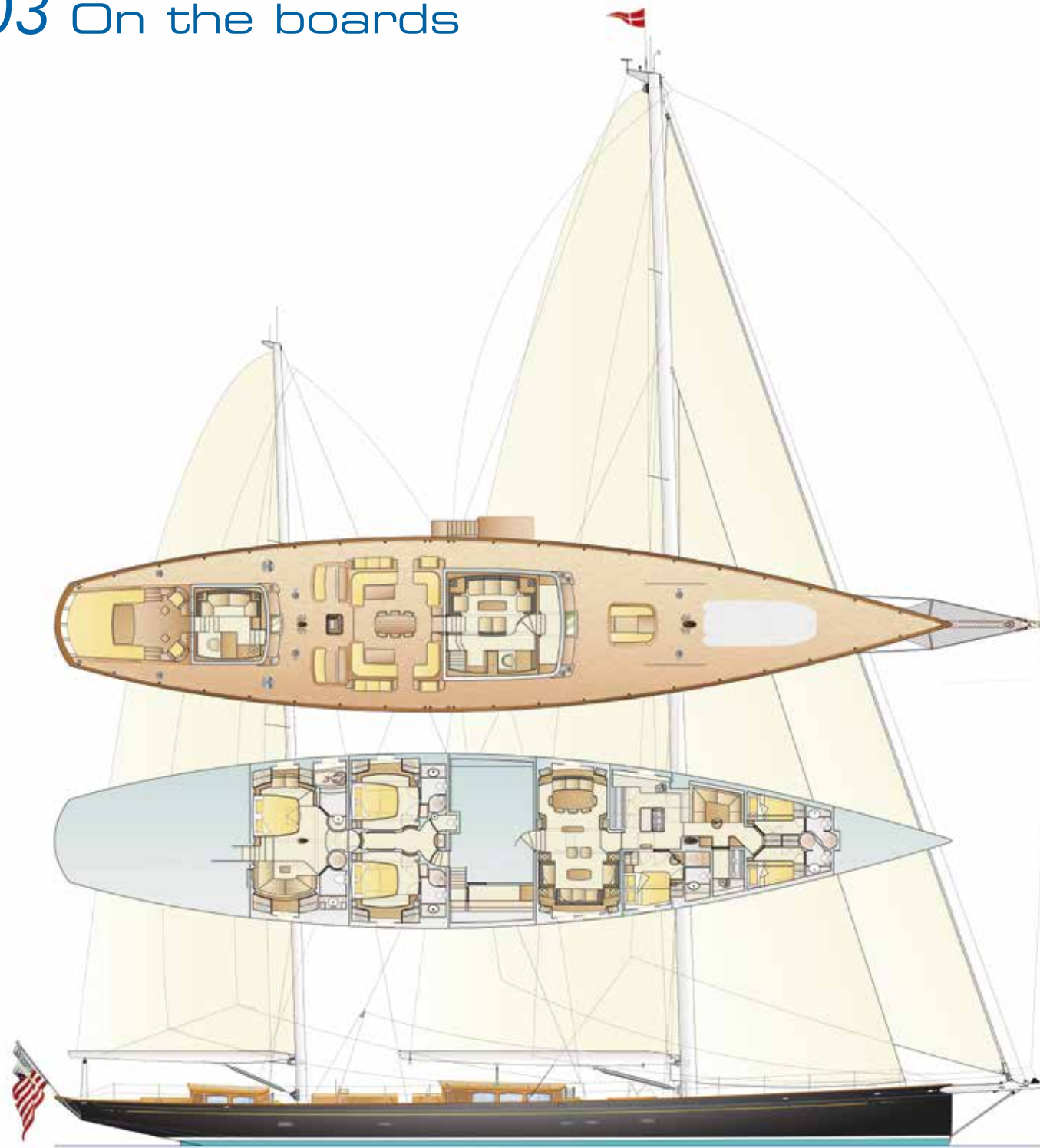
This 66-foot Pilot Classic project is currently nearing completion at Metur Yacht in Turkey for launching in the early spring 2014. The new PC 66 is a unique concept and further development of the work that Hoek Design has done in this Pilot Classic range. *Mazu* incorporates a sleek hull with light displacement, fixed T-style keel with a lead bulb, carbon spars and carbon rigging. With her long waterline, classic sheer and stern overhang and powerful set up, she is likely to be very competitive in Spirit of Tradition regattas.

*Mazu* has a unique deck layout, with a large open aft cockpit and glass wraparound windows in the low profile cabin top, a feature that our office developed successfully for other designs described in this newsletter. The yacht will be berthed in Hong Kong, which will make her, together with another 37-foot Pilot Classic, the first yacht to our designs to be permanently based in Asia.



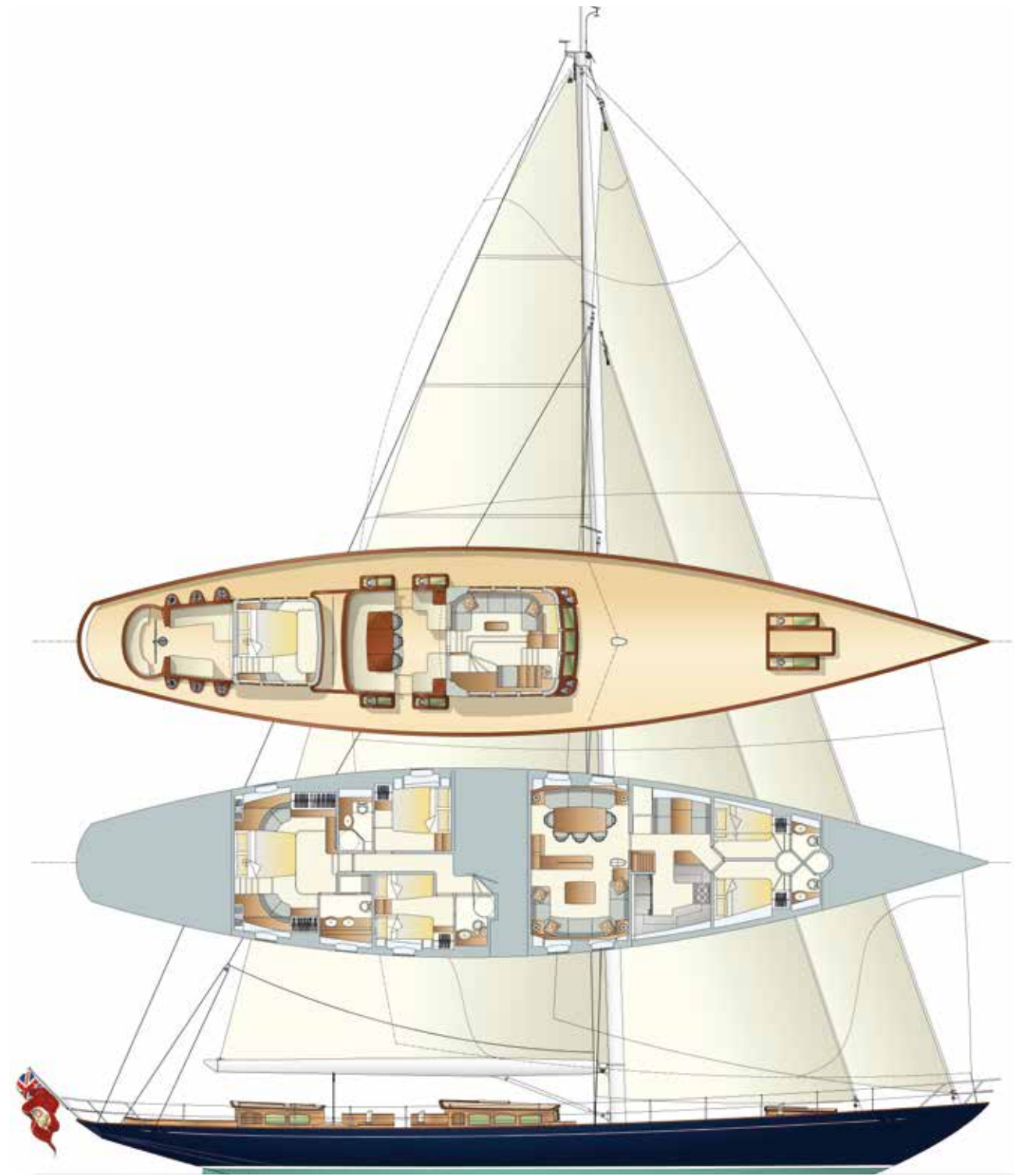


## 03 On the boards



### 136 ft Pilot Classic ketch

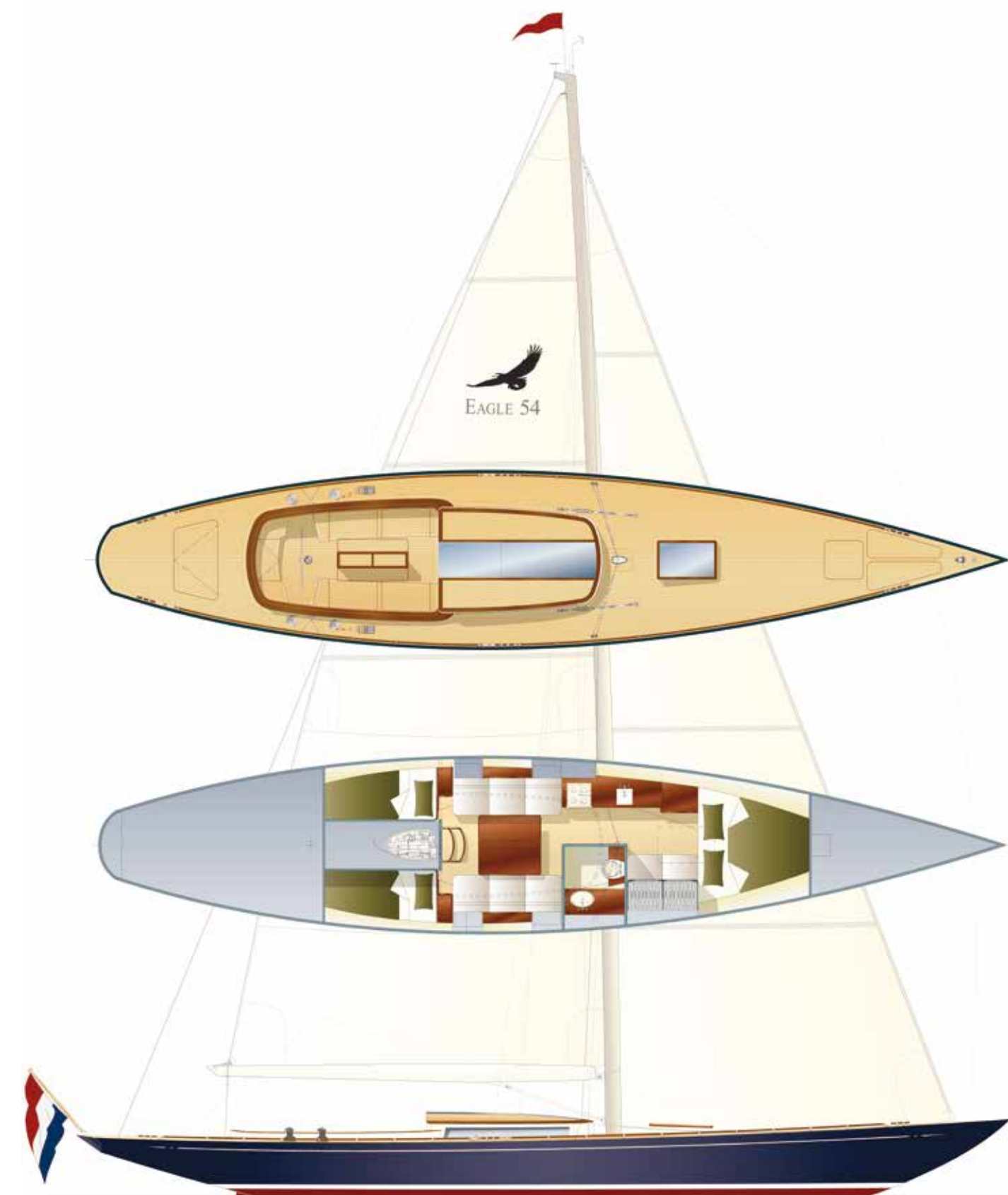
The design brief for this spectacular project calls for a deep ocean cruising yacht capable of exploring high latitudes. Under development for an experienced yachtsman who plans to cruise the world and the Polar Regions, her aluminium hull construction will include a fixed keel and rudder with full skeg. The hands-on experience that Andre Hoek gained sailing on the 180-foot ketch Adèle 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. Negotiations were ongoing with yard that will build her as this newsletter went to press.



### Truly Classic 100

An exciting new 100-foot Truly Classic is presently in development for a client who previously chartered various Hoek designs through Hoek Brokerage. This new design will incorporate lessons learned from a string of 100-foot yachts that we designed and built in the past, including *Skipper*, *Jazz*, *Simba*, *Atalante* and *Sapphire*. Suitable for family cruising and chartering, the yacht will have an owners' suite and two guest cabins, two crew cabins with separate galley & crew mess, a double deckhouse and a double cockpit. Sailing is controlled from the aft cockpit, while the centre cockpit is intended for dining and entertaining guests. A bid package was being developed as this newsletter went to press. The yacht will most probably be built in the Netherlands in an aluminium hull construction with a lifting keel that stays below the floorboards and carbon spars & rigging.





## Eagle 54

We are proud to be involved in a new composite production yacht for Leonardo Yachts in the Netherlands. A 54-foot design was developed based on the experiences that our office has gained with a long string of Truly Classic designs, as well as the 47-foot yacht *Elsa* recently built at Baltic Yachts. 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 will start early 2014 and we look forward to seeing the further development of this yacht.

## J-class Yachts 04



## “Lionheart”

*Lionheart* has had a very successful racing season this year, participating in most J-class races in a very competitive field. She won the Corinthian Trophy in St. Barth's for best non-professional helmsmen in a fleet of five Js. *Lionheart* was second overall in her class in very close races, and earned line honours in one race as well. The contests with these yachts are so close that, in most regattas, the participants finish within three minutes of each other in a three-hour race. The handicap system works exceptionally well, which is one of the reasons why the J-class is gaining popularity so rapidly. The successes of *Lionheart* and her speed potential have certainly lead to the construction of several new J-class yachts, as well as new designs, you can read about it in this newsletter.



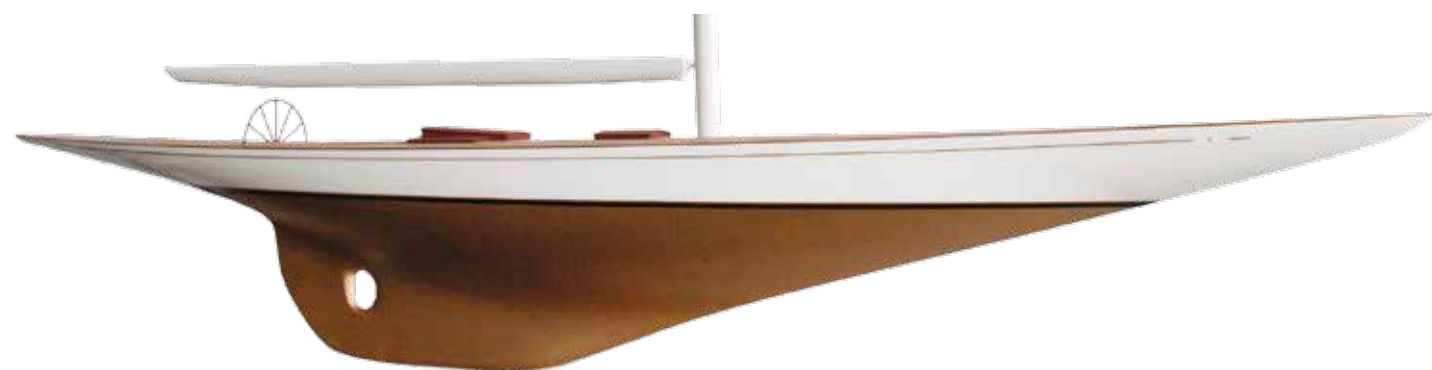
## J8

The J-class yacht *J8* is presently under construction at Holland Jachtbouw and was sold this year to one of our existing clients who owns a smaller Truly Classic. *J8*'s hull lines were originally designed by Frank Paine and subsequently redeveloped by our office and fine-tuned where possible. The yacht shows high potential in light to medium winds and will be optimised extensively for performance under the J-class handicap system. Extensive Computational Fluid Dynamics (CFD) and Velocity Prediction (VVP) calculations have been done to optimise her performance. More about this you can read and see in our newsletter under Research & Development. She will have a very special art-deco styled interior by our office (see the interior design section of this newsletter for more information). Delivery is due in the early spring 2015.



## J11

This exciting new J-class project follows the lines of the famous Tore Holm super-J designed in 1937. She is one of the highly promising and long awaited J-class yachts currently in the planning stages, and we are proud that construction will start in January 2014 for a repeat customer. *J11* is set to be one of the most stunning Js ever built, and will feature a deck layout with an almost completely flush deck without deckhouses; this is very close to the original deck layout these yachts had in the past. She will be used mainly for racing in the J-class scene, and her performance has been extensively optimised wherever possible. Our office is responsible for all naval architecture work, exterior styling and interior layout as well as all performance optimisation. Delivery is due in the early spring of 2015.



## "Svea"

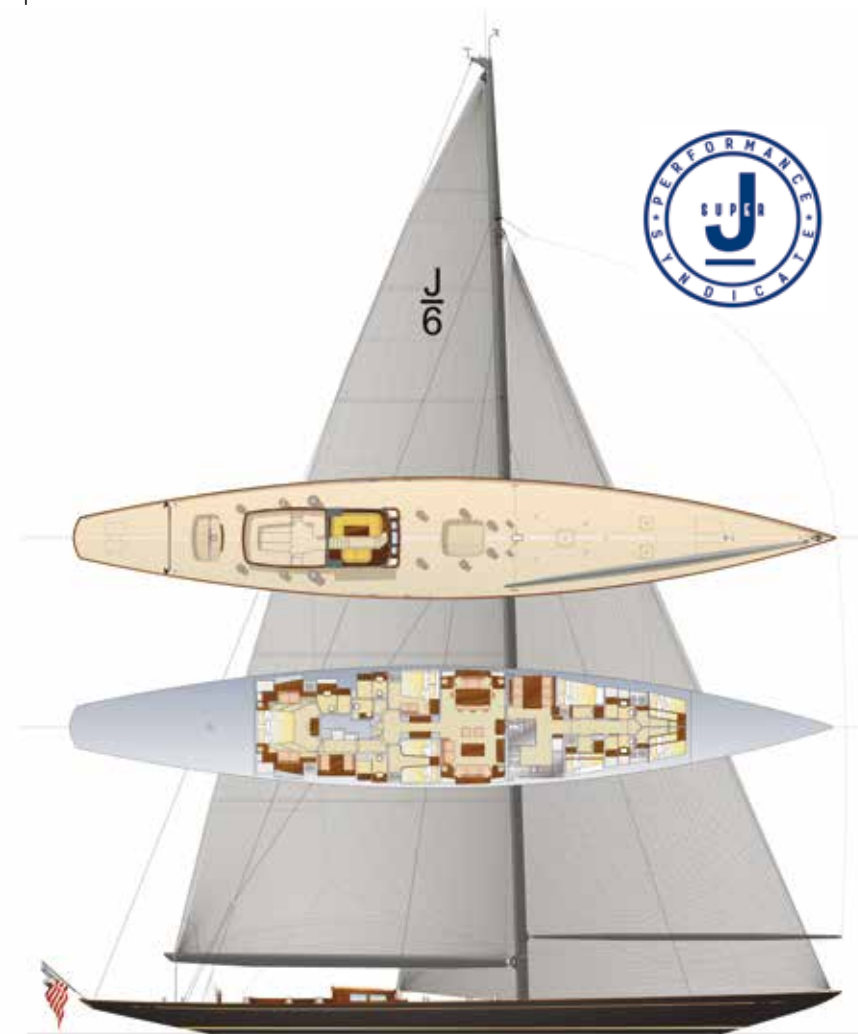
Presently on the drawing boards is a cold moulded J-class project based on the hull lines originally drawn by Tore Holm and known as the Svea project. The design brief prioritises a striking appearance, a performance oriented sail & rig package and comfortable cruising facilities. The new Svea will be a great combination of a racing and cruising yacht capable of winning under the new JCA handicap system while also cruising and chartering under the latest MCA regulations. Our office has made some extensive studies into cold moulded structures and their longitudinal stiffness, and these show a promising outcome. The cold moulded hull structure will be a part of the interior design, resulting in a very special inside atmosphere. We look forward to seeing this design developed further in cooperation with the client.



## J6 "Gatsby"

As this newsletter went to press, our office was starting work on a spectacular new J design for the Super J Performance Syndicate based on one of the lines plans originally created by Frank Paine, known as the Paine B lines. We also recently researched the cold moulded construction technique for J-class yachts as specified under the Svea project. We have worked on a wide range of cold moulded yachts in the past, the largest being the 108-foot Truly Classics *Jazz* and *Simba*. Cold moulded structures have various advantages: they are similar in hull weight to aluminium construction while having a greater interior volume, and are less prone to corrosion issues.

*Gatsby* has a single deckhouse and main cockpit for cruising and charter and a separate helmsman cockpit. We have carried out detailed Computational Fluid Dynamics calculations on this and many other J-class hulls, which have shown this design to be extremely interesting. More information about this project will follow in due course on our website.





## 05 Interior Design



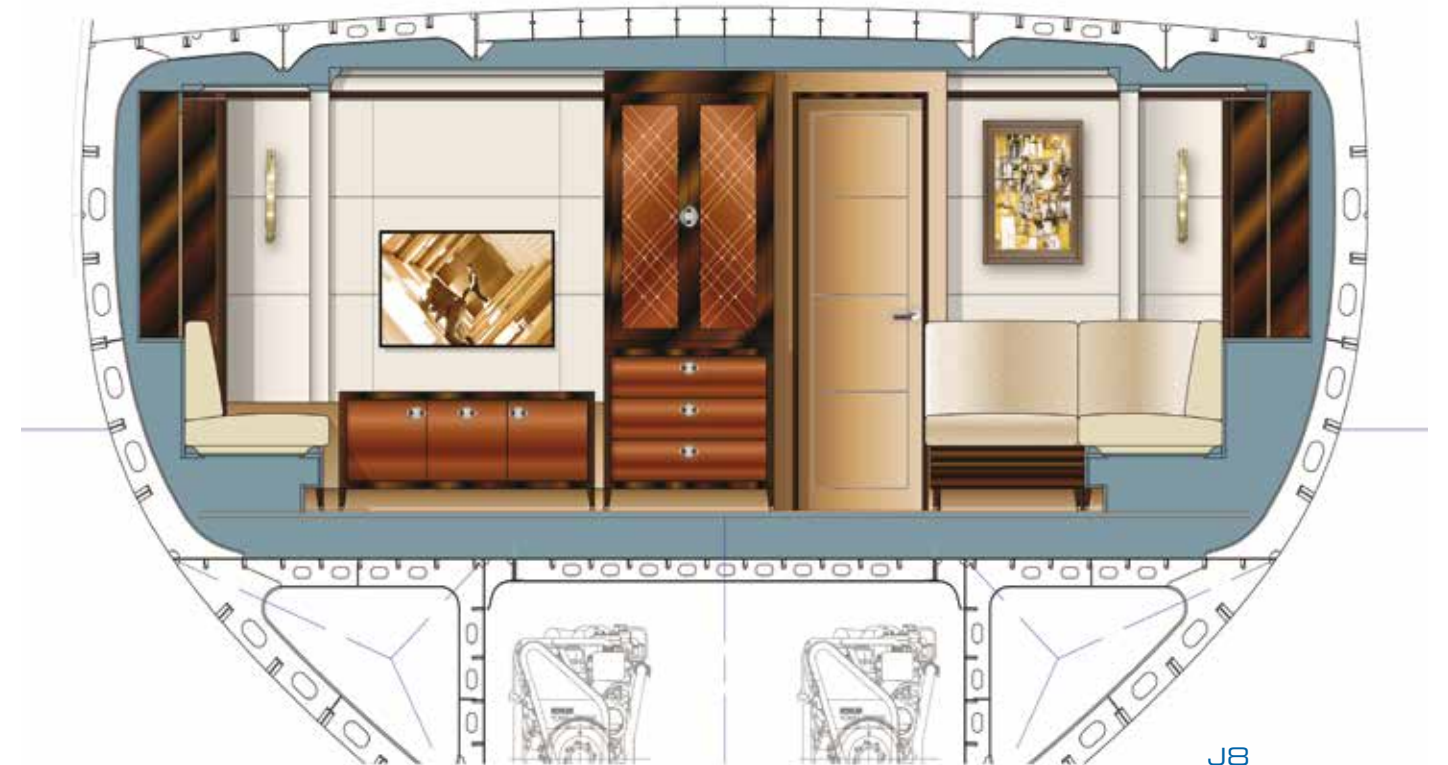
Adèle

Our office has a specialised team of interior designers. Through the years we have created a wide variety of styles and interiors for different yachts, including the renowned 180-foot ketch *Adèle*, the 206-foot schooner *Athos*, almost all the Truly Classic designs, and many others. This newsletter features some of our recent and past work, showing the variety of work that we did in different sizes and styles.

The interior design for the 180-foot ketch *Adèle* shown on these pages fits the exterior design of the yacht very well with its fielded panels in mahogany. The interior is darker and more classic to suit the customer's specific wishes with soft furnishings by Pod Interior Style from the U.K.



Adèle



J8

A totally different Art Deco interior design presented below is presently in development for *J8*, one of the J-class yachts currently under construction to our designs. This kind of interior design, originating in the 1930s, is a great fit for the time period of the J-class yachts, and perfectly matched their characteristic exteriors. With a combination of wood, stainless steel and leather the interior will look totally different to anything that has been seen on a sailing yacht to date. We are proud to be involved in this trailblazing project.

We also design modern styled interiors. A good example is the interior of the recently launched 23-metre motoryacht *Seven I*. We carry out detailed styling and structural interior design as well as artist's impressions and visualisations for clients and yards. Another design, classical but quite different, is the 47-foot yacht *Elsa*. Built at Baltic Yachts, her very light and airy design combines white painted materials with mahogany trim.



Elsa



## 06 Motor Yachts



She already deployed 48 knots at her first trials, and her performance is exceptionally comfortable – free of spray and great in choppy seas. Hoek Design was responsible for the naval architecture work and exterior & interior styling, while Frank Mulder acted as consultant for the hull lines below the water. This exciting yacht was built to the highest quality levels. Plans are currently in development for a smaller version of a similar design.

## 75 ft Motoryacht “Seven I”

A fine example of the versatility of our design office is the 23-metre composite motoryacht *Seven I* built at Metur Yacht in Turkey for an experienced yacht owner. The unique brief called for a Mediterranean yacht with plenty of outdoor spaces – which is why the galley, dining area and lounging areas are located on the main deck. *Seven I* is equipped with twin MTU 1650 horsepower engines that drive two waterjets propelling her to speeds of over 50 knots.

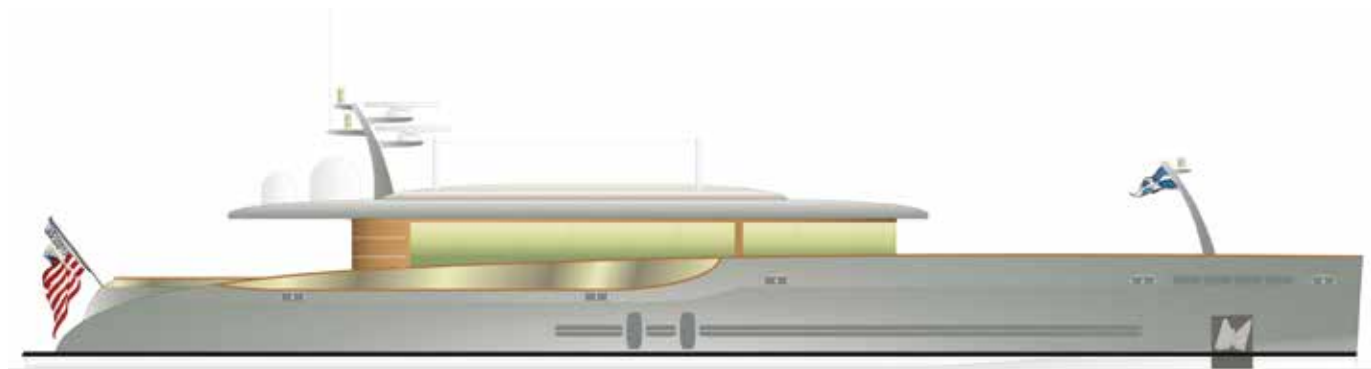






### 18 m Motoryacht

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”

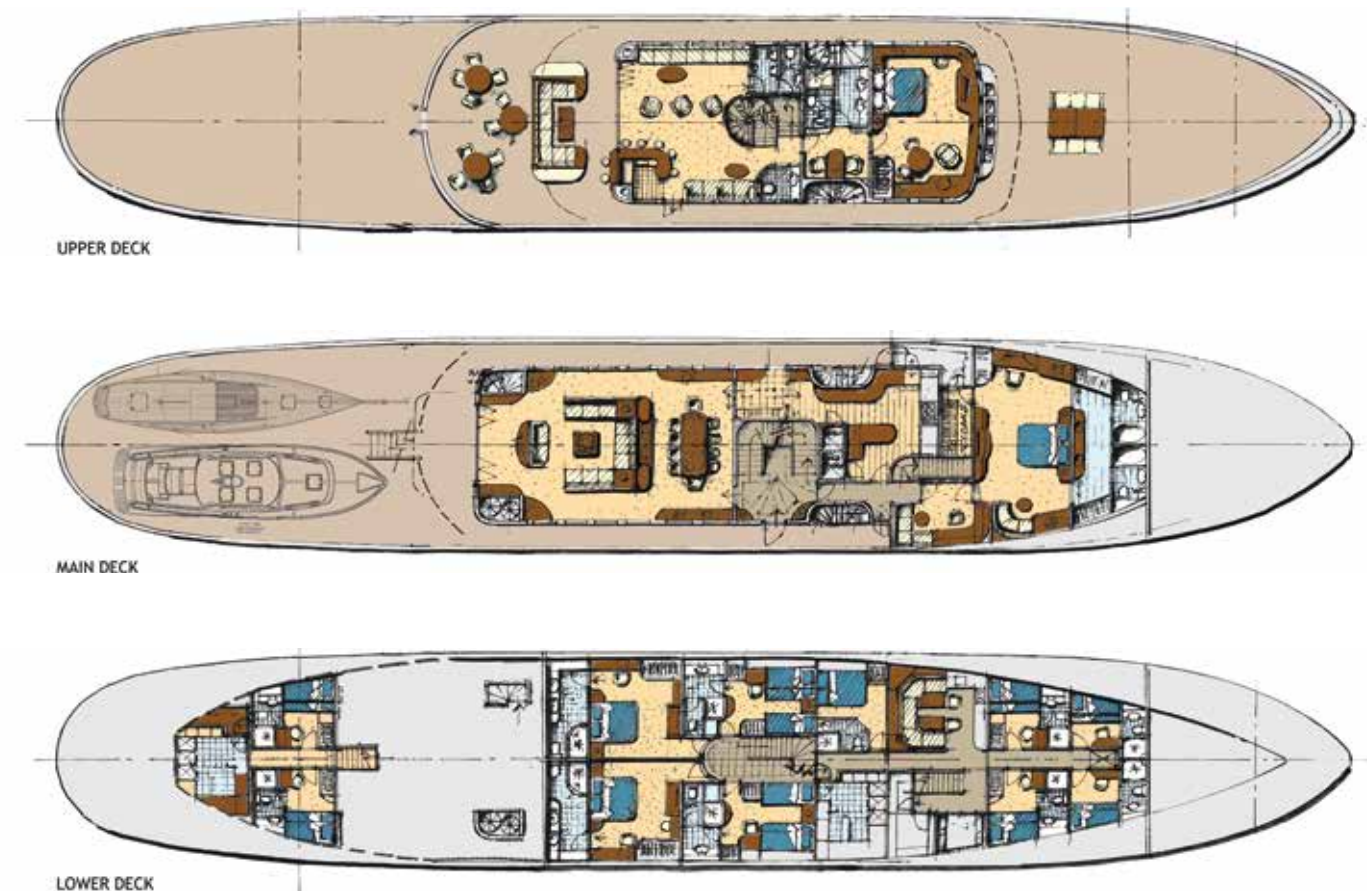
The founders of an environmental engineering company in the United States came to us looking for a design for a modern exploration vessel that would have minimal ecological impact. This exciting project currently under development will be built in aluminium construction. Negotiations for the construction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

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 planing speeds up to 35 knots. It will be thrilling to see this design materialise in the coming years.

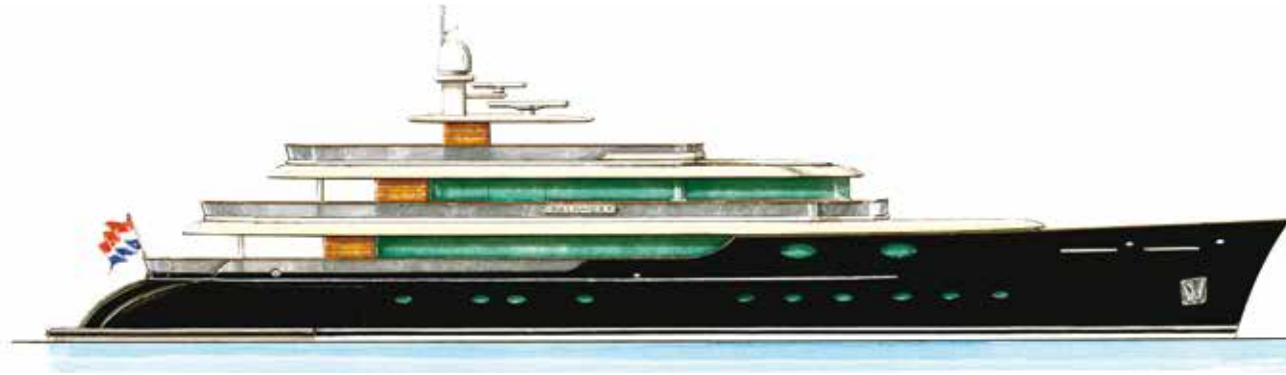


### Lombok project

The Lombok project started when one of our existing yard-owning clients came to us with the hull of a 1960 ice-reinforced buoy laying vessel that he wanted to convert into an expedition & 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 as well.



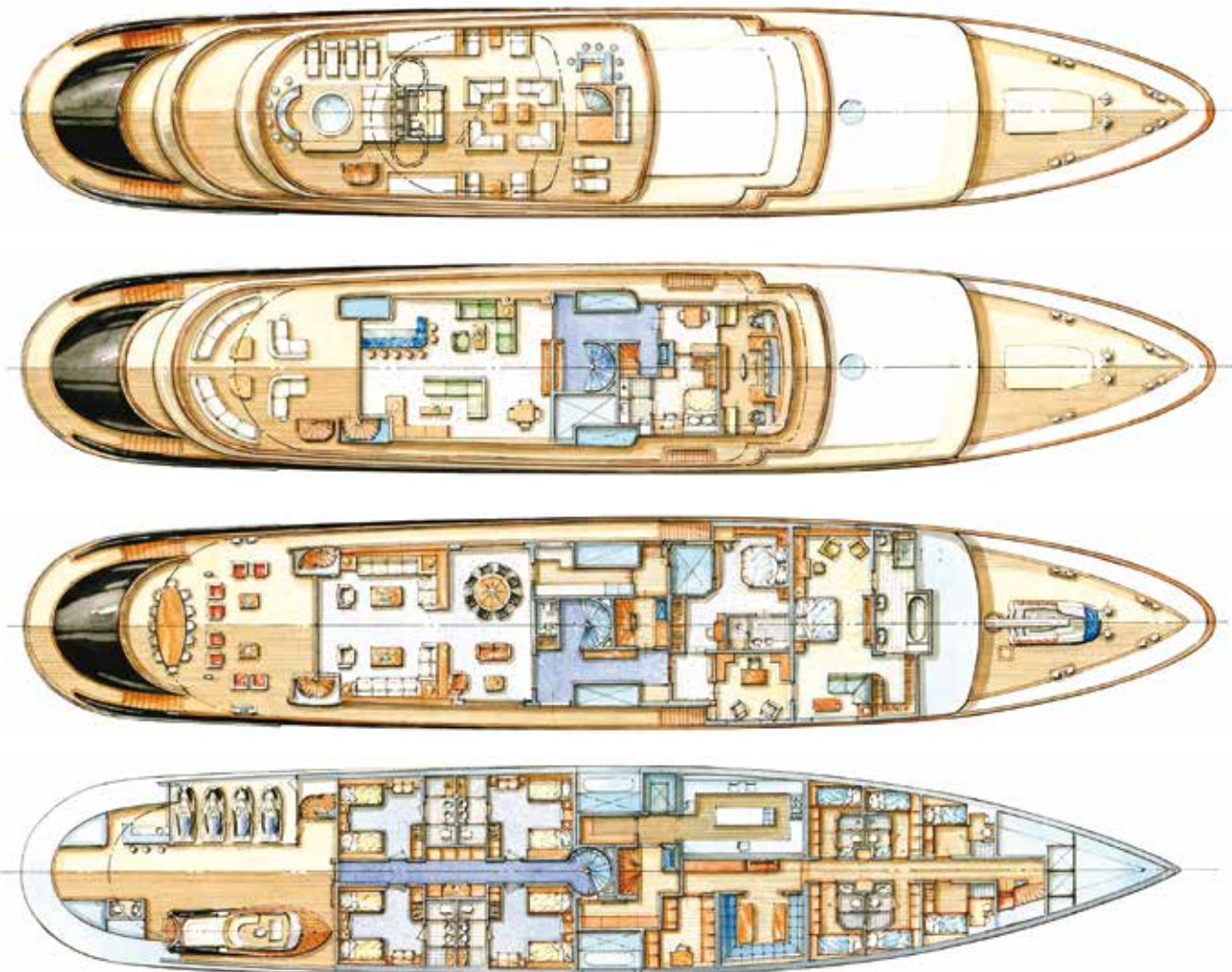




## 56 m "Hollander"

The design for the *Hollander* project was initiated by Holland Jachtbouw and created by Hoek Design. 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 *Hollander 56* 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.



## Leading the way

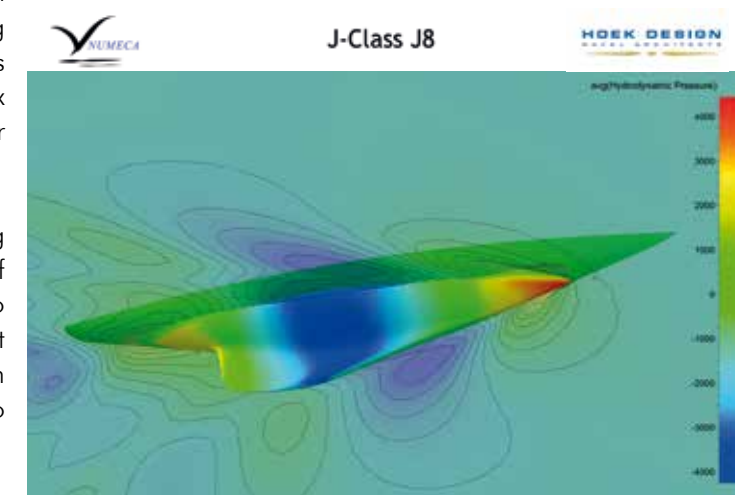
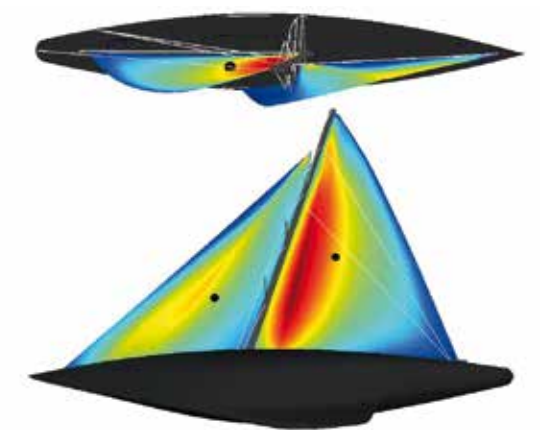
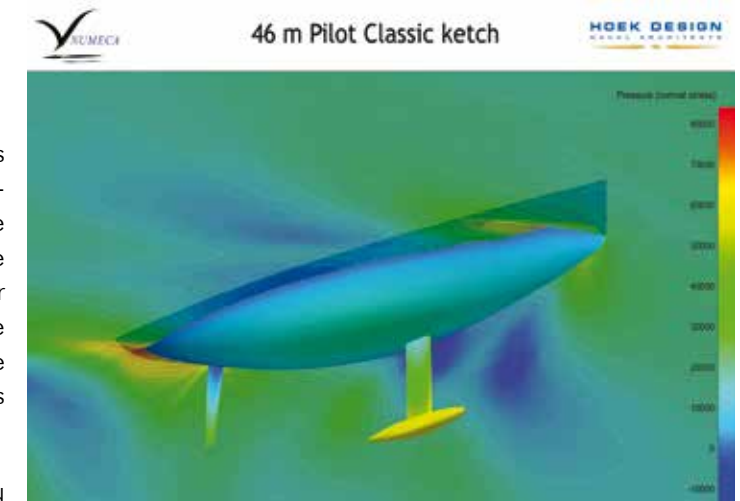
Hoek Design has always been at the forefront of the developments in our field. We were the first design office to develop an in-house Velocity Prediction Program (VPP) for yachts with surface piercing leeboards and gaff rigs as well as incorporating the rudder angles into the equation. We continuously upgrade our VPP with tank test and wind tunnel data from yachts tested in the past and have recently tested various keel configurations in the tank such as lifting keels with trim tabs, shallow draught keels with centreboards and asymmetric dagger boards.

Two years ago we invested heavily in some highly sophisticated Computational Fluid Dynamics (CFD) software. With this software we can simulate the 3D flow around the hull and appendages to calculate the resistance and lift forces on a hull in different conditions, including in waves. We can examine a specific condition to optimise the hull and appendage design including rudder angles and balancing the yacht. We have used this software to optimise various of our latest designs.

Our CFD and VPP software has also recently been deployed for a large research project into J-class hulls to determine the differences of various hull lines in more detail as well as the optimal floatation of these yachts in race conditions. Some very interesting results have been achieved with this research, which will be incorporated in our various new J-class projects.

Once a design optimisation process is completed, the construction is designed to have minimal deflection coming from the rigging and wave bending loads. With the use of Finite Element Analysis calculations, we calculate the stiffness of the hull for complex structures and can make local reinforcements, for example for high peak loads from the keel.

There have been lots of developments in sail and rigging materials which have greatly influenced the performance of large superyachts. To support this we use the latest software to calculate all mast and rigging loads in order to find the best solution for each mast and rigging configuration. This program also calculates the loads for sheets and halyards in order to select the appropriate deck equipment.





# 08 Regattas



The year 2013 has been a successful racing year for Hoek-designed yachts. The J-class yacht *Lionheart* pulled off a great performance, winning the Corinthian Trophy in St Barth's for the best J helmed by an amateur in 2013. Where most Js are sailed by professionals, *Lionheart* is helmed by her very dedicated owner.

During the Superyacht Cup in Palma 2013, six Hoek Designed yachts participated, the TC 90 *Atalante*, TC 78 *Heartbeat*, TC 78 *Drumfire*, the 100-foot schooner *Reesle* as well as the 115-foot Race Classic *Firefly* and the J Class yacht *Lionheart*.



TC 90 Kealoha

The 78-foot Truly Classic *Heartbeat* won the overall prize during the Superyacht Cup in Palma, as well as the Hoek Cup for best performance for a Hoek design during the same regatta. The TC 90 *Atalante* came second overall, *Drumfire* and *Firefly* ended very high in the overall rankings. *Lionheart* was second overall in a fleet of 5 J's and showed great overall speed.

The 180-foot ketch *Adèle* (below) and the 90-foot Truly Classic *Kealoha* (above) both successfully joined the Superyacht Cup Regatta in San Francisco during the Americas Cup 2013.

Adèle





# 09 Did you know Hoek Design is...

## On a global tour

Eric and Marianne Plante sailed their TC 51 around the world after crossing the Atlantic in the Blue Water Rally. After sailing individually in the Caribbean and along the eastern coast of the US, the couple set off via the Panama Canal to the Pacific, Australia, Indonesia, Sri Lanka, the Gulf of Aden and the Red Sea. They've since returned to the Med and this epic journey proves that the TC 51 is an excellent ocean-crossing sailing yacht for a crew of two. Marianne's book called Rally Zeilen is published by Hollandia.



## On the road

Hoek Design will be present at the 2014 Boot Dusseldorf show in the Superyacht hall from January 18 to 26. We were regular participants at this event in years past and have decided to return for the show due to the growing demand from our German clientele. The exhibition team will also have a stand at the prestigious Monaco Yacht Show from September 24 to 27 2014. It would be great to meet you at either of these events!



## On the web

We are presently working on a new website that will be in the air in the first quarter of 2014. And did you know Hoek Design is also on Facebook, where we share regular news updates and some seriously cool photographs.



## On the podium

Some exciting news on the award front in recent weeks... we hope to see these yachts on the winner's podium later in the year!

- Truly Classic 108 *Simba* nominated as finalist for the International Superyacht Design Awards
- Truly Classic 51 *Alexa* nominated as boat of the year in the Spirit of Tradition/yachts over 40-foot category
- 37-foot Pilot Classic *Josephine III* nominated as boat of the year by Classic Boat Magazine
- Essence 33 nominated as European boat of the year and HISWA sailboat of the year

It would be great if you could go online and vote for *Alexa* and *Josephine III* at [www.classicboat.co.uk/awards2014](http://www.classicboat.co.uk/awards2014).



Classic Boat  
Awards 2014  
NOMINATED



## On TV

The Truly Classic 65 *Schwanensee* (ex. *Mozaiek*) featured in one of the latest commercials for the new Bentley Continental GT V8S. There is more in life than driving a V8...!



Dear friends,

It gives us considerable pleasure to see Hoek-designed yachts being recognised for their quality and elegance. This was further emphasised in 2013 when two very renowned yachtsmen became owners of Truly Classics. And the recognition continued as yachts such as the TC 90 *Atalante*, the TC 108 *Jazz jr* and the 74-foot *Copihue* have been successfully chartered. This is a great way for people to discover the unique experience of sailing on a Hoek Design boat.

Apart from representing the owners of existing Hoek-designed yachts for sale, charter or both, Hoek Brokerage also represents new projects such as the Truly Classics ranging from 51-foot to 126-foot.

New in 2014 will be the presentation and marketing of the Hoek Design motoryachts, including the 60-90 foot classic powerboat range, the 56-metre retro-classic motoryacht design called *Hollander* and the 55-metre rebuild project *Lombok*. You can find more information on these yachts in the preceding pages of this newsletter.

In the daysailer category Hoek Brokerage represents the Essence 33 and the 37-foot Pilot Classic Weekender. We are also very pleased to announce the re-availability of the 37-foot Wally Nano in 2014.

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](http://www.hoekbrokerage.com)

Yours truly,

Pieter van der Weide  
Hoek Brokerage



Special thanks to the photographers who took some of the amazing photos in this newsletter:  
Rick Tomlinson, Guillaume Plisson, Gilles Martin-Raget, Abner Kingman, Claire Matches, Philip Demler, Carlo Borlenghi, Marc Paris, Hans Westerink and Femmy van Bruggen.





Essence 33



66ft Pilot Classic 'Mazu'



Truly Classic 85 'Velacarina'



105ft Classic Sloop



133ft Modern Sloop



192ft Pilot Classic



33ft Classic Daysailer



Truly Classic 68 'Kingfisher'



85ft Pilot Classic 'Windhunter'



107ft Expedition Yacht



150ft 'Wellenreiter'



180ft Modern Ketch



33ft Classic 'Tintel'



68ft Pilot Classic



Truly Classic 90-1 'Kealoha'



108ft Classic 'Shamoun'



157ft Classic 393



56m 'Hollander'



37ft Wally Nano



70ft Modern Classic  
'Jan de Vries'



Truly Classic 90-2 'Atalante'



110ft Retro Classic 'Desperado'



50m 'Hollander'



J-Class 'Lionheart'



37ft Pilot Classic  
series



Truly Classic 73 'Dixbay'



94ft Cruiser Racer



Truly Classic 108 'Jazz', 'Simba'



190ft Ketch 'Eleanor'



J-Class J11



13m Visserman aak



75ft Sloop 'La Nina'



Pilot Classic 63 'Flying Heart'



23m 'Seven I'



Pilot Classic 54



J-Class J8



Truly Classic 51 series



Baltic 47



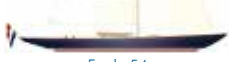
75ft Modern Ketch



J-Class 'Svea'



16m Visserman aak



Eagle 54



Pilot Classic 126



Pilot Classic 136



186ft Classic 'Zeus'



J-Class 'Gatsby J6'



16.5m Lemsteraak  
't Vlieghe Hart'



74ft Pilot Classic 'Albatros'



90ft Motor Yacht



115ft Race Classic 'Firefly'



151ft Pilot Classic 392



J-Class 'Enterprise'



Truly Classic 56  
'Little Dragon'



Truly Classic 78 'Bontekoning'



Truly Classic 90-3



125ft Modern 'Temptation'



156ft Modern 'Aphrodite A'



200ft Expedition Schooner



57ft Pilot Classic



Truly Classic 78 'Drumfire'



Truly Classic 90-4



Pilot Classic 116



165ft Modern Classic



197ft Pilot Classic 'Pilgrim'



65ft Classic 'Cheliacaroca'



Truly Classic 78 'Heartbeat'



100ft Sloop 'Skipper'



Truly Classic 126



175ft Sloop 'Erica XII'



203ft Classic 'Athos'



Truly Classic 65  
'Mozaiek', 'Zephyr of Falmouth',  
'Duva', 'Windrose'



82ft Modern 'Kanimai'



100ft Classic 'Sea Dragon'



Truly Classic 100



180ft Ketch 'Adele'



210ft Modern Classic



68ft Modern Classic  
'Noordhinder'



80ft Modern Classic  
'Sweet Emotion'



101ft Modern Cruiser Racer



125ft Schooner 'This is Us'



180ft Ketch 'Marie'



262ft Schooner