



Former yachting world editor David Glenn, who helped edit this newsletter, recalls reporting on Hoek Designs and how one experience in particular generated a plethora of stories.

A RICH SOURCE OF STORIES

My first experience of an Andre Hoek-designed yacht was in 1995 when, as deputy editor of Yachting World, I was invited to review Mike Peacock’s Truly Classic 64. Two things stand out in my memory of that day. First, she was one of the most beautiful new yachts I had seen for years. The market was being flooded with what I regarded as ugly-looking, glassfibre production boats – ‘average white boats’ as we rather cruelly coined them at Yachting World – and the Truly Classic put them to shame. Second, for a yacht of her size – and 64ft in those days was big – she was remarkably light on the helm, so much so

that I needed to quiz Andre about how he had achieved this. His explanation of how he spent hours calculating precisely where to position appendages and how he worked out side forces impressed me. I continued reporting on new Hoek designs and wrote about everything from the Wally Nano and the Pilot Classics to superyachts like Adele and Marie. In fact, it was aboard Jan-Eric Osterlund’s magnificent Adele that I was able to experience superyachting first hand by spending three weeks sailing her from the Falkland Islands to South Georgia then to Rio de Janeiro. It was one of the most remarkable assignments in my many years with

Yachting World as it not only produced a lot of copy in the form of early blogs and magazine articles, but also gave me a unique insight into how big yachts operate. For a journalist it was ‘gold dust’. I should add that even at almost 180ft, Adele was as responsive and light on the helm as a 50-footer! Andre Hoek can enthuse just as much about how he has refined the lee-boards for the latest Lemsteraak as he can about the weight distribution in a J-Class yacht. It is the studio’s continued involvement in such a wide range of yacht design that makes Hoek’s work so fascinating and much of it, although not all, is represented in this annual newsletter. David Glenn

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

Adele	Rick Tomlinson, J.E. Osterlund
Atalante	Rick Tomlinson, Cory Silken
Athos	Tim Wright, Gert Veenman
Drumfire	Rick Tomlinson
Elfje	Cory Silken
J-8 Topaz	Peter Neumann, Emily Harris
Lionheart	Rick Tomlinson
Marie	Billy Black
Seven	Rick Tomlinson
Wisp	Cory Silken, Carlo Borlenghi

Andre Hoek and Ruurt Meulemans holding the Neptune Trophy presented for Wisp winning the best yacht over 45m at the World Superyacht Awards



Dear Friends,

2015 brought us several newly launched yachts, new work colleagues, new friends and new commissions. We are immensely proud of the launches in 2015, especially the spectacular J-Class yacht Topaz and the Truly Classic 127 Atalante, both for repeat customers. The stunning looking Eagle 54, two Essence 33s and, more recently the new Wally Nano Mk11, is due to be launched.

The design process for a number of exciting new projects started in 2015 including our third J-Class yacht Svea; a classically-styled, 55m expedition motor yacht; two composite sailing yachts at 55ft and 57ft; a new Truly Classic 90 and a new 128ft classic sloop. You can read more about all these projects elsewhere in this newsletter. The wide range in style and size of vessel illustrates our continued success across of broad spectrum of yacht design.

At this juncture in her development, we can only make brief mention of a spectacular new 200ft composite sailing yacht we are working on, the full details of which are still shrouded in secrecy.

Hoek designed yachts have also performed exceptionally well on the race courses of the world, JH-1 Lionheart continuing

her winning streak in Falmouth and performing well in Cowes during the Royal Yacht Squadron’s bicentenary celebrations. Marie won the Superyacht Cup Palma and both Wisp and Elfje have been performing well, with the latter scoring a hatrick in the 2015 design awards. There’s more detail on their achievements elsewhere in this newsletter

Hoek Brokerage has also enjoyed a successful year selling a considerable number of yachts and securing several charters for Hoek-designed yachts.

We hope you enjoy reading about our latest launches, new builds and designs. It just remains for us to wish you a very happy, peaceful and successful New Year. For Hoek Design 2016 will be special, because it marks the 30th anniversary of the founding of the business! We’d like to thank all our clients, past and present for their support and hope to be in touch with as many of you as possible in 2016.

May we wish you fair winds!

Andre Hoek and Ruurt Meulemans





**WISP**

The 156ft sloop Wisp, launched in 2014, represents the first Hoek/ Royal Huisman collaboration and the result is spectacular! With her beautiful Rhoades Young interior keeping her guests exceptionally comfortable, this yacht has already been cruising in the fjord lands of Norway –

this picture, right, is of her in the famous Sognefjord – and has tasted early success on the race course with an impressive 2nd in class at the 2015 Loro Piana Superyacht Regatta in the British Virgin Islands. It was her first competitive outing and only lost out to the larger Marie.



**ATHOS**

At 203ft overall, Athos is the largest privately owned, two-masted schooner in the world and since her launch in 2010 from Holland Jachtbouw has sailed tens of thousands of miles all over the world. She is pictured, left, sailing at high speed setting an enormous spread of sail participating in

one of the many regattas she has entered. They include two St Barths Buckets, the Caribbean 600 in 2013, the Superyacht Cup Palma in 2011 and the Loro Piana Superyacht Regatta in 2013. She is pictured, right, on a major expedition to Greenland and in the past year she has cruised extensively in the Pacific.



**ADÈLE**

Adèle was launched in 2005 and since then has sailed most of the way around the world visiting some of the remotest cruising grounds on Earth. At 180ft overall this Classic style ketch is an immensely comfortable yacht and yet she is a highly responsive and rewarding sailing yacht. Her world cruise with up to 18 guests and crew aboard at

times, took her to northern Norway, to the Mediterranean, the Caribbean and then across the Pacific to New Zealand. She then sailed through the Southern Ocean to Antarctica (see picture, right) via South America and then to the Falklands and South Georgia before heading north for Rio de Janeiro and finally the Caribbean.







**WISP**

Above and left, Wisp had a great first outing at the Loro Piana Superyacht Regatta in the BVI when she took 2nd in class behind Marie with Drumfire in 4th, all Hoek-designed yachts.



**MARIE**

Marie has been cruising extensively and has spent a lot of time on the superyacht race courses of the world. Apart from her success at the Loro Piana 2015, she did particularly well at the Palma Superyacht Cup 2015, taking 1st overall in her class as well as 1st overall, winning all three races in the Bay of Palma, Mallorca. For this her owner was presented with the famous Bent Cleat Award. She also won the annual Hoek Design Cup, presented to the best performing Hoek Design yacht during the Palma SYC.



**LIONHEART**

The regeneration of the J-Class is one of the great stories in modern day super-yachting. Lionheart (pictured here racing in Cowes) was launched in 2010 but she really came into her own in 2014 when she won all but one regatta she entered. She dominated J-Class racing that year in Mahon, Palma and Sardinia and in 2015 won in Falmouth and was 2nd in Cowes where she raced as part of the Royal Yacht Squadron Bicentennial celebrations. When she is not on the race course she is used as a family cruising yacht and has sailed extensively in the Mediterranean, Caribbean and northern Europe including Scotland. Expect more exciting J-Class action as J-8 Topaz (see p. 14) joins the fleet and Svea takes shape as she aims for a racing debut at the America's Cup J-Class event in Bermuda in 2017.



**ELFJE**

Who said ketches aren't as fast as sloops upwind? Well, at the St Barths Bucket 2015 the new 172ft (152ft ex-bowsprit) Hoek-designed ketch Elfje really flew and not only proved to be very fast, but also had the better of sloops we assumed would be faster upwind. Elfje, built by Royal Huisman benefitted from an extensive hull shape research program, which involved building a 20ft model for tank testing. It certainly paid off. But for a rating issue with other yachts in her class at St Barths, Elfje could have won her first regatta outright. As it turned out she was joint 1st with Adela.



## AWARDS

*Hoek Design yachts Elfje and Wisp were successful at the Showboat Design Awards, the World Superyacht Awards and the International Superyacht Society Awards.*

Hoek Design won two categories at the Showboat Design Awards, winning the Naval Architecture Award for the best sailing yacht with the Pilot Classic Ketch Elfje and the Exterior Styling and Design Award for a sailing yacht over 40m with Wisp. The classic sloop Wisp also won the best Interior Design Award.



Andre Hoek and Ruurt Meulemans holding the Neptune Trophy presented for Wisp winning the best sailing yacht over 45m at the World Superyacht Awards.



Andre weighed down with trophies! Elfje won the award for the best sailing yacht over 40m at the International Superyacht Society Awards. She also took the overall best interior award for all sailing and motor yachts.



## RESEARCH & DEVELOPMENT



### *Research pays off on the race course*

One of our lasting memories of 2015 was sailing the ketch-rigged 152ft Pilot Classic Elfje upwind at the St Barths Bucket and passing large modern sloops which we didn't expect to beat on the water.

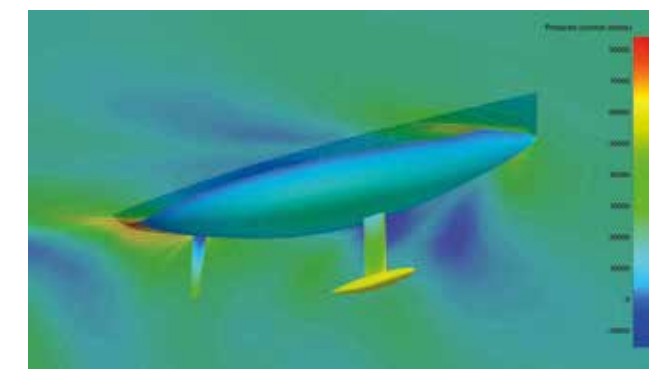
For the Hoek Design staff it was confirmation that detailed and careful research can pay dividends on the racecourse. Before we finalised Elfje's lines we worked on six hull shapes with the same waterline length and beam. Using our computational fluid dynamic (CFD) programme we could determine the most effective hull volume distribution and thus most efficient hull shape for the best performance. The most efficient shape was then selected for tank testing with a 6 metre long model.



### *Performance through research*

CFD programmes provide us with, among other things, a clear indication of the effect of side forces on a hull as it moves through the water. It gives us an idea of wave pattern off the hull and plays a large part in helping us decide exactly where to position appendages, how big they should be and what shape. A similar program is used to calculate the loads on the sails and the rig which enables us to define and optimise the weight and efficiency of the sailplan. If this research is done well the result is a yacht that is balanced on the helm, will sail well and consequently sail to her potential. It's what we like to call performance through research.

We combine CFD research with our own velocity prediction programme (VPP), which by feeding in certain information about a hull shape will give us a fairly accurate prediction of performance before we move off the drawing board. This has been particularly effective when assessing the potential of J-Class designs of which the majority have never been built.





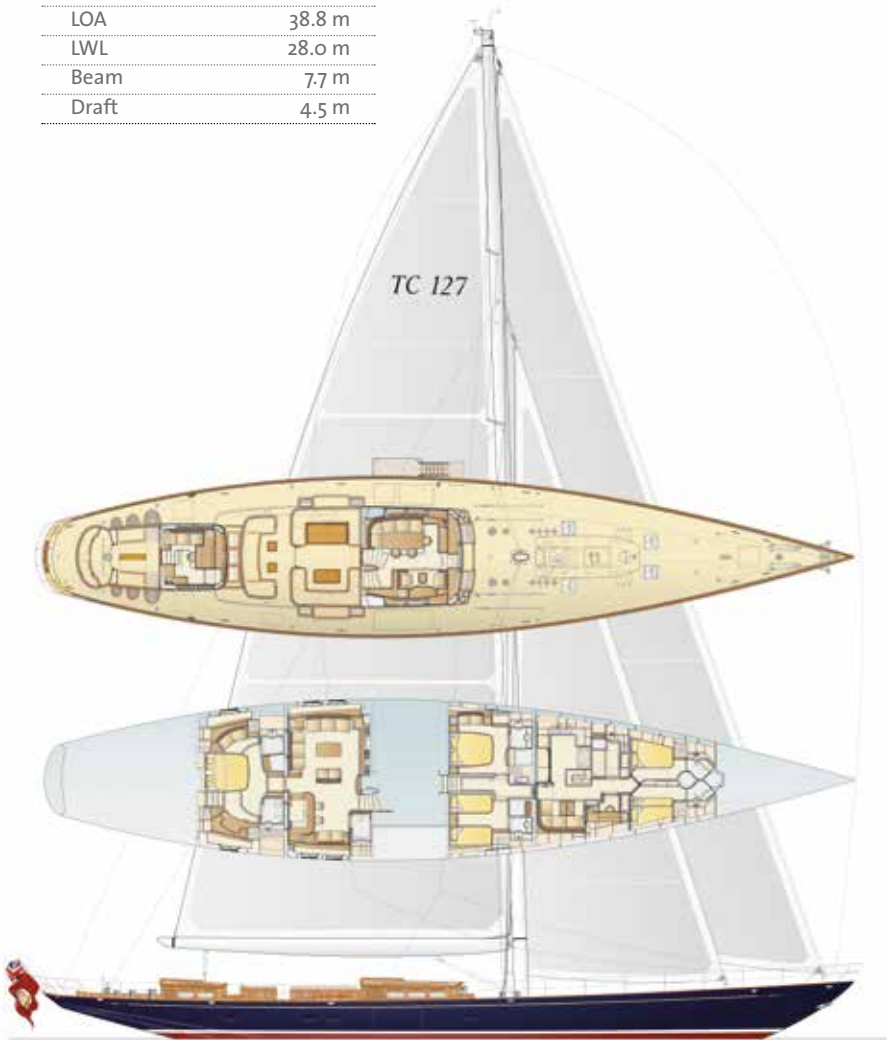


RECENTLY LAUNCHED





DIMENSIONS	
LOA	38.8 m
LWL	28.0 m
Beam	7.7 m
Draft	4.5 m



TRULY CLASSIC FLAGSHIP IS BIG HIT

Our Truly Classic range has become an iconic brand providing the foundation for much of what Hoek Design stands for today. Atalante, at 127ft, is the biggest Truly Classic launching to date and, in many respects, is arguably one of the most successful, particularly for charter due to her abundant crew accommodation and ingenious owner and guest cabin layout. Atalante was built for a repeat client who previously owned a TC90. He thoroughly enjoyed the planning and build aspect of the 90 and was keen to re-engage with the team that designed, project managed and built the smaller boat.

Confidence in the same team

Hoek Design has built 25 yachts with Claassen Jachtbouw (now owned by Vitters) and engaging Nigel Ingram from MCM as project manager brought the old ‘firm’ together again. Although Atalante is a substantial yacht, her systems are relatively simple and well-tried, as is the design and build method. This familiarity provided the client with a high degree of confidence. He didn’t need to worry unduly about a large, risky project – instead



he could enjoy the process, confident in the knowledge that we all knew what we were doing. We’d all been there before, as it were. Atalante’s owner wanted a yacht with more speed, bigger tank and refrigeration capacity and more space to undertake longer passages. With a passage planning capability under sail of 12 knots (in fact, she’s already clocked 18 knots in a breeze coming off a wave!) this fixed keel yacht is the ideal platform for independent long distance cruising and competition in Spirit of Tradition classes.

The yacht can be crewed by four or five. To make this work properly room was made for an adequate crew laundry with twin washers and driers, an additional shower and a stewardess’s cabin. Another interesting feature is the location of the main saloon which is just forward of the owner’s accommodation aft of the amidships machinery space. The owners are often on board together so this arrangement provides them with a large amount of private accommodation comprising their full width sleeping cabin, ‘his and hers’ head and shower compartments, the full width saloon and access to the owner’s deck saloon and cockpit.







#### *"Why hasn't this been done before?"*

The saloon is designed to take up the exact same space as the two double guest cabins which in this boat are located just forward of the machinery space. So an owner could opt for the saloon and guest cabins to be transposed if he wanted all sleeping accommodation aft.

A number of people commented on the general arrangement when viewing the yacht at the Monaco Yacht Show. "Why hadn't this been done before?" they asked! A good question.

The Offshore carbon spars including a Park Avenue style boom, slab-reefing and carbon

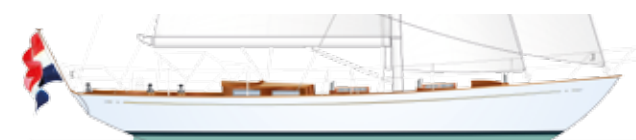
EC6 rigging make for an easy to use, light rig package. Systems and machinery are simple with two Northern Lights generators and a very large battery bank which allows 'silent ship' conditions for eight hours.

#### *Available for charter*

Apart from being much appreciated by her owner, Atalante has also proved a big hit as a charter yacht. This again adds to a potential owner's peace of mind when making a decision to buy. He and his family and friends can try the yacht for real thus reducing to a minimum the risk when commissioning a new yacht.



## TRULY CLASSIC DESIGNS



*Truly Classic 51*



*Truly Classic 65*



*Truly Classic 78*



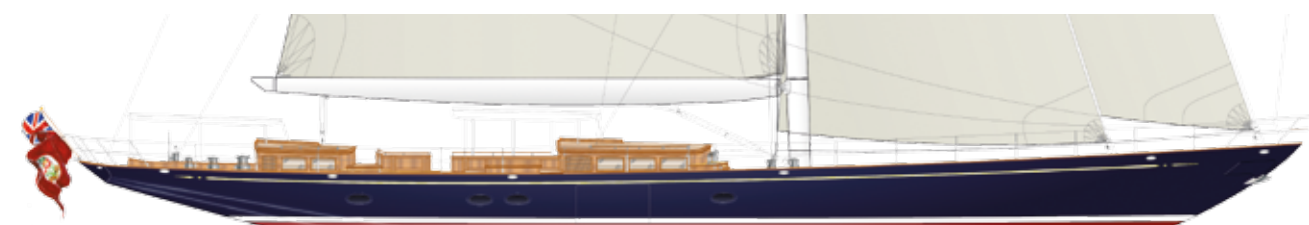
*Truly Classic 90*



*Truly Classic 102*



*Truly Classic 108*



*Truly Classic 127*

#### *Balanced and beautiful*

Good looks, long overhangs, perfect balance and the ability to cruise or race are some of the hallmarks of the Truly Classic semi-custom range.

The first TC was launched in the 1990s when the demand for maximum accommodation space had all but eliminated beauty in production yachts.

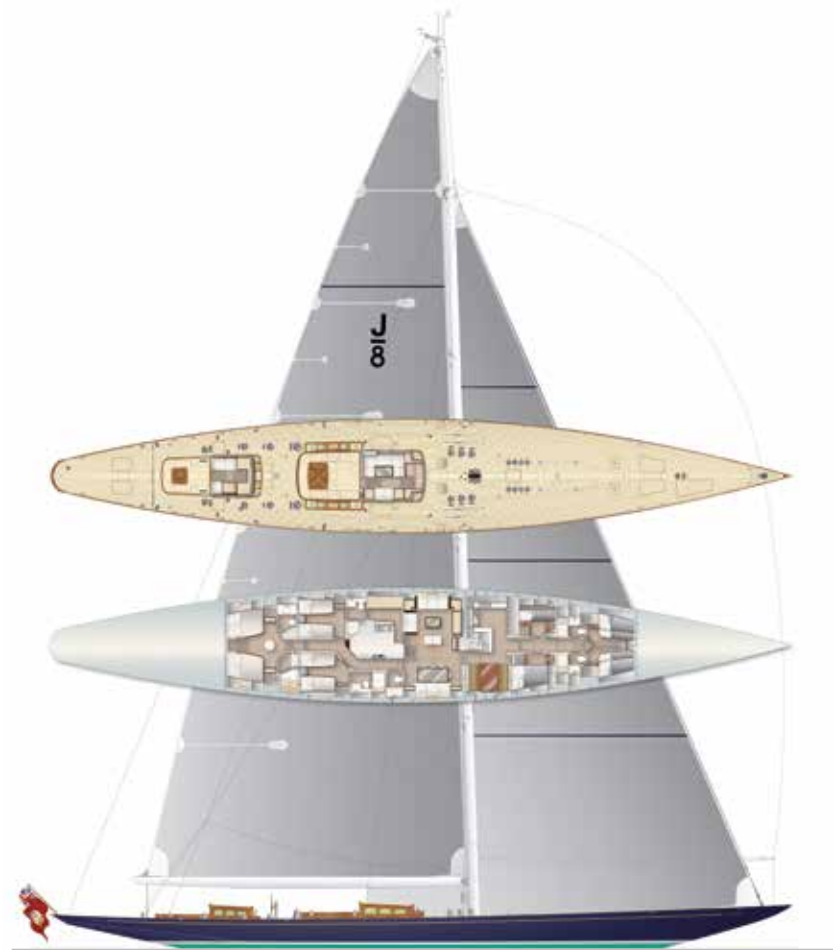
The TC was a breath of fresh air and quickly reminded the yachting fraternity that designs and shapes of the past were timeless, mesmerising and had a place in the sailing yacht market.

Some 40 Truly Classic yachts have been built, designs have been refined and now clients can choose any number of sizes between 51ft and 127ft. An advantage of choosing a well-proven yacht is that the key design decisions have all been made with fundamental features of performance, build quality and interior layout options all in place and you can see what you buy. All the owner has to do is select a customised layout and make decisions on the aesthetics of finish.









**LATEST SUPER-J LAUNCHED**

The burgeoning J-Class movement took another significant step forward when Holland Jachtbouw launched J-8 Topaz earlier this year. The yacht is now in the Caribbean and like Svea J-S1 (see p. 26) has her sights set on the America's Cup J-Class Regatta in Bermuda in 2017. And there's plenty more racing and cruising planned leading up to that event.

Topaz is based on Frank Paine hull lines which never saw the light of day because of the New York Yacht Club's decision to back Harold Vanderbilt and Ranger for the defence of the America's Cup in 1937. But Paine developed lines for three very fast Super Js for the 1937 Cup hopeful Gerald Lambert of Listerine fame who was also the last owner of the famous three-masted schooner Atlantic and the J-Class yacht Yankee.

**Fast downwind**

We examined Paine's lines drawings at the Massachusetts Institute of Technology (MIT) and bought the rights to two, versions A and

B, of which Topaz is version A. By applying our Velocity Prediction Program (VPP) and Computational Fluid Dynamic (CFD) research we were able to establish that this J looked really fast downwind and in light airs - even upwind she would more than hold her own. To achieve this Paine had opted for a sail area penalty in favour of more waterline length. In addition he opted for a combination of hull modifications forward and a short chord keel helped reduce her wetted surface. The short keel and a more upright rudderpost also provided her with impressive handling characteristics.

Topaz, brought right up to date by Hoek Design, embodies much of Paine's thinking and she has already shown to be extraordinarily manoeuvrable. The yacht has a particularly pleasing sheerline complemented by a recessed coveline finished in gold leaf. She is fitted with a superbly crafted, spoked wheel, a boom crutch with classic design detail and a steering pedestal which also matches her original design period.



DIMENSIONS	
LOA	42.7 m
LWL	26.8 m
Beam	6.7 m
Draft	4.6 m



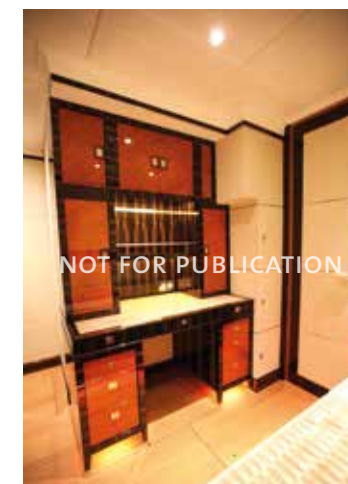


*Stunning art deco interior*

Her performance will certainly be something to watch out for, but the accommodation styling of this yacht is quite stunning and something of which we are particularly proud. The interior was developed by this office in close cooperation with the owner. The J-Class originally established itself during the art deco period of the 1930s, so the owner of Topaz was keen to reflect this. Our reference for this particular style of art deco was the French design genius Emile Jacques Ruhlmann who used leather, stainless steel and dark woods like walnut burl and Makassar. We studied a number of yachts and passenger vessels of the time and have come up with a design which complements the J-Class period and the shape of her interior. Cabinetry is made of high gloss Makassar together with burl veneers and bone inlays. White leather and high gloss wooden

armrests are used for sofas, soles are in walnut and deckhead panels are in matt white, set off by white high gloss beams. The German cabinetmakers Oldenburger have done a great job building the interior from our designs. London-based lighting specialists LDI, who designed bespoke fittings for Topaz, were also instrumental in completing what we consider to be one of the most remarkable interiors ever seen in a J-Class yacht.

Holland Jachtbouw was responsible for the complete build and immaculate technical installations, which included an advanced hybrid propulsion installation. We were very pleased to be able to work with the experienced owner's representative Jens Cornelsen on this project, a first cooperation between his firm and ours.











*You sit in it, rather than on it*

Her simple rig is enhanced by press-button mainsheet control and jib furling and the fully-battened main can be hoisted by transferring the halyard onto an electric winch. A powered winch can also help A-sail hoisting and sock handling. All sheets and control lines are led under the teak laid deck keeping the surface safe and uncluttered. In the first yacht there are hydraulic controls for vang and backstay plus jib car adjustment. Further aft the large, pleasingly deep and well-protected cockpit is designed with coamings making it ideal as a safe working area and, when at rest, a comfortable place to relax. The Eagle 54 is very much a yacht which you sit in rather than on!

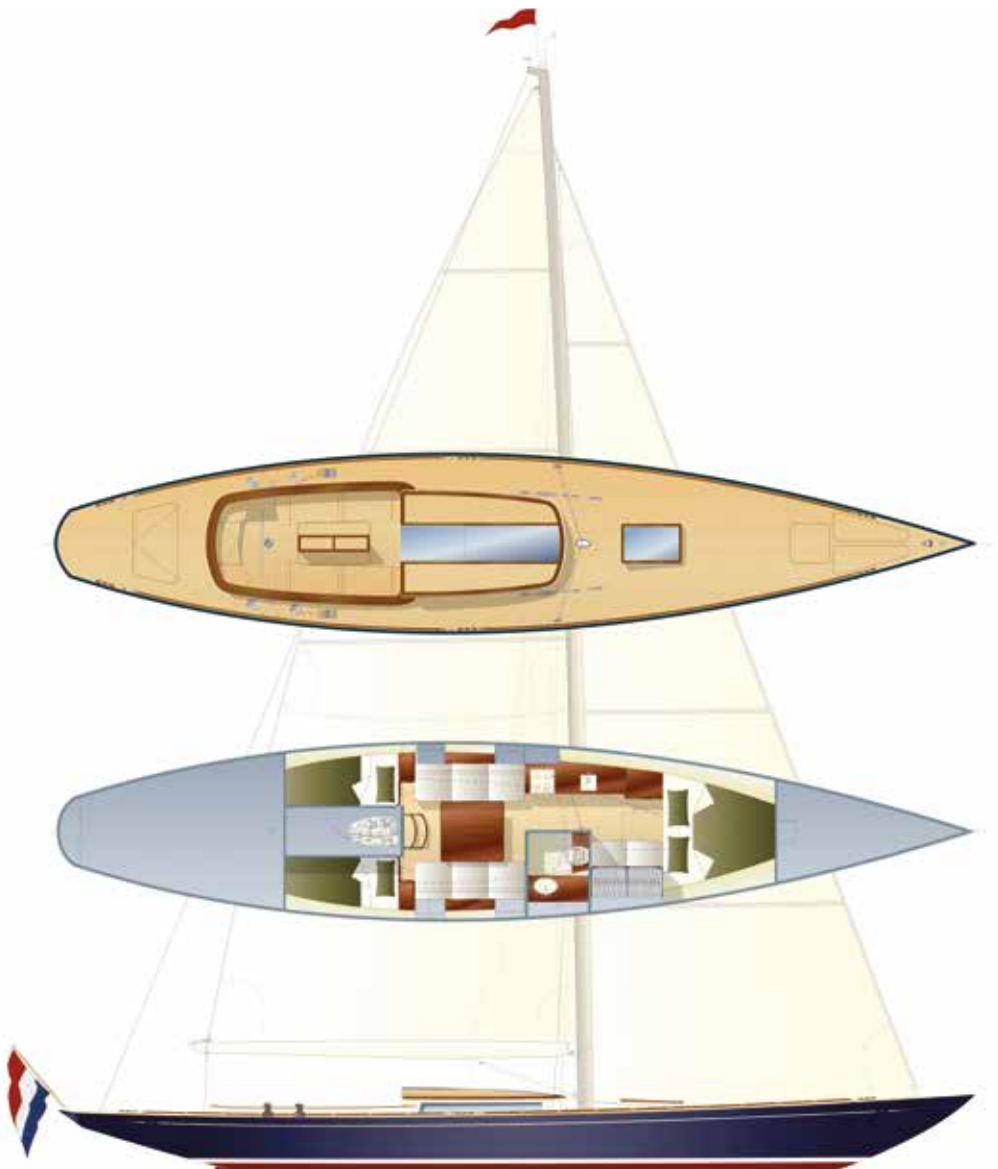
*Plenty of light*

An interesting feature of the superstructure is a centreline skylight running the whole length of the coachroof allowing a lot of light into the accommodation. There's some neat detailing like a grab-rail-style toerail and while there are no stanchions, guard wires or pulpit for aesthetic reasons – a la J-Class - they can be fitted if required. The layout below can be designed to the owner's requirements, but there is plenty of room for up to six in three cabins plus head, galley and saloon areas. In the first yacht there are pilot berths in the main saloon. For those looking for a quick and easy way to go sailing and to own a boat whose looks will certainly be admired, the Eagle 54 would look good on any short-list!



**BEAUTY AND SIMPLICITY MAKE FOR ENJOYABLE SAILING**

The daysailer phenomenon has evolved over the past 10 years as the market for good-looking, easy to sail, low maintenance yachts has gathered pace. The first Eagle 54 was launched this year from her series builders Leonardo Yachts in The Netherlands with a second one underway. The 54 is based on a foam-cored epoxy composite hull which helps to keep costs and weight relatively low. She displaces just 9 tonnes. Long overhangs, a beautifully clean deck and a low-line superstructure, which does not compromise the yacht's looks, are features of the 54-footer, developed as a short-handed coastal cruising yacht. The American market was quick to embrace the high quality daysailer and short handed cruiser idea and the Eagle 54 would be just as much at home there as it would in the Mediterranean or the Baltic.



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





CLASSIC SUPERYACHTING IN MINIATURE

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

This high quality 33ft superyacht in miniature is intended as a stylish cruising yacht. built to spectacular quality levels. She is wheel-steered and the detailing, from the teak-capped cockpit coamings and recessed coveline to the immaculate upholstery and pop-up cleats, set her apart.

She also carries that appealing open transom and taffrail, which suits this yacht well. All sail and rig controls lead to a bank of clutches and three winches mounted within easy reach of either the helmsman or trimmer. The laid deck is clean and uncluttered and a short fixed bowsprit provides the tack point for an asymmetric to be set outboard of the forestay.

T-bulb keel

Below the waterline there's a modern, T-bulb style keel and a deep, balanced rudder providing plenty of stiffness and control. There's simple living accommodation for two adults below and a small galley and head mean this yacht can be used as a very effective week ender. There's an option of either electric or diesel propulsion. The yacht can be trailed providing real flexibility for cruising grounds in Europe, for instance, and the option of taking her home for the winter.



CLASSIC PRODUCTION IN THE MAKING

We are very pleased with this new Pilot Classic design, the Essence 55, which is based on the same concept as the Essence 66 Mazu, launched in 2014.

This composite-hulled yacht will be produced on a semi-production basis. She is ideally suited to short-handed, comfortable, fast cruising and her timeless looks have great appeal. The advantage of semi-production building is reduced cost.

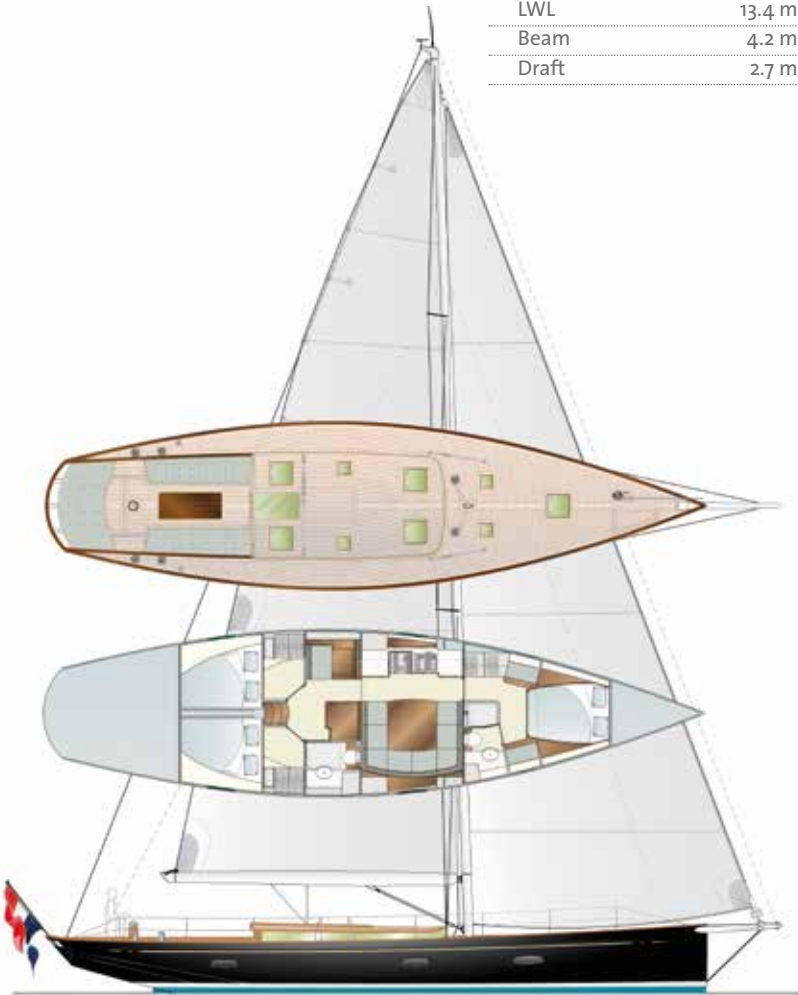
Metur Yacht is building the new 55 for Essence Yachts, who are building a range of our Pilot Classic designs between 27 and 74ft. One can see more than a hint of other Pilot Classic designs by our office in this yacht and many hallmark features like the straight stem, open counter and a low-level coachroof are among the details we have developed for the larger yacht.

All-round views

The cabin sole is slightly raised compared to other boats in the Essence range, so that one's eye-line, when standing in the saloon, allows a superb, all-round view through the superstructure window. The sole is also wider and as a result there is room for more tank capacity, something that those looking for a serious cruising yacht will appreciate. On deck, the deep and spacious cockpit not only provides a very well protected working area when sailing, but there's room for eight people to dine around the table while at rest.



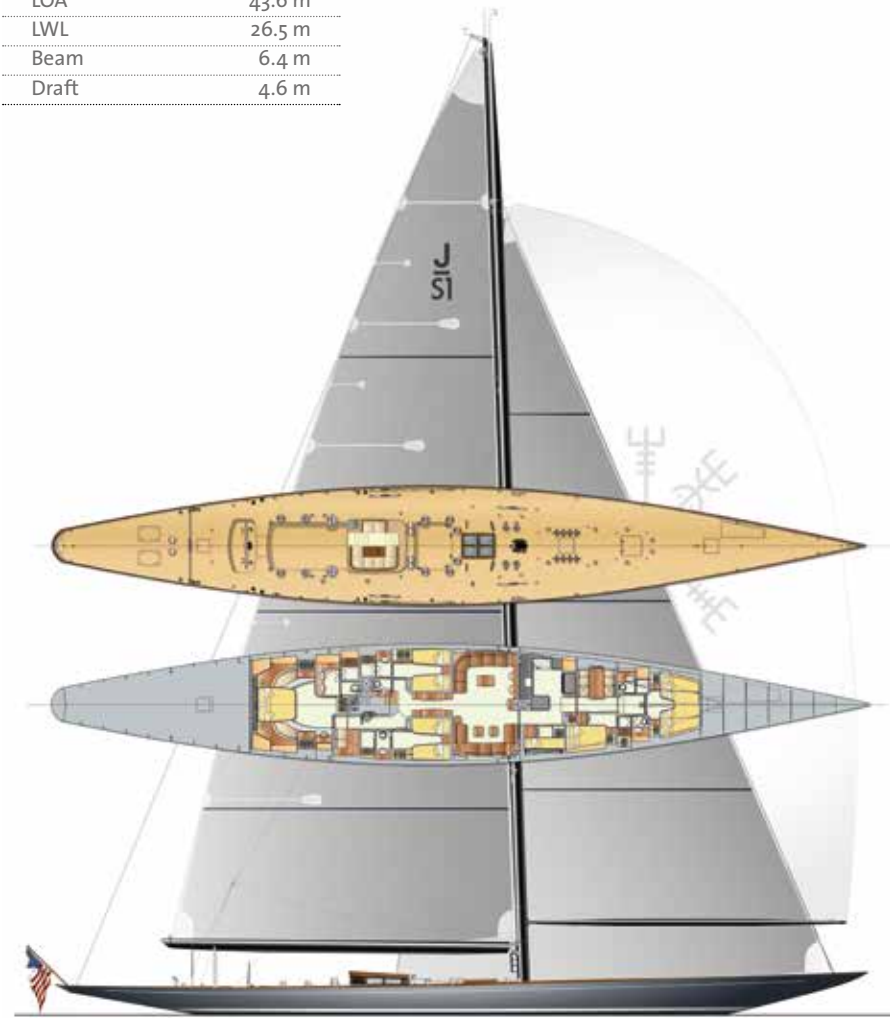
DIMENSIONS	
LOA	16.6 m
LWL	13.4 m
Beam	4.2 m
Draft	2.7 m







DIMENSIONS	
LOA	43.6 m
LWL	26.5 m
Beam	6.4 m
Draft	4.6 m



**J-S1 SETS HER SIGHTS  
ON BERMUDA 2017**

The J-Class fleet gathering in Bermuda in 2017 to race for a specially-designed version of the America's Cup will be joined by Svea J-S1 the latest J-Class from our board. The original lines for this Super-J were by Swede Tore Holm in 1937 but the yacht was never built. Holm's drawings were eventually discovered by yachting historian John Lammerts van Beuren and now, this remarkable yacht, the longest modern J-Class at 143ft (43.6m), is taking shape at the Vitters yard in Zwartsuis for an American owner. Research using our own velocity prediction programmes and computational fluid dynamic calculations show Svea to be particularly fast upwind and her aluminium construction with an emphasis on longitudinal stiffness will absorb high runner loads for optimal headstay tension.

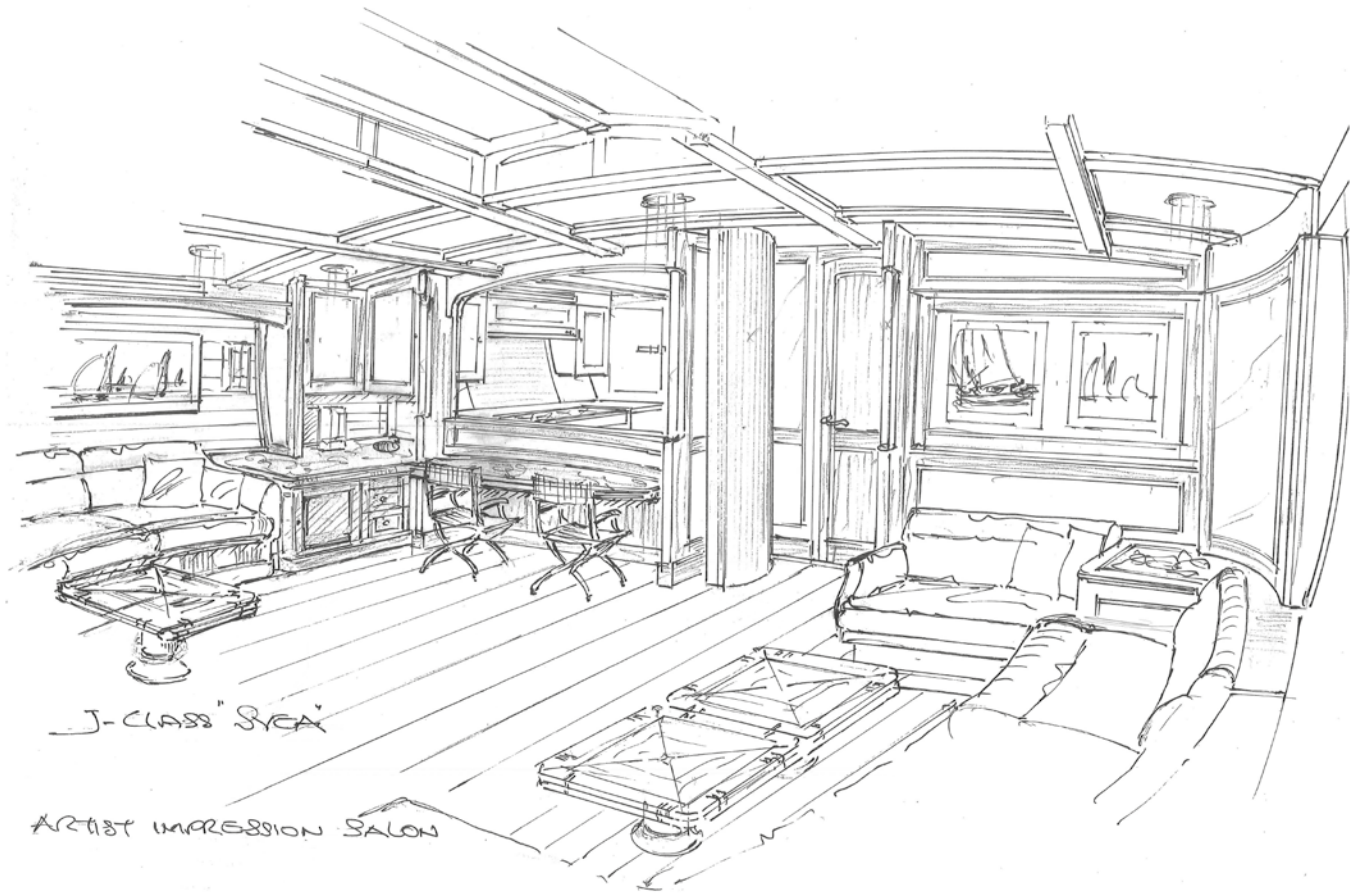
**Two working cockpits**

Svea's deck geometry is markedly different from other modern Js with two large working cockpits fore and aft of a relatively small companionway doghouse. There's a vast amount of room for mainsheet, runner and headsail trimmers in the aft cockpit and the recessed pit forward of the house provides plenty of room and protection for the mid-deck and mast crew.

Another key feature is an over-size steering wheel, half of which is recessed below decks. The diameter allows the helmsman to position himself far enough outboard to get a good view of the headsail tell-tales, something which is difficult on other Js. A Southern Spars carbon rig package will be stepped and the hull colour for this giant J is likely to be a distinctive grey.

She will, of course, be luxuriously fitted out below and Dutchman Pieter Beeldsnijder, well known for his exceptional hand sketching, will mastermind the below-decks looks with the Hoek office developing the accommodation drawings using our latest computer programmes.

This yacht has every chance of being at the very forefront of the modern fleet and will have the eyes of the yachting world upon her when she makes her racing debut in Bermuda in 2017. She becomes the seventh yacht Hoek and builders Vitters have worked on together. They include Aphrodite and Aphrodite 2, Tintagel, Erica and the two super-ketches Adèle and Marie.





TRULY CLASSIC 90-3 ARCADIA



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

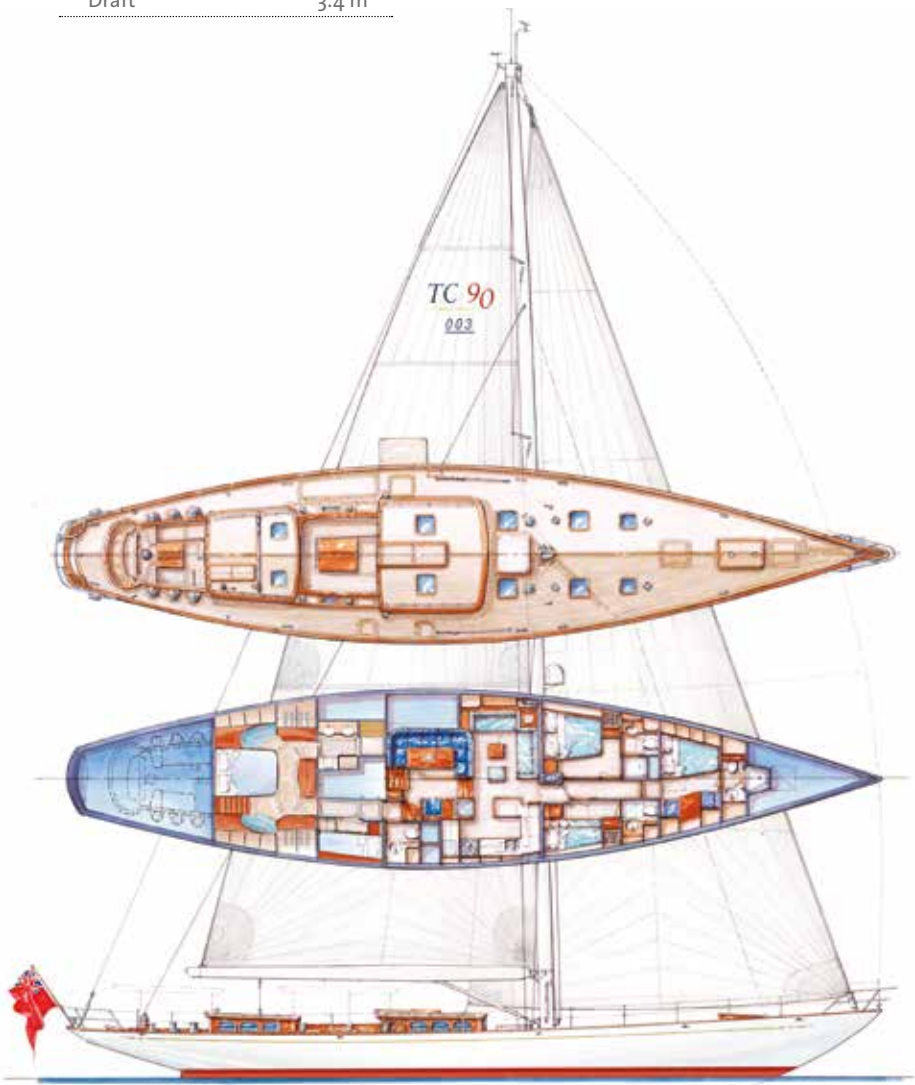
TC 90-3 TO LAUNCH IN MAY 2016

Ideally designed for comfortable, fast, long distance cruising with Spirit of Tradition and Bucket-style racing capability, the third Truly Classic 90 is about to take to the water. All the design work in terms of hull shape, appendages and deck layout are identical for the TC-90s so owners can save a considerable amount of time getting afloat.

The TC 90 has also proved popular as a charter yacht through Hoek Brokerage providing an opportunity for prospective buyers to try the real thing before they decide to commission.

TC 90-3 will be launched from Claasen Shipyards, recently acquired by Vitters, and will be finished with a Hoek-designed interior. With MCM of Newport working as the owner's representative, this yacht benefits from a team which has worked well together previously. This yacht will step a Hall Spars carbon rig with conventional slab reefing.

Like all TC 90s the deck layout will feature twin cockpits and deckhouses providing superb on deck space and accommodation.



TRULY CLASSIC 90-4

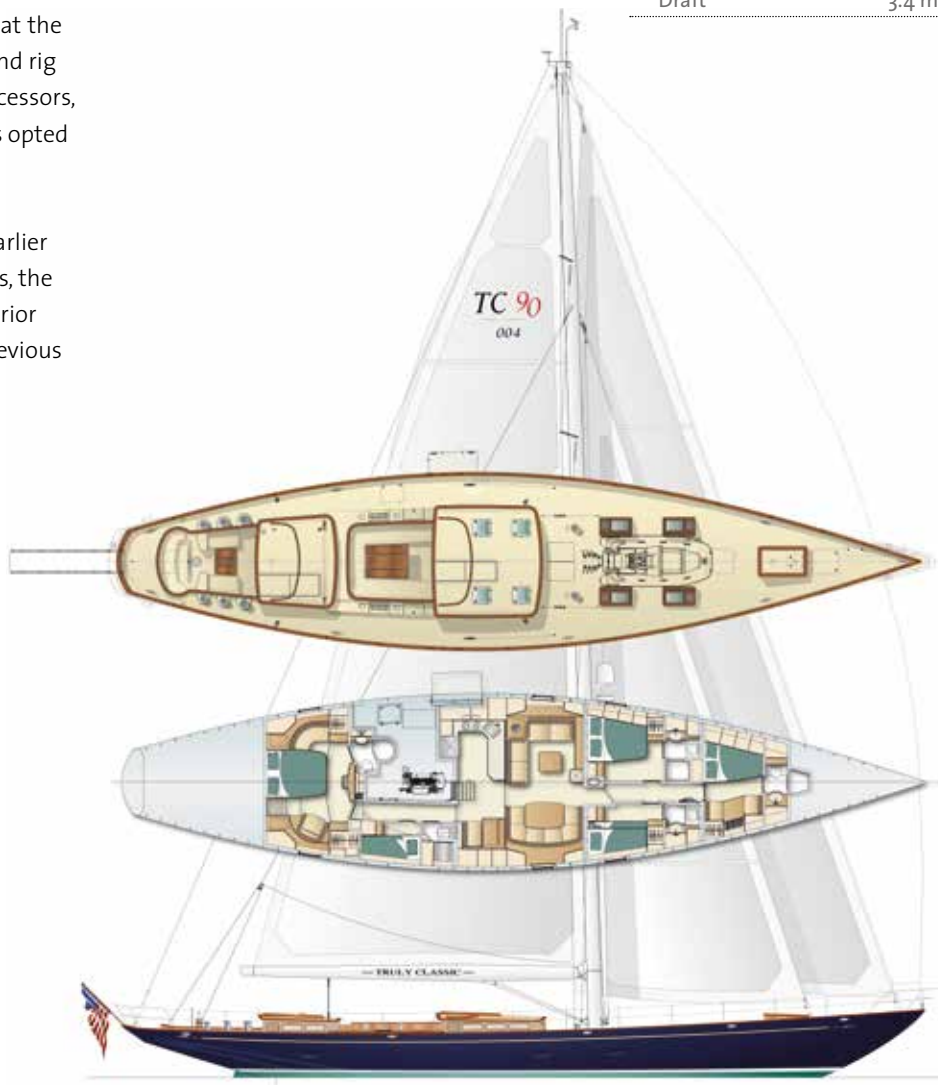


DIMENSIONS	
LOA	27.5 m
LWL	19.1 m
Beam	6.1 m
Draft	3.4 m

TC 90-4 UNDER CONSTRUCTION

The fourth TC 90 hull is well underway at the time of going to press. While the hull and rig of this yacht are the same as her predecessors, the prospective owner of this yacht has opted for low profile cabin tops.

The interior concept is similar to two earlier TC 78s neither of which had deckhouses, the effect of which was to create more interior volume. The deck layout is similar to previous TC 90s.

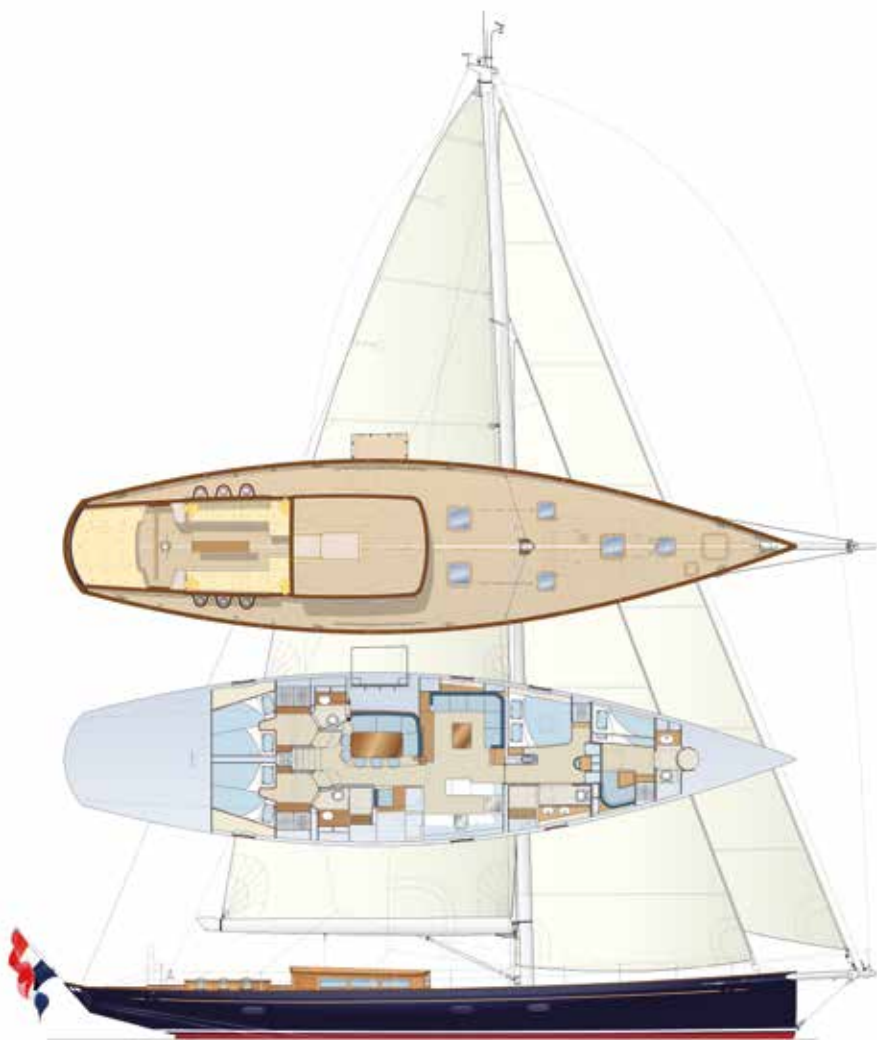




77FT PILOT CLASSIC



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



ROOM FOR CREW ABOARD 77FT PC

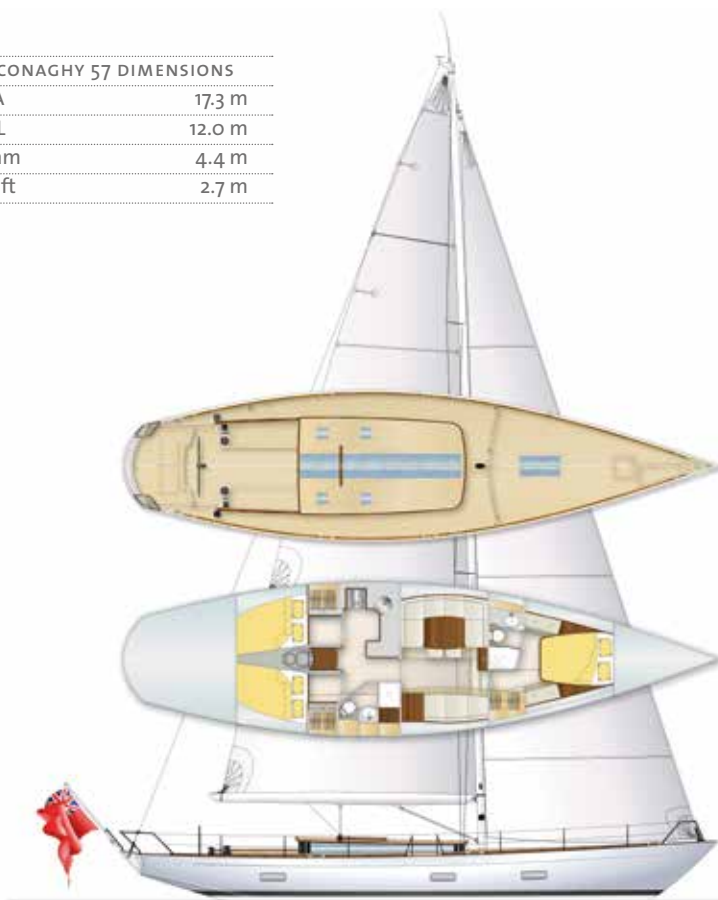
Once cruising yachts reach 70ft loa, the need for additional crew – perhaps permanent crew – becomes a serious consideration, so the PC77 is designed with accommodation capable of meeting that need. This particular yacht is being built on spec in aluminium by Bloemsma in the Netherlands whose high quality and reliable fabrication skills have been utilised by us on many occasions.

The 77 has been designed with a fixed keel and she will feature an underwater anchoring system with the anchor itself stowing in a pocket beneath the waterline. Her double-headed rig makes for a yacht which can ‘change gear’ quickly and the sailplan is simple and easy to handle. Accommodation comprises an owner’s double, three guest cabins and a crew cabin and there is a vast amount of room in the deck saloon housing a dining area large enough to seat ten. The yacht’s long counter not only provides room for a lazarette but also a large expanse of sunbathing area abaft the helm position. Alternative interior layouts are possible and available.

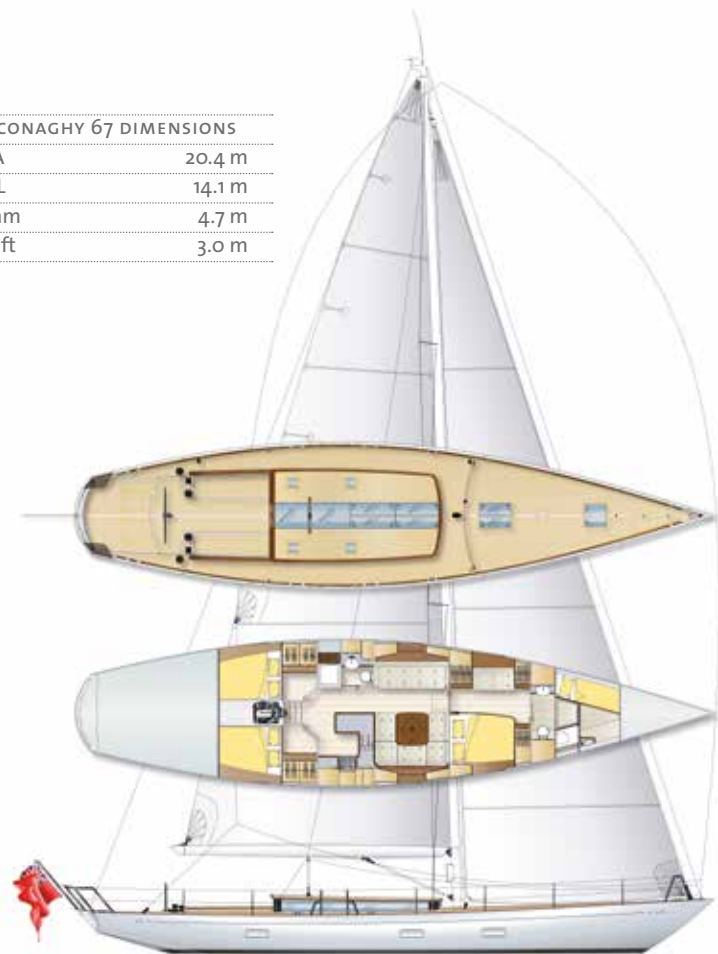
The yacht is for sale through Hoek Brokerage.

MCCONAGHY 57FT-67FT

MCCONAGHY 57 DIMENSIONS	
LOA	17.3 m
LWL	12.0 m
Beam	4.4 m
Draft	2.7 m



MCCONAGHY 67 DIMENSIONS	
LOA	20.4 m
LWL	14.1 m
Beam	4.7 m
Draft	3.0 m



HOEK DESIGNED,  
BUILT BY MCCONAGHY

These two yachts are aimed at the performance end of the cruising spectrum and represent quite a departure for the well-known, grand prix yacht builders McConaghy who began life in Australia but are building increasing numbers of yachts in their Macau plant in China.

Both the 57 and 67 could be described as retro-style yachts but they have fast underwater shapes and are aimed at serious offshore cruising.

The composite hulls employ a lot of carbon detailing for structural reinforcement and aesthetics, using clear coat carbon for items including the wheel, coachroof and even the pushpit. Many of our design hallmarks are evident in both yachts including long overhangs, attractive sheer, an open bulwark and taffrail in the counter stern and a low profile superstructure with wraparound windows. The 57-footer had to maintain full standing headroom right forward in her accommodation and at the same time keep the foredeck flush.

Accommodation in the 57 comprises a big owner’s double right forward with its own head, a large amidships saloon and two double aft cabins. The 67 has room for a single berth crew cabin right forward. The carbon rigs are light and simple and both sailplans employ self-tacking jibs for ease of handling.

McConaghy intend to build these yachts in semi-series production.





Pilot Classic 44



Pilot Classic 55



Pilot Classic 66



Pilot Classic 85



Pilot Classic 108



Pilot Classic 125



Pilot Classic 192

The inherently appealing shape of the Pilot Classic can be traced back more than 150 years to the yachts racing for the America’s Cup in the 1850s. Those yachts took their design lead partly from the Bristol Channel Pilot Cutter, which raced to meet merchant vessels needing a pilot as they weathered the western approaches to the English Channel. The first cutter there won the contract. For their size, they were the fastest yachts afloat.

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

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

Our first Pilot Classic design was the 36ft Tintel launched in 2000 and successful yachts like the Wally Nano (37ft), Mazu (66ft), Windhunter (85ft) and the super-fast ketch Elfje (172ft) followed.

A number of new Pilot Classics are being designed or are in build and sizes include 27, 33, 37, 44, 55, 66, 77, 108, 125, 136 and 192ft. They are testament to the popularity of the marque.



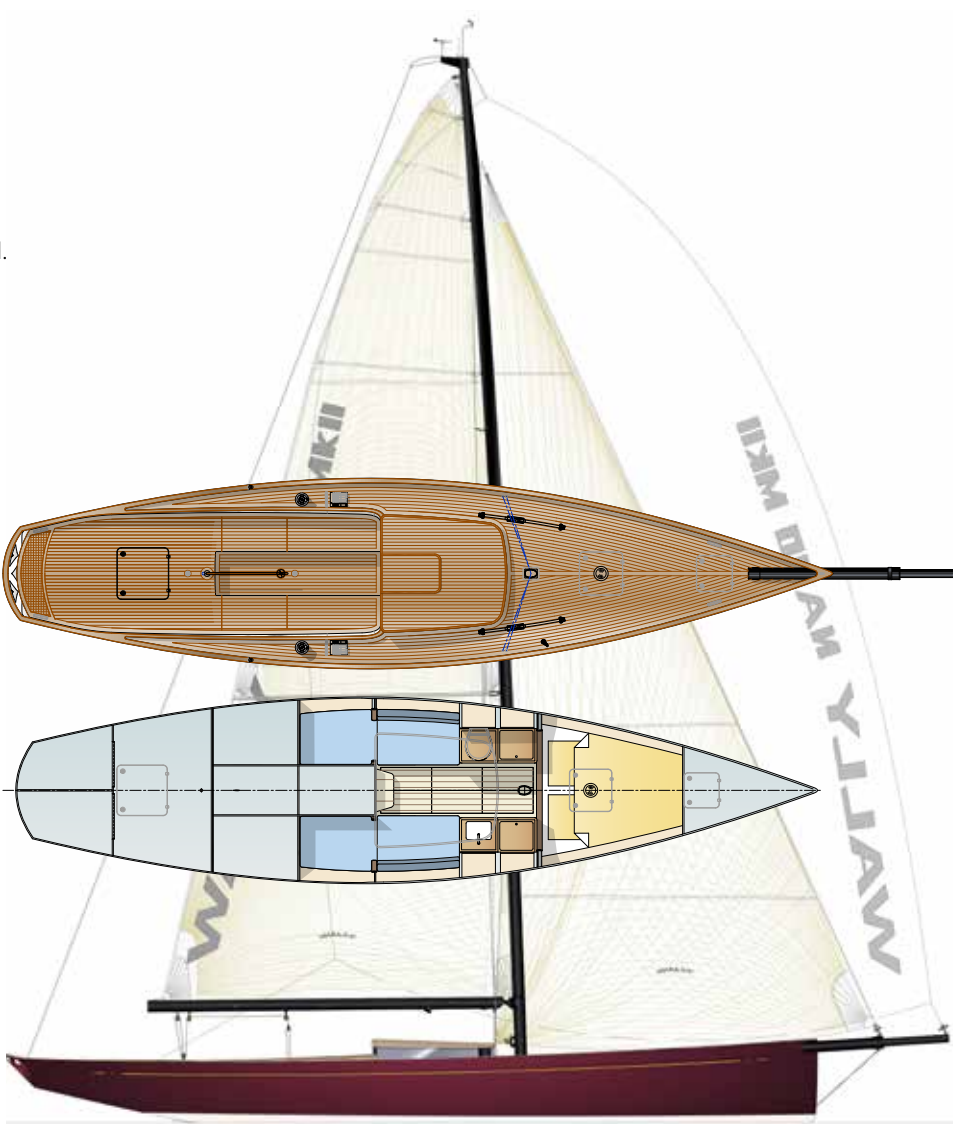
DIMENSIONS	
LOA	11.4 m
LWL	9.0 m
Beam	2.6 m
Draft	1.8 / 2.6 m

NEW IMPROVED WALLY NANO

The original Wally Nano was an inspired idea from the fertile minds of Luca Bassani, who founded Wally, and Andre Hoek, but for many reasons it had a stuttering start to life. Its appeal among the yachting cognoscenti was unquestionable, so we have re-worked the design and in conjunction with specialist series builders Doomernik in Holland have high hopes that the Mk 11 version will succeed.

Infinitely better finish

The new Nano is some 300kg lighter than the original, has an infinitely better, high quality finish and has been rid of its heavy, space hungry auto-trimming cylinders. She sports a carbon Hall Spars rig and she still has keel options for varying draft. A furling headsail and easily managed main make sailing this boat simplicity itself and an Oceanvolt electric motor wired to a bank of Lithium ion batteries with a 6-8hr running time before re-charge, make her environmentally friendly in terms of noise and exhaust emissions. Down below she is beautifully fitted out and ideal for day sailing or week ending. She can also be trailed and for those going further afield will fit into a 40ft container. We have worked before with her builders Doomernik notably on 35 Dragons to our design so we are confident that this is a collaboration which will work.





33FT CLASSIC DAYSAILER

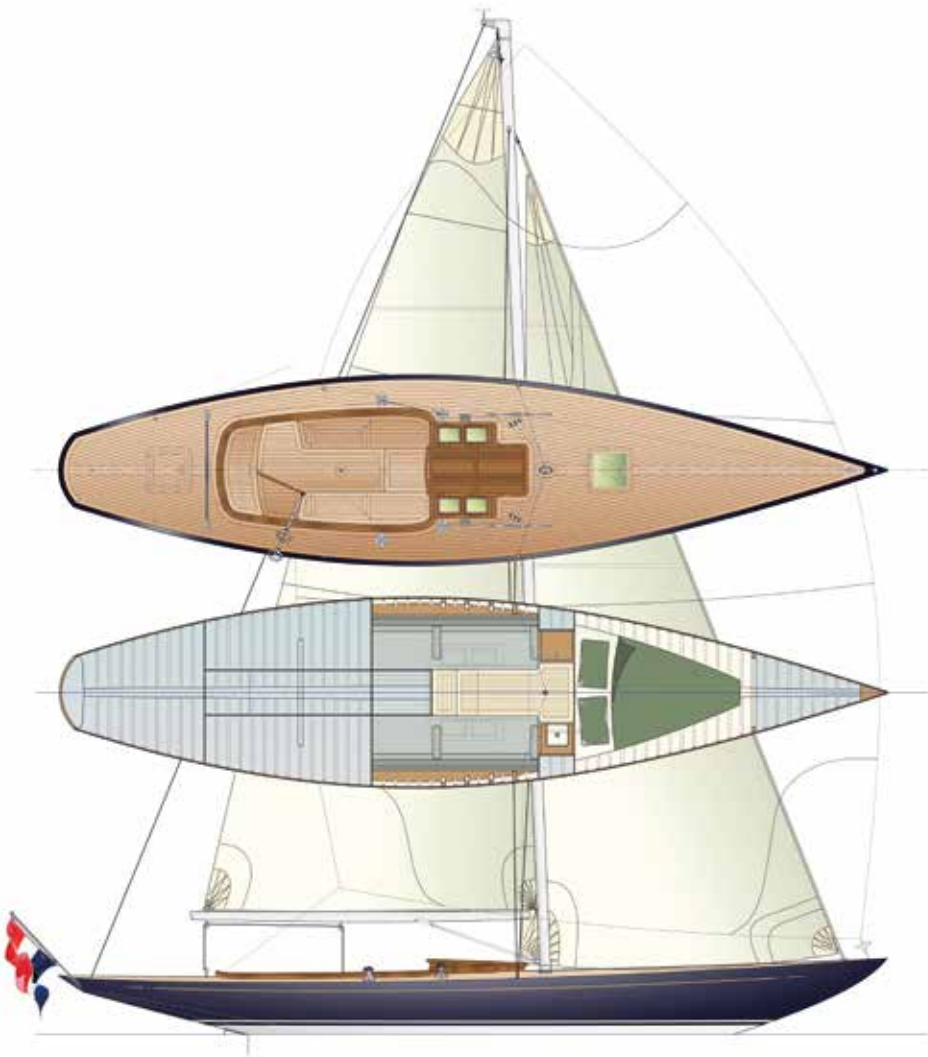
DIMENSIONS	
LOA	10.1 m
LWL	7.8 m
Beam	2.7 m
Draft	1.8 m



33 FT DAYSAILER

This gorgeous looking 33ft daysailer is currently under construction at the Estonian boat yard of Swiss Performance Yachts. The yacht uses a cold moulded composite construction comprising a core of Alaskan yellow cedar, three layers of mahogany and one layer of glassfibre and epoxy resin. The outer skin is made from mahogany and thus the future owner has a choice of either applying a clear varnish or painting the boat in the colour of his preference.

Developed as a comfortable daysailer/weekender, she can be fitted with different keels to suit lake or coastal cruising. The interior is simple and the ambience enhanced by using the exposed cold moulded wood structure as part of the interior styling. A classic-styled sliding hatch, incorporating skylights, provides easy access to the interior from the cockpit. The yacht can be fitted with a wheel or tiller depending on your preference and an electric propulsion system will be installed, powered by lithium batteries. The yacht is being built to an extremely high standard both in terms of the hull construction and interior joinery, which is also to our design. Completion is scheduled for 2016.



23M MOTORYACHT SEVEN

HIGH SPEED LIVING  
IN THE MEDITERRANEAN

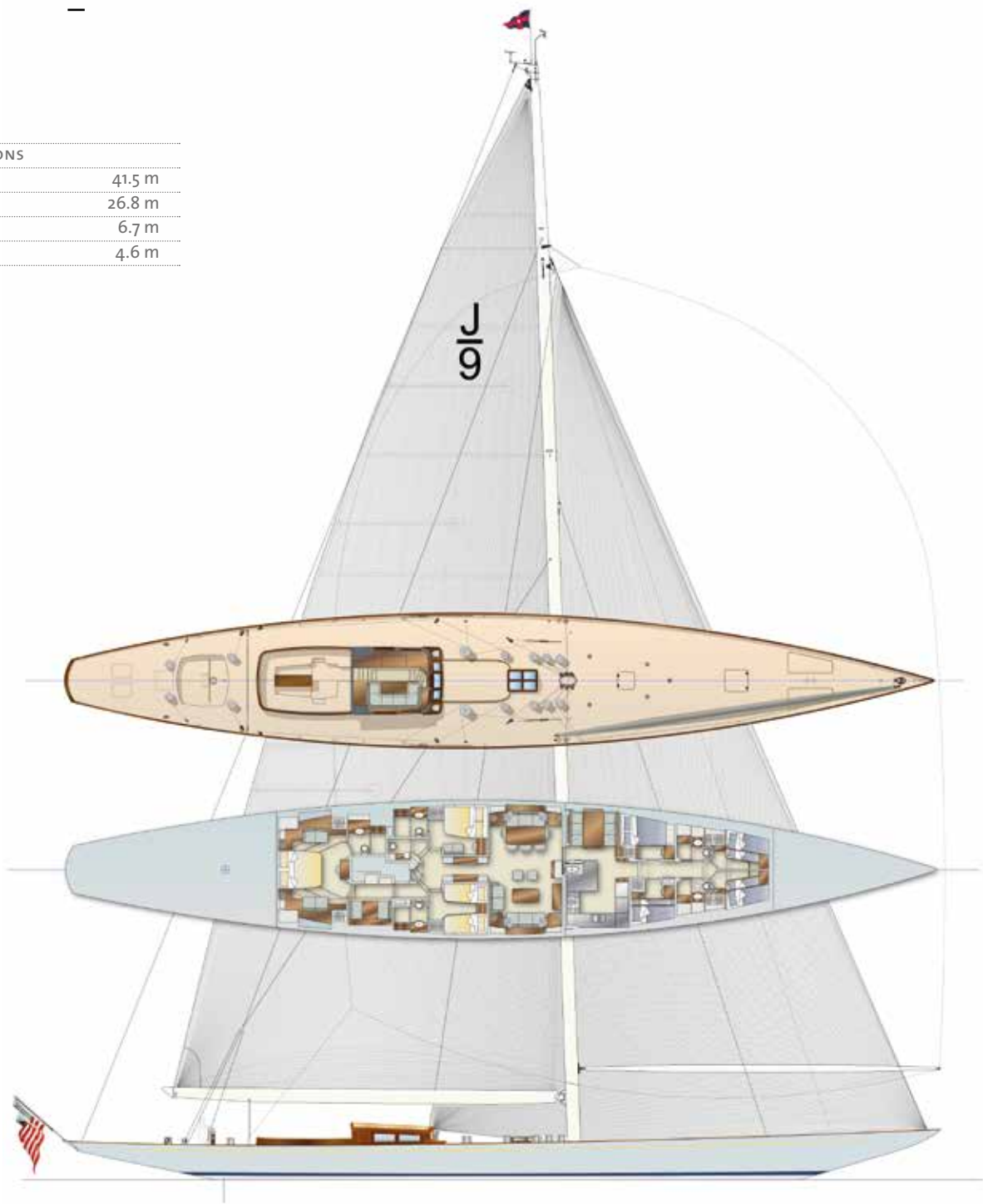
Living al fresco at almost 50 knots is quite a blast as Sir Ben Ainslie's wife Georgie found out when she test drove this 23m fully-fitted out luxury motor yacht in the Mediterranean recently. With Seven's twin 1650hp MTU diesels driving through waterjets her carefully researched hull shape, integral hull strength and stiffness allow her to reach high speeds for a motor yacht of this size. She was built using composites in Turkey by Metur Yacht and is a great example of how the Hoek office can work successfully in the burgeoning world of high speed launches, tenders and motor yachts.





J-CLASS J-9

DIMENSIONS	
LOA	41.5 m
LWL	26.8 m
Beam	6.7 m
Draft	4.6 m



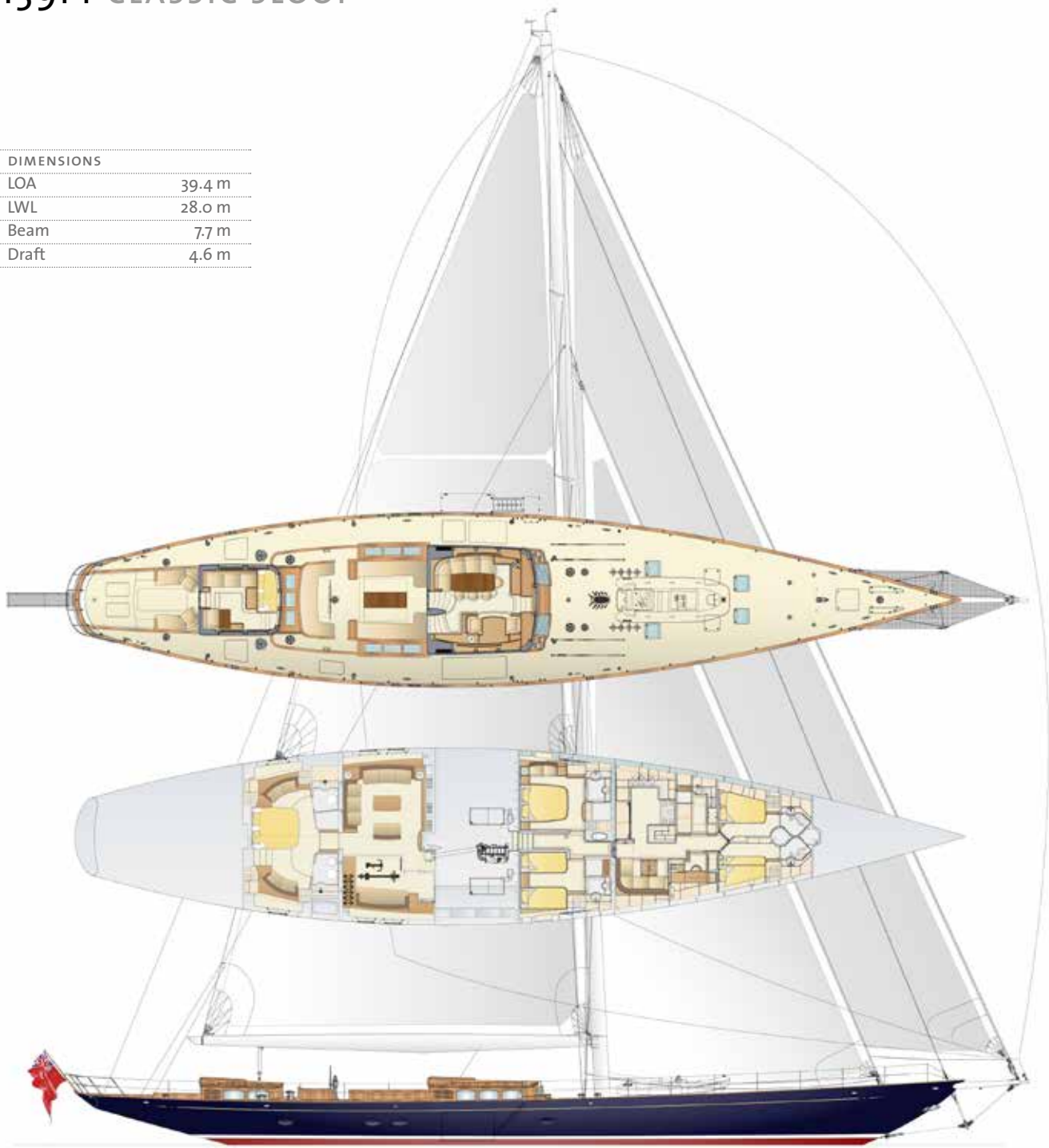
PAINE’S COMPETITIVE SUPER-J IN DESIGN

This is another Frank Paine design which was never built but has enormous potential. We have completed the structural hull design in cooperation with Holland Jachtbouw and J-9 could start shortly. She is for sale and anyone investing in her would save at least six to eight months planning. With a maximum waterline length of 88ft, she is a genuine Super-J and was one of the designs Paine worked up for Gerald Lambert for the 1937 America’s Cup defence. There

were three designs, A,B and C and we applied specialist programmes to the original lines to determine the likely performance of each. You can read about Topaz, derived from Paine’s design A, on pages 16-21, but J-9 has been worked up from design B and we are convinced she will be a great all round performer. The America’s Cup event is gathering momentum and will certainly provide an injection of interest in the J-Class movement.

139FT CLASSIC SLOOP

DIMENSIONS	
LOA	39.4 m
LWL	28.0 m
Beam	7.7 m
Draft	4.6 m



BUILDING ON THE SUCCESS OF THE TC 127

This new yacht is cutter-rigged and fitted with a bowsprit from which a yankee can be set. To balance this modification to the sailplan, she is designed with a slightly longer boom and has more ballast to compensate for a larger sailarea. Her accommodation is customised and this yacht will be equipped with a gymnasium.

We are delighted to be able to report that construction of this magnificent new yacht began at Bloemsma Aluminiumbouw towards the end of 2015, under the project management by MCM’s Nigel Ingram.



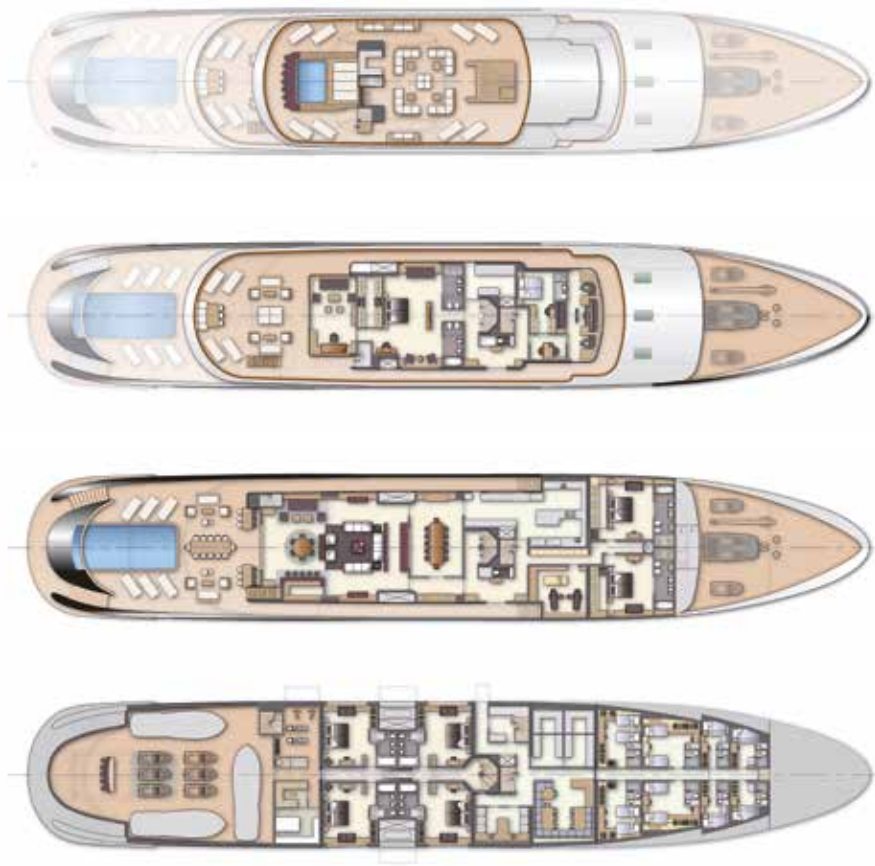
70M MOTORYACHT



RESEARCH DELIVERS 20 PER CENT EFFICIENCY IMPROVEMENT

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

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



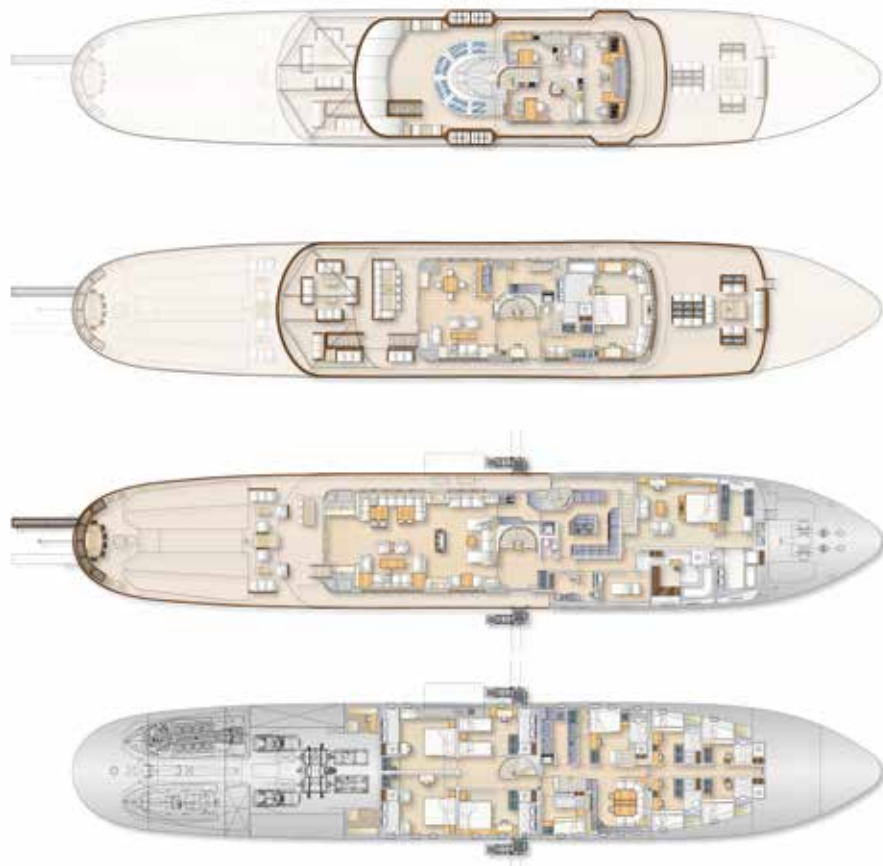
55M EXPEDITION YACHT LOMBOK PROJECT



ORIGINAL BUOY LAYING VESSEL IS DESTINED TO BECOME A MASTERPIECE

Last year our office began the design work for the conversion of a steel-built, buoy laying vessel into an expedition yacht. She was launched originally in 1960 but in her new guise she will undergo a complete interior and exterior redesign including the bow and superstructure and benefit from new structural design work.

The original vessel was built to ice class and will be reclassified to ice class B, a task requiring a number of significant structural changes. Richard Masters of Master Yachts in Palma, Mallorca is involved as the owner's representative. It is the first time we have had the opportunity to work with this well respected firm. We look forward to seeing this vessel being converted into a magnificent new superyacht.





## 115FT RETRO CLASSIC MOTORYACHT

**HOEK BROKERAGE**  
YACHT BROKERS & NAVAL ARCHITECTS

### TRULY CLASSICS, J-CLASS AND CHARTER DRIVE THE MARKET

Following an upsurge in interest in the Truly Classic range, particularly in the USA and the Baltic, we sold the 55ft Tintagel to a Swede who plans to keep the yacht in Palma and the TC 51 Alexa, also to a Swede basing his yacht there. The famous TC 78 Drumfire was sold for a second time, on this occasion to a client who wanted to replace his Oyster 65. We are very pleased that Drumfire will be seen regularly in the Sydney area, like the 65ft ketch D'Oude Liefde (ex-Satanta) which was sold to a client who lives in Australia and who plans to make the yacht available for charter in New Zealand from 2016 onwards. Very recently the 65ft modern/classic racer Cheliacaroca was sold to a repeat client from the USA, replacing his Swan 60. He previously owned the beautiful 70ft Hoek Design ketch Kim. Cheliacaroca is destined to be keenly racing in Bermuda.

#### *J-Class activity*

With the J-Class regatta in Bermuda during the America's Cup in 2017 just over the horizon, we experienced considerable activity in the market for new and existing yachts. The J-Class Rainbow was sold to an American as was the J-Class Svea which will be completed by Vitters with the aim to be on the start line in Bermuda.

#### *Why not charter?*

The charter highlights of the year have been the popularity of the brand new Truly Classic 127 Atalante, the flagship of the TC fleet, and the TC 108 Jazz jr which had the most charter bookings in 2015 since her commissioning in 2009. Both yachts are very much in demand. A number of clients have chartered with a view to commissioning a new yacht and we would recommend this for anyone looking at a Hoek design of this type. It has proved to be a great aid to the decision making process.

#### *Strengthening the team*

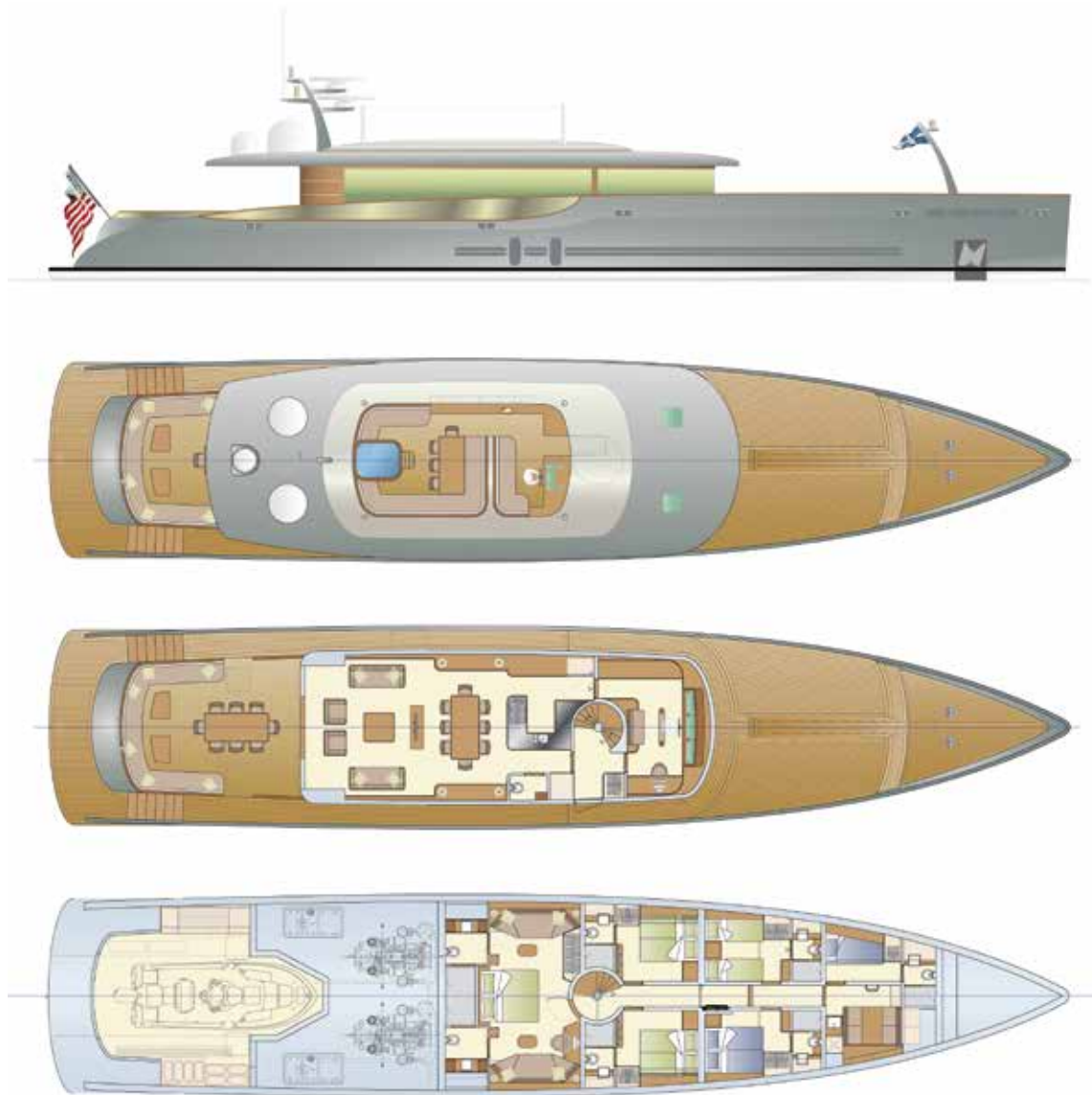
This year we welcomed Assistant Broker Niels Hoek and Personal Assistant Roos van der Kolk onto the team and we all look forward to meeting you in the coming year.

With kind regards,  
*Pieter van der Weide*  
Hoek Brokerage

### HI TECH 35 M MOTORYACHT IN DESIGN

A new project in design development is this 35m aluminium motor yacht. She has featured in previous newsletters, but she is now being reconfigured for a new client making this the third motor yacht project currently underway at our studio. Our office will do the complete exterior and interior design as well as the structural engineering and performance analysis. The yacht is designed as a displacement

vessel, but with an extensive weight reduction programme the aim is to make the yacht as fuel efficient as possible. We are developing the hull shape with the use of our Computational Fluid Dynamics software. She will benefit from a diesel electric propulsion system driving pod thrusters and have a generating system using Capstone turbine generators.







Essence 33



63ft Pilot Classic 'Flying Heart'



Truly Classic 78 series



105ft Classic Sloop



133ft Modern Sloop



50m MY



33ft Classic Daysailer



65ft Classic 'Cheliacaroca'



80ft Modern Classic  
'Sweet Emotion'



107ft Expedition Yacht



136ft Pilot Classic



55m expedition MY



33ft Classic 'Tintel'



Truly Classic 65 series



82ft Modern 'Kanimai'



108ft Classic 'Shamoun'



150ft 'Wellenreiter'



56m MY



37ft Wally Nano MKII



Essence 66 'Mazu'



Truly Classic 85 'Velacarina'



115ft Retro Classic MY



152ft Pilot Classic 'Elfje'



70m MY



37ft Pilot Classic series



Truly Classic 68 'Kingfisher'



85ft Pilot Classic 'Windhunter'



Truly Classic 108 series



157ft Sloop 'Wisp'



J-Class 'Lionheart'



13m Visserman aak



68ft Pilot Classic



Truly Classic 90 series



108ft Pilot Classic



50m Performance Flybridge Sloop



J-Class J8 'Topaz'



Baltic 47 'Elsa'



68ft Modern Classic  
'Noordhinder', Jan de Vries



Truly Classic 51 series



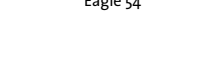
70ft Modern Classic  
'Jan de Vries'



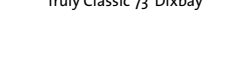
Eagle 54



Truly Classic 73 'Dixbay'



90ft MY



115ft Race Classic 'Firefly'



180ft Ketch 'Adèle'



180ft Ketch 'Marie'



Essence 55



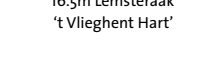
74ft Pilot Classic 'Albatros'



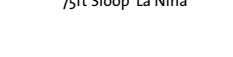
16.5m Lemsteraak  
't Vlieghe Hart'



75ft Sloop 'La Nina'



100ft Sloop 'Skipper'



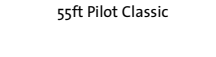
125ft Pilot Classic



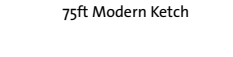
180ft Modern Ketch



197ft Pilot Classic 'Pilgrim'



55ft Pilot Classic



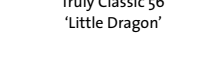
75ft Modern Ketch



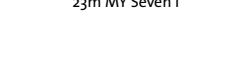
Truly Classic 56  
'Little Dragon'



23m MY Seven I



101ft Modern Cruiser Racer



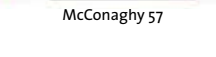
126ft Pilot Classic



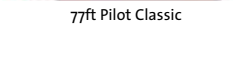
190ft Ketch 'Eleanor'



210ft Modern Classic



192ft Pilot Classic



262ft Schooner



MConaghy 57



77ft Pilot Classic



Truly Classic 102



Truly Classic 127 'Atalante'



165ft Modern Classic



J-Class JS-1 'Svea'



175ft Sloop 'Erica XII'



J-Class J9



180ft Ketch 'Adèle'



J-Class 'Enterprise'



200ft Expedition Schooner



180ft Modern Ketch



197ft Pilot Classic 'Pilgrim'



186ft Classic 'Zeus'



203ft Classic 'Athos'



190ft Ketch 'Eleanor'



210ft Modern Classic



192ft Pilot Classic



262ft Schooner