





Introduction



Dear friends,

The year 2011 has been a very exciting one for the entire team at Hoek Design. The fact that our design office celebrated its silver jubilee in August was a major milestone but the absolute highlight of the year came two months earlier. The Palma Superyacht Cup in June saw no less than ten Hoek Design yachts taking part. It was a source of great pride that almost half of the participants in this prestigious event were from our boards - and to then see Hoek designed yachts also take the top three overall positions in the races was the icing on the regatta cake.

The superyachts *Athos* and *Marie* (62 and 57 metres respectively) raced against each other for the first time in Palma and it was spectacular to see these two magnificent ladies so close together.

We were also delighted to see many other Hoek Design yachts participate with distinction in Palma, including the Truly Classic 78s *Drumfire* and *Heartbeat*, the TC 90 *Atalante*, the schooner *Reesle* and various other yachts such as the schooner *This is Us*, the J-class *Lionheart* and the spectacular new racing yacht *Firefly*.

Over the past quarter of a century Hoek Design has developed more than 450 designs, over 380 of which have been built. Despite this impressive track record, we remain as thrilled as ever when clients start new projects. Some of



the latest are featured in this newsletter and include two fascinating new builds at Royal Huisman Shipyard. This is the first time our office has worked with this highly reputable Dutch yard and the fact that we are creating two projects simultaneously adds to the anticipation. The 48-metre classic sloop had just started construction when we went to press, while the build of the 46-metre Pilot Classic ketch will get underway in the second quarter of 2012. Another very exciting project is *Greyhound*, sister vessel to the F-class racing yacht *Firefly*, on which construction recently commenced at Claasen Shipyards.

Two new Truly Classic 120s are being developed for existing clients – we are always proud to be able to work with repeat clients that have designed and built boats with us in the past. Various daysailer projects are also under construction. Furthermore, we are thrilled to work with the famous Solaris yard in Italy on a new 72 ft series production yacht. In the motoryacht sector, our projects include a twin water jet 74-footer with a top speed of 50 knots currently under construction at Metur Yacht in Turkey. We look forward to meeting you again on the water or in the office, and wish all our readers happy sailing in 2012.

Andre Hoek and Ruurt Meulemans



Recently launched





203 ft schooner “Athos”

Designed and built for a repeat customer, *Athos* was launched in late 2010 and started sailing in the spring of 2011. Thanks to an exceptional attention to detail, both aesthetically and technically, this stunning boat has been turning heads wherever she goes.

The sail plan of *Athos* is the largest allowed by the Panama Canal Bridge, while a very shallow draught keel centreboard option reduces draught to 3.5 metres with the board up and nine metres with the board down. Her interior layout features a full beam owners’ stateroom

linked to a private owners’ deckhouse and cockpit, four guest suites aft, a main social deckhouse, a lower saloon with barrel skylights covering the full beam, and extensive crew accommodation. Five large crew cabins and a control room are located at the main interior level, while the engine room with full standing headroom is under the saloon and foreship area.

Athos participated in her first race at the Palma Superyacht Cup in 2011. In 2012, she will join the races in St Barths and Antigua, as well as the regattas in Cowes.







115 ft E-class “Firefly”

Firefly is the prototype of the new F-class yachts, a yacht with a classic appearance and an optimised high-tech underwater configuration, including a T-style America’s Cup keel and carbon spade rudder. Built to outperform the J-class yachts despite a much smaller length and a crew of 12, this is an ideal racing boat with a striking appearance to match.

With a displacement of only 60 tonnes and 30 tonnes in the bulb, *Firefly* is exceedingly fast both upwind and downwind in light and heavy airs. The water ballast tanks provide considerable heels during long distance races. The cockpit layouts are similar to a maxi racing yacht, with ample space for the crew to work. *Firefly*’s minimalistic interior comprises ten pipe cots, a

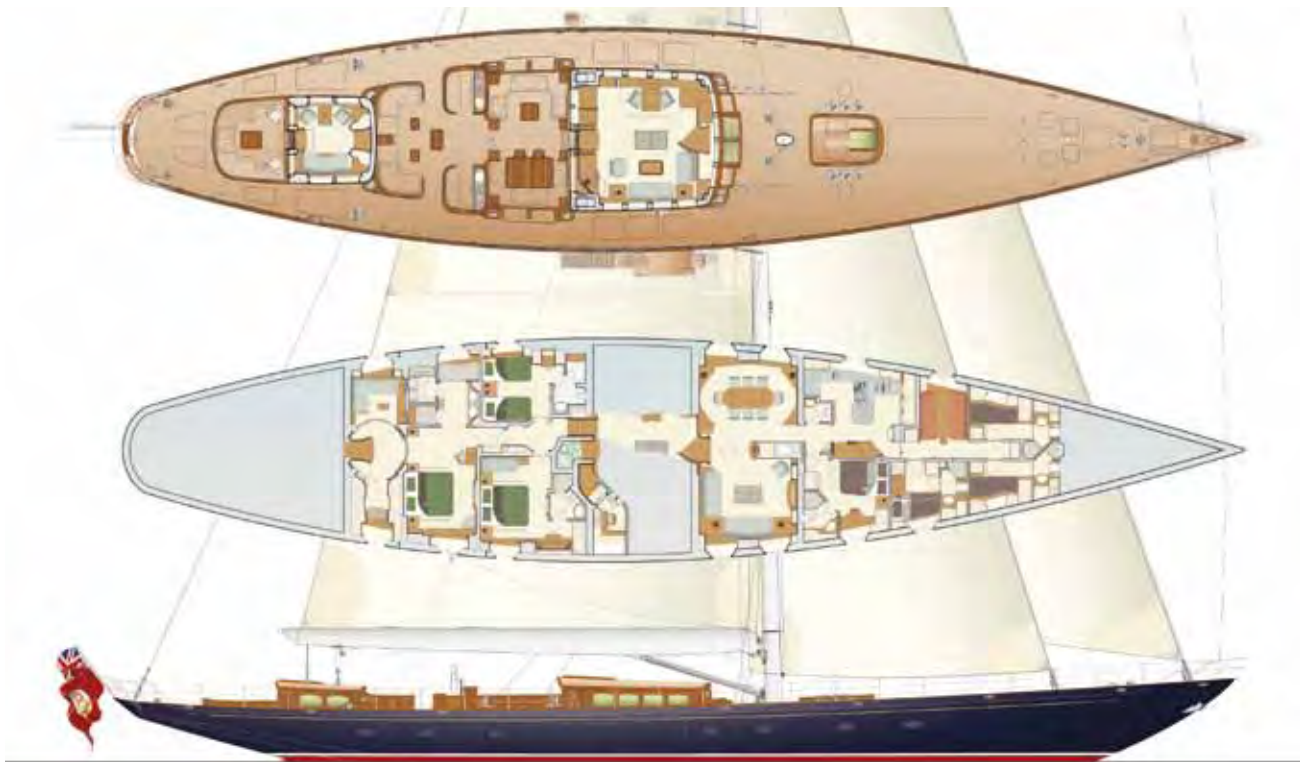
bathroom and separate stall shower, a small galley and a navigation table.

Parallel with the construction of *Firefly*, an F-class Association has been established to implement simple rules with a reasonable degree of flexibility: To be certified, yachts are required to be based on a single set of cutting files and to respect restrictions in mast height and sail area. Lifting keels are allowed as an option – although both *Firefly* and her sister vessel currently under construction at Claasen Shipyards feature a fixed keel.

Firefly was built at Claasen, with her aluminium hull being completed at the Dutch yard’s subsidiary Bloemsma Aluminiumbouw. More information on this exceptional vessel can be found at www.fclassyachts.com.



Under construction



48 m CLASSIC SLOOP



157 ft sloop "RHS 393"

Hoek Design is currently involved in a joint project with the renowned Royal Huisman Shipyard in Vollenhove (NL) for the first time. Our past experience with various classically styled superyachts will combine with Huisman's building knowhow to ensure a superlative end quality for this exciting project.

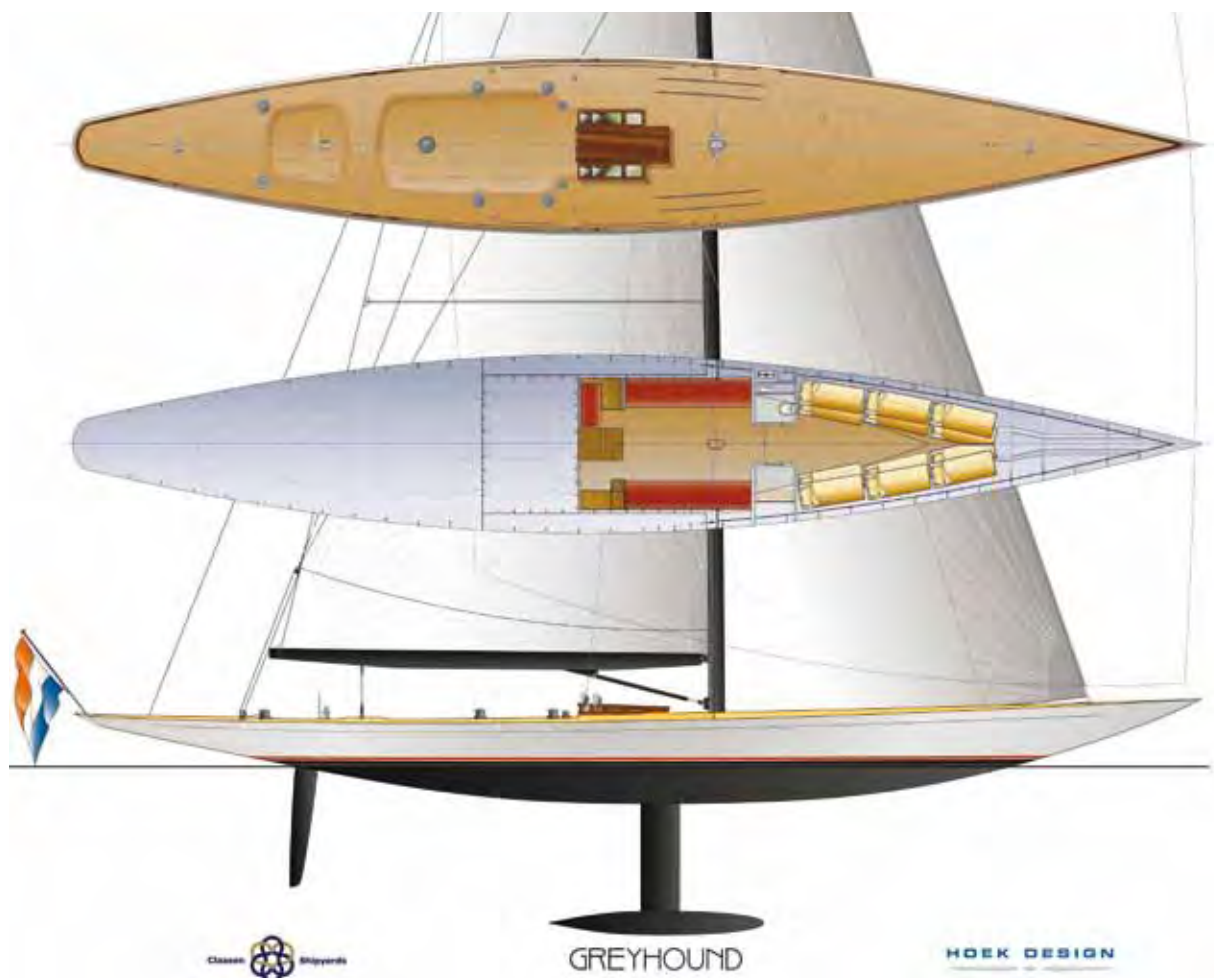
Two years of design and development work were completed before the yard started cutting metal in late 2011, and the design has been extensively optimised with Velocity Prediction (VPP) and CFD software.

The new sloop will feature a fixed keel with a draught of 4.6 metres, as well as a rudder with a fixed skeg. Her sail plan will comprise a cutter rig for cruising and an in-boom furling main sail, with an option to fly a blade as a headsail when racing.

The spectacular interior was designed by Rhoades Young in cooperation with our office. The launch has been set for 2013, and we look forward to working together with such a highly experienced team in the coming months. The owners are represented by MCM of Newport, RI, USA.



Contract signing; Nigel Ingram, Alice Huisman, Ruut Meulemans, Ronald van Hulst, Andre Hoek, Evert van Dishoeck

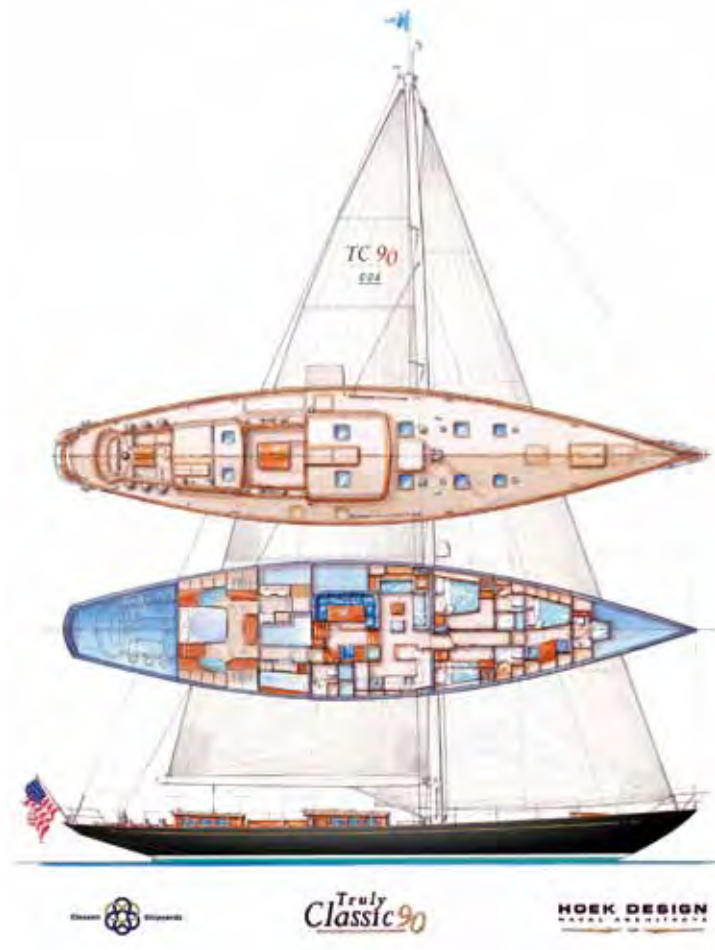
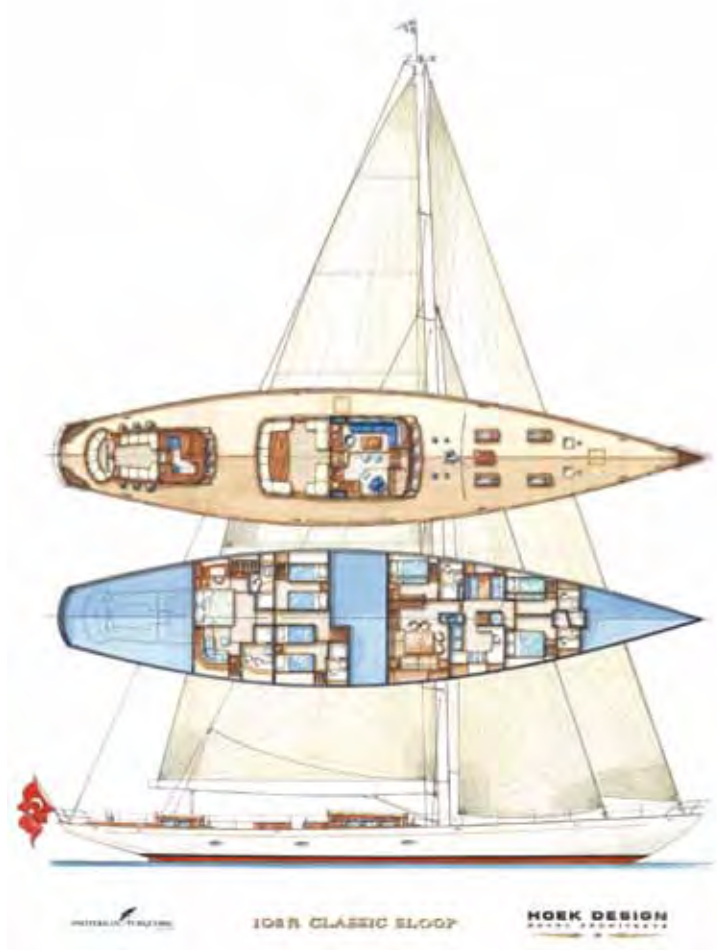


F-class “Greyhound F02”

Construction recently started on the 115 ft F-class racing yacht *Greyhound*, a sister vessel to the now famous *Firefly*. The two yachts will take part in a match racing circuit and race in the Spirit of Tradition regattas in the Mediterranean and Caribbean. *Greyhound* will be identical to *Firefly* both inside and out – both yachts will be equipped with a Hall spars carbon rig package, composite rigging and North Sails wardrobe. The F-class Association was set up specifically to promote racing between yachts in this class and nurture what should hopefully be the emergence of a

one design class. Negotiations are presently underway for the third and fourth hull in the series. On her first outing in the North Sea, *Firefly* already clocked a maximum speed of 28 knots and demonstrated excellent performance in light and heavy airs. The real challenge for these yachts will be when the nearly identical vessels race against each, with winning contingent not on design and construction but on sailing skill alone. For more information, contact our office at www.hoekdesign.com or www.claasenshipyards.com, or the F-class association on www.fclassyachts.com.





108 ft sloop “Simba”

This sister vessel to the highly successful 108 ft classic yacht *Jazz Junior* is nearing completion at the Proteksan Turquoise yard in Istanbul. The yacht has been built in a cold-moulded hull construction method like her predecessor, and will be almost identical in terms of interior and deck layout and styling. *Simba* will comprise an aft owners’ stateroom, three guest cabins and separate crew quarters with a galley. Slated for delivery in the spring of 2012, she will also incorporate a series of improvements learned from the operation of *Jazz Junior*.

Truly Classic 90-3 and 90-4

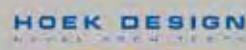
The hull of TC90-3, based on the successful TC90-1 *Kealoha* and TC90-2 *Atalante*, is presently being outfitted at Claasen Jachtbouw. Hull number four is also currently under construction in the Netherlands, at Bloemsma Aluminiumbouw.

While both these yachts will have a main deck layout identical to the previous two vessels, their interior layouts are individually designed. For more information on yachts from the Truly Classic series, contact our brokerage department at www.hoekbrokerage.com





LA NIÑA
75 FT MODERN CRUISER/RACER



75 ft sloop “La Niña”

Currently under construction at Metur Yachts in Bodrum, Turkey, this exceptional yacht has a hull reminiscent of the Volvo 70s and is equipped with a lifting keel that reduces the draught from 4.4 to 2.9 metres.

The interior is based on a luxury cruising concept for two couples and a separate crew cabin, while the superstructure was developed in close cooperation with the owner. Made fully in composites, *La Niña* is being built over a male mould with a PVC foam cored hull and deck, using a combination of epoxy glass and carbon.





85 ft "Windhunter II"

The naval architecture and exterior & interior design for *Windhunter II* were all executed by Hoek Design. This is the fifth boat to our designs to be built at Aluboot in the Netherlands. Her plumb bow, reminiscent of the famous British Pilot Cutters, gives her a long waterline, while her aluminium hull, carbon spars package and lifting keel ensure that she makes a powerful impression on the race course in the Spirit of Tradition class, and when cruising. The yacht is being built for a Turkish client, with delivery scheduled for the spring of 2012.

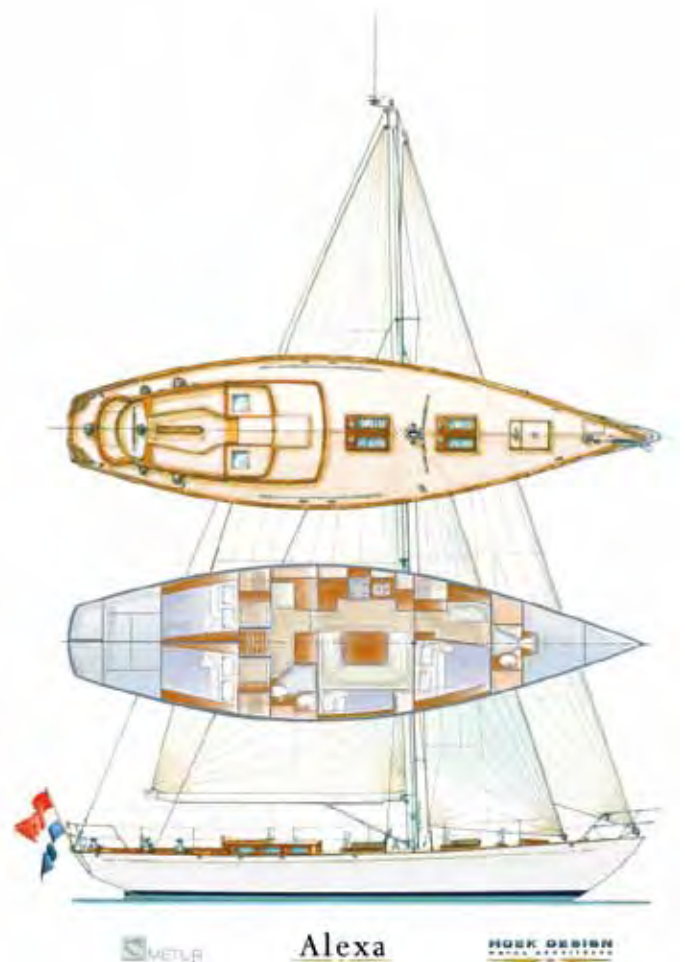
66 ft Pilot Classic

This dazzling Pilot Classic 66 is also being built at Metur Yacht for launch in late 2012. Originally stopped by the previous client due to the economic downturn, the project was sold by Hoek Brokerage in 2011. The sailing systems on this impressive boat are designed for shorthanded cruising with carbon spars, a carbon bowsprit and a Park Avenue boom. Her self-tacking jib will make her very easy to handle. A cold-moulded hull, three-metre fixed keel and 25-tonne displacement will make this a highly competitive yacht in the Spirit of Tradition regattas.



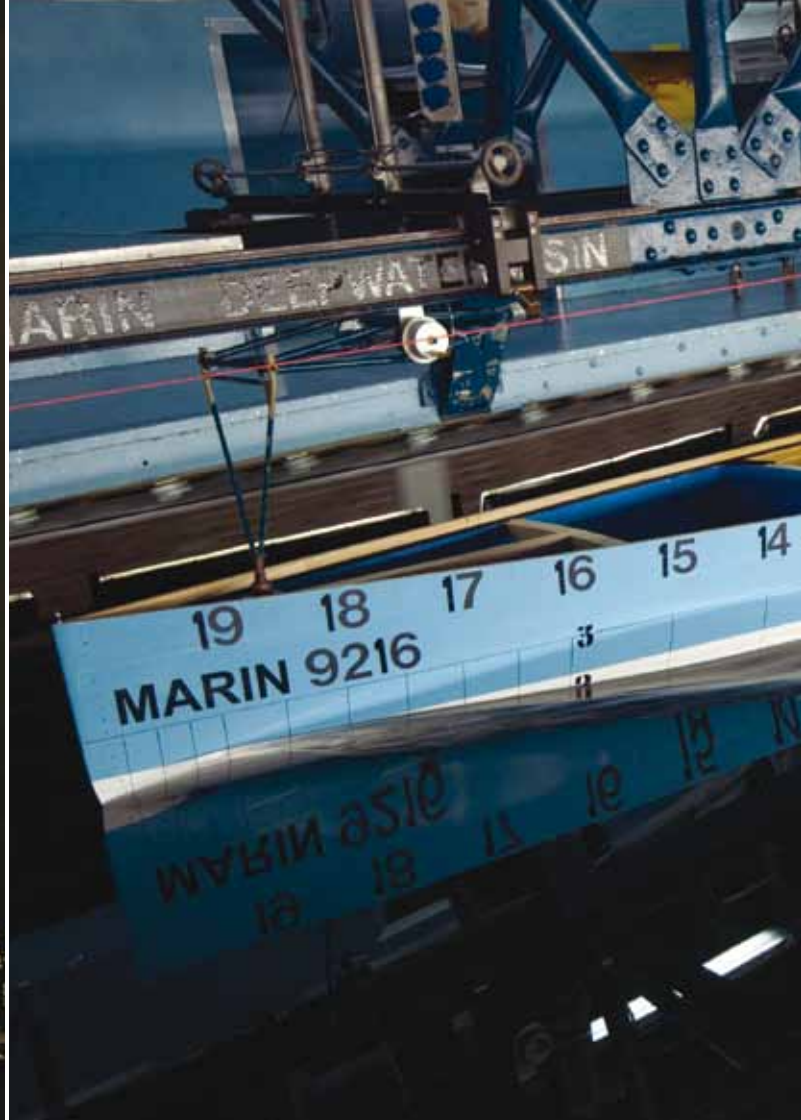
Truly Classic 51 "Alexa"

A second project underway at Metur Yacht in Turkey deploys all the experience gained from seven previously built sister vessels. This Truly Classic 51 will comprise a number of impressive features, including an advanced interior layout, deep keel and tall sail plan with spreader angled spars. Her cold-moulded hull with composite deck and cockpit will be topped by a magnificent teak deck and superb joinery. A classically detailed interior in anigre is combined with off-white paintwork. Recently sold to a Dutch client, the yacht will be delivered in the spring of 2012.



Sister vessel

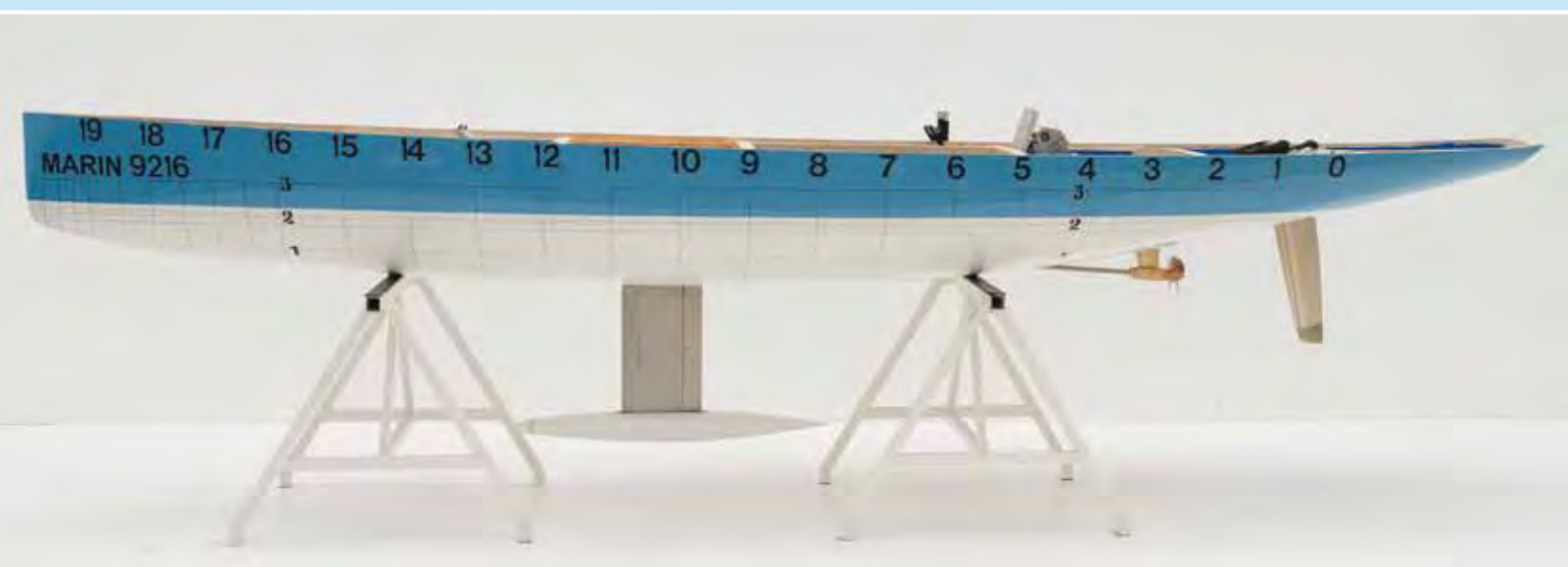
On the boards



151 ft Pilot Classic “RHS 392”

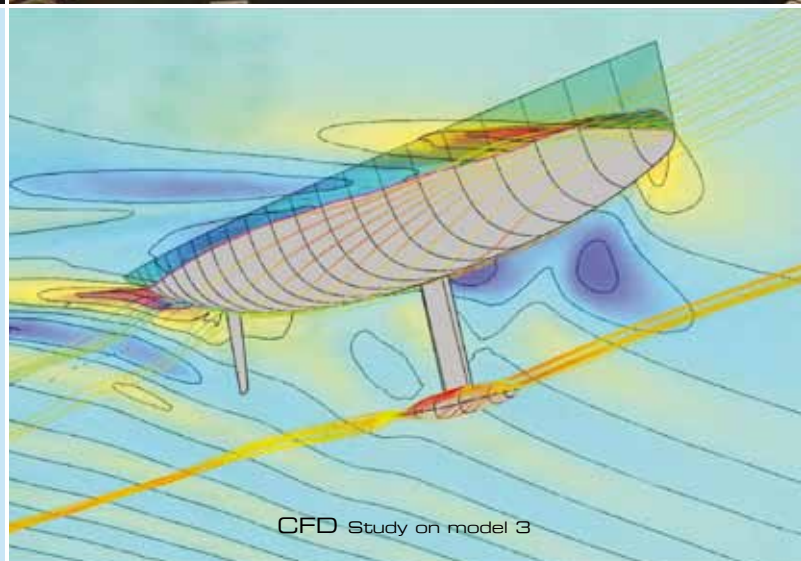
The construction of this exciting project presently in development at Hoek Design will begin at Royal Huisman Shipyard in the second quarter of 2012. Extensive research is currently ongoing into hull shape, sail configuration and performance. Various hull shape configurations have been researched with Computational Fluid Dynamics (CFD) software, where the performance of different hulls is compared both upright and under heel. Further CFD studies were carried out on the keel and trim tab and rudder design.

This was subsequently complemented with tank testing at the MARIN laboratories in Holland with a 20 ft model and wind tunnel testing at the Wolfson Unit in Southampton. Performance is a key driver for the project, since the owner wishes both to race the yacht extensively and use her for long distance and offshore cruising. Her Alustar structure will be optimised for weight and stiffness using finite element 3D structural modelling techniques. Hoek Design is responsible for all the naval architecture work and exterior styling on this project, while the





interior is being developed in close cooperation with the Redman, Whitely and Dixon studio in the UK: Hoek Design is involved in the main layout of the yacht, while Justin Redman and Tony Dixon from RWD take care of the interior styling. The owner is represented by Prior Yacht Management from Newport, RI, USA. Many new features are presently being developed specifically for this project. This is the second time we are working together with this great team, and we very much look forward to seeing this yacht take shape.





190 ft Classic Ketch

HOEK DESIGN
NAVAL ARCHITECTS

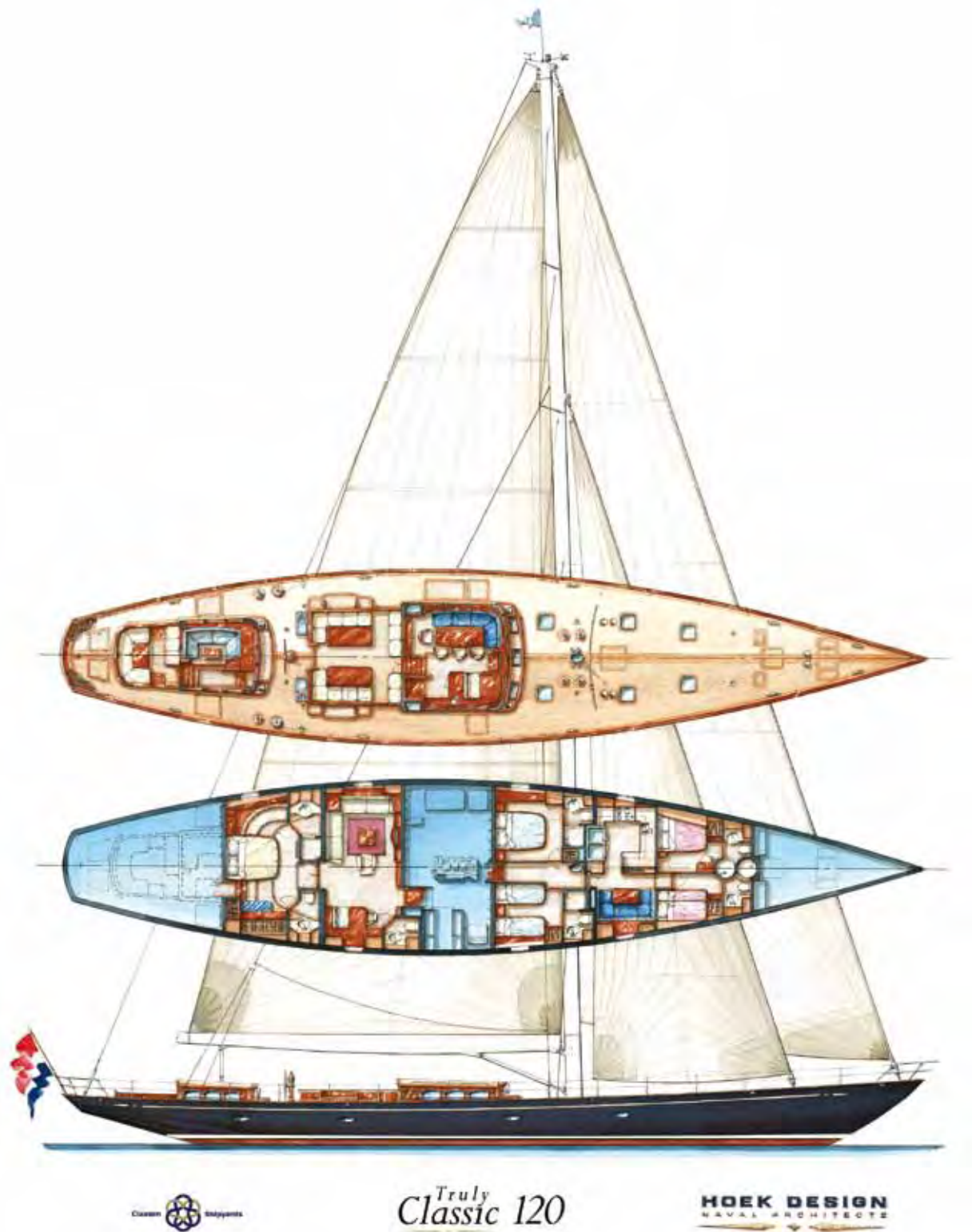
190 ft Classic Ketch

This new 190 ft design presently under development is based on the previously built yachts *Adèle*, *Erica XII*, *Athos* and *Marie*. It fully integrates all the lessons Andre Hoek learned from extensively sailing *Adèle* as a guest in the Arctic, the Antarctic and the Pacific, helping us to fine-tune the design.

This slightly longer version will incorporate a larger owners' stateroom, more spacious guest suites and an extra crew cabin. The design also comprises a number of ideas developed on *Erica XII*, with a separate crew cockpit,

as well as refined details created for *Athos*, such as barrel skylights. Sail handling systems will be a combination of those found on *Adèle* and *Erica XII*, deploying Park Avenue booms on a ketch rig with a mizzen staysail and asymmetric spinnaker.

The interior styling will be similar to *Adèle*, although in lighter materials in terms of both weight and looks. A steel hull and aluminium masts & booms will make her economical and safer to navigate in ice. Further exciting developments are in the pipeline.



Truly Classic 120

The largest model in the Truly Classic range so far has been under development at our office for quite some time. This design was developed in close cooperation with two clients, both of whom already own a smaller Truly Classic. The yachts will feature different keels and different performance packages, one with a lifting keel and spade rudder and the other with a fixed keel. Each will be extensively optimised for performance with both Computational Fluid Dynamics (CFD) and VPP software. Advanced research will also be carried out to

determine optimal hull shapes. Both performance and long distance cruising are a priority in the design brief. Although the interior layouts of the two yachts will be slightly different, they will both incorporate the privacy concept developed by our office on other superyachts. The owners' stateroom will open onto a private owners' deckhouse and cockpit, with the helm in front of the owner's deckhouse. The construction of these yachts will probably start in the middle of 2012, and delivery is scheduled for 2014.

JONGERT

HOEK DESIGN
NAVAL ARCHITECTS



45 / 60 / 80 m Jongert

The largest yacht the Jongert yard in the Netherlands has built to date is the 150 ft sloop *Wellenreiter* to our design. Based on this design our office is presently developing a Mark 2 version of the 45 metre design as well as a new 60 and 80 metre.

The new designs will feature an owners aft deckhouse with direct connection to the owners cabin, creating an office or lounge type atmosphere depending on the client's wishes. This concept has been implemented by our office in many other more classic designs and in this

more modern classic design it will be a feature never done before.

The 45 m design will be further fine tuned with an aluminium hull, optional lift keel or Jongert type folding keel, carbon spars and rigging, all improving her performance. The interior layout will show an owners and two aft guest cabins, one guest cabin forward and a completely separate crew accommodation.

For more information contact the Hoek Design office or the Jongert yard.



60 ft Pilot Classic

Designs are currently being drawn up for a 60 ft Pilot Classic daysailer based on a carbon composite hull construction, a fixed keel, carbon rudder and carbon spars. The sail plan, sail-handling systems and deck layout have been developed so that the yacht can be sailed single handed.

Two versions of the design are available, a pure daysailer version with an interior similar to *Firefly* and a lifting keel, and a cruising version with an owners' cabin

and two guest cabins and a fixed keel.

Thanks to her lightweight interiors, deck equipment and systems, a displacement of 15 tonnes and a long waterline, she will be very fast at all points of sail. Carbon will be used for hull construction, rudder, spars and standing rigging.

This exciting daysailer project will hopefully turn into the prototype for a new class of yachts inspired by the *wallynano*.



54 ft Pilot Classic

This new design is presently in development in cooperation with the Dutch yard Yagt, which is also building the 33 ft Pilot Classic daysailer *Essence* to our designs. The light displacement design features a composite hull construction with foam cores, carbon spars and rigging, and a lifting keel.

While this spectacular yacht with a long waterline is designed as a family cruising yacht, she will also be very competitive in Spirit of Tradition regattas in the Med and Caribbean.

The cruising interior layout is with an owners cabin forward and two guest cabins aft. The deck layout comprises a flush deck with a low coach roof and glass sides similar to those of the *wallynano*.

Her cockpit layout is exceptionally large, with sun beds aft of the helm and a cockpit table that comfortably seats six or eight people. A wheel with a large diameter will make the yacht easy and light to helm and add to her big boat feel. We look forward to developing this design further.



10 m daysailer

A new design is presently in development for a client who wishes to build this yacht in a limited series. The appearance will be such that, when on the water, she will be hard to pin down as a new design or an old classic.

Her underwater section will be high-tech, featuring a spade rudder and fin keel. This design is made specifically for the inland lakes in Holland, as a shallow draught version of 1.20 m.



wallynano 36 ft daysailer

Wally Yachts recently decided to bring back the moulds and design of the *wallynano*. As this newsletter went to press, negotiations were ongoing with a Dutch yard about building this spectacular design again in series. The yard in question has considerable experience in series production to a very high quality level. We are very excited to see this design being built again.



Daysailers



33 ft Pilot Classic “Essence”

Two yachts based on this spectacular design will be completed around the same time, scheduled to go on display at the 2012 HISWA Amsterdam boat show. Naval architecture and composite engineering is by Hoek Design. This design will be built in series in a female mould with epoxy resins and glass. These yachts will be high-performance, comfortable daysailers with carbon spars, bowsprit and rudder. The builders have described her as a mini superyacht as far as quality goes, a spectacular daysailer with a draught of two metres.



J Class yachts

Lionheart

J-class “Lionheart”

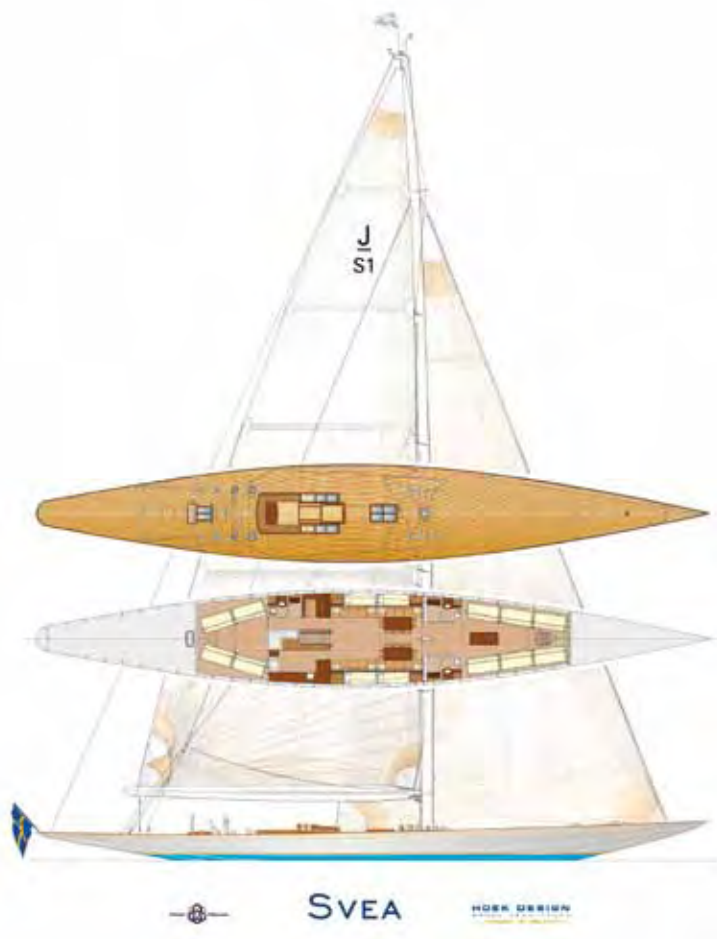
The J-class yacht *Lionheart* was sold to new owners by Hoek Brokerage in the summer of 2011. She made her racing debut at the Palma Superyacht Cup in 2011, where *Lionheart* proved to be a very fast yacht even though she was under cruising sails only. The yacht has since been equipped with new 3DL racing sails and further optimised for performance under the maximum performance limits of the J-class Association. *Lionheart* successfully raced in Cannes and is presently preparing for the J-class regattas that

will be held in Cowes and Falmouth in the summer of 2012. She will sail with a combined professional and semi-professional crew under the command of Bouwe Becking of Volvo fame.

The J-class racing in Falmouth between June 27 and 30 and in the Solent between July 18 and 21 is set to be spectacular, with five or six J-class yachts likely to be competing.

We look forward to joining the races and seeing *Lionheart* perform against the other Js.

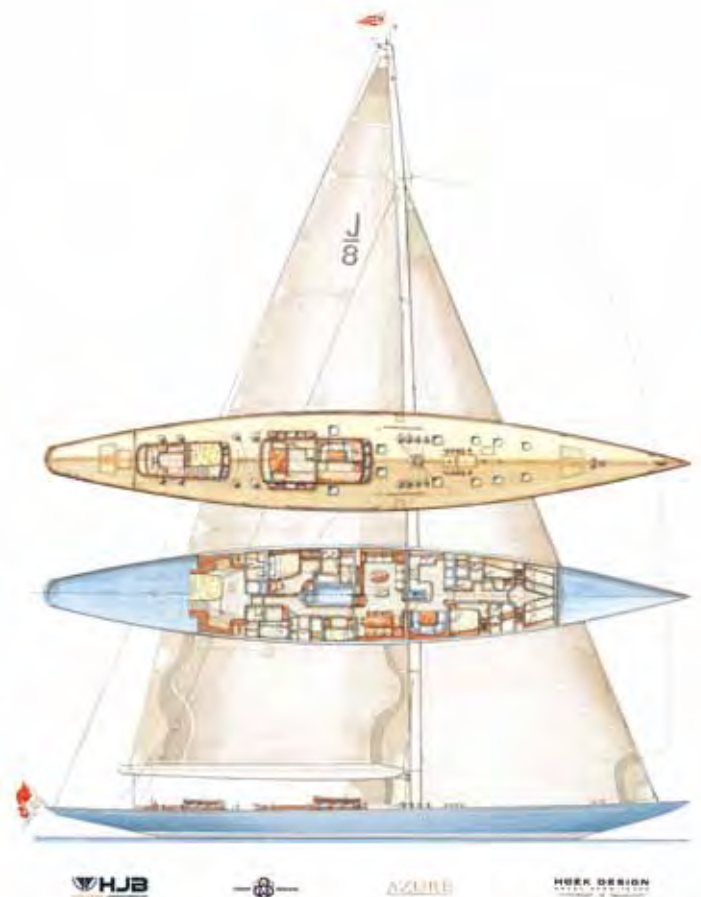




J-class “SVEA”

This renowned design was drawn by Tore Holm in 1937 and *Svea* remains one of the most stunning J-class designs yet to be built, both from an aesthetical point of view and as a potential racer.

The design was analysed with CFD and VPP software, which allowed for comparisons with the existing Js – her hull was found to be one of the fastest ones upwind. Designs have been made in two versions, one with a flush deck layout with a racing interior without deckhouses, the other with deckhouses and a cruising interior.

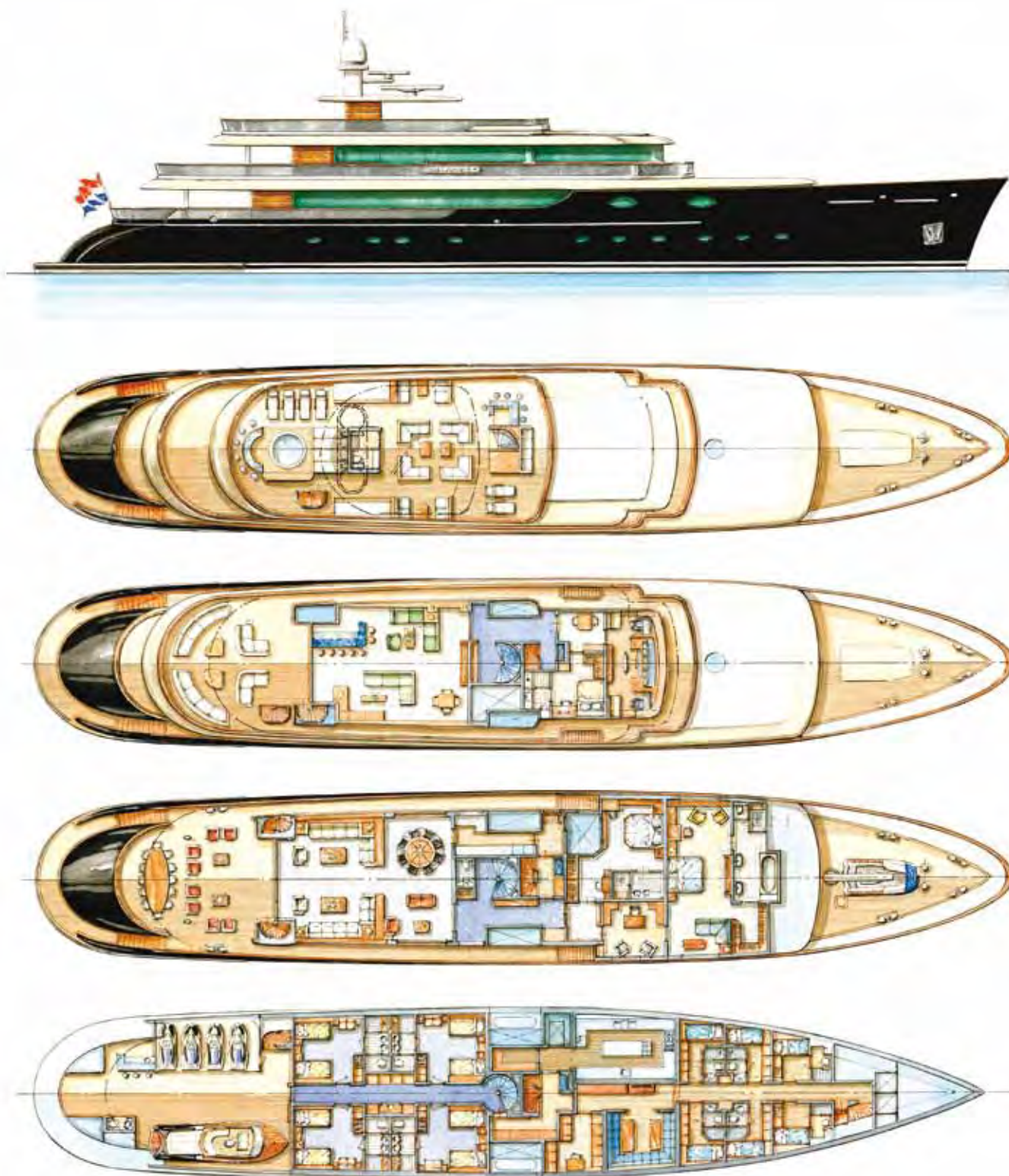


J-class “Azure”

When this newsletter went to press, negotiations were ongoing for the sale of the J-class yacht *Atlantis*. The yacht will probably be finished in a combination by the two Dutch yards Claasen and Holland Jachtbouw.

The yacht will be optimised for racing under the J-class rules and will have a completely customised Hoek Design interior. The interior layout shows two large owners cabins and two guest cabins aft while her deck layout and sail plan will be further fine-tuned based on the experience gained with *Lionheart*. Delivery is scheduled for 2013.





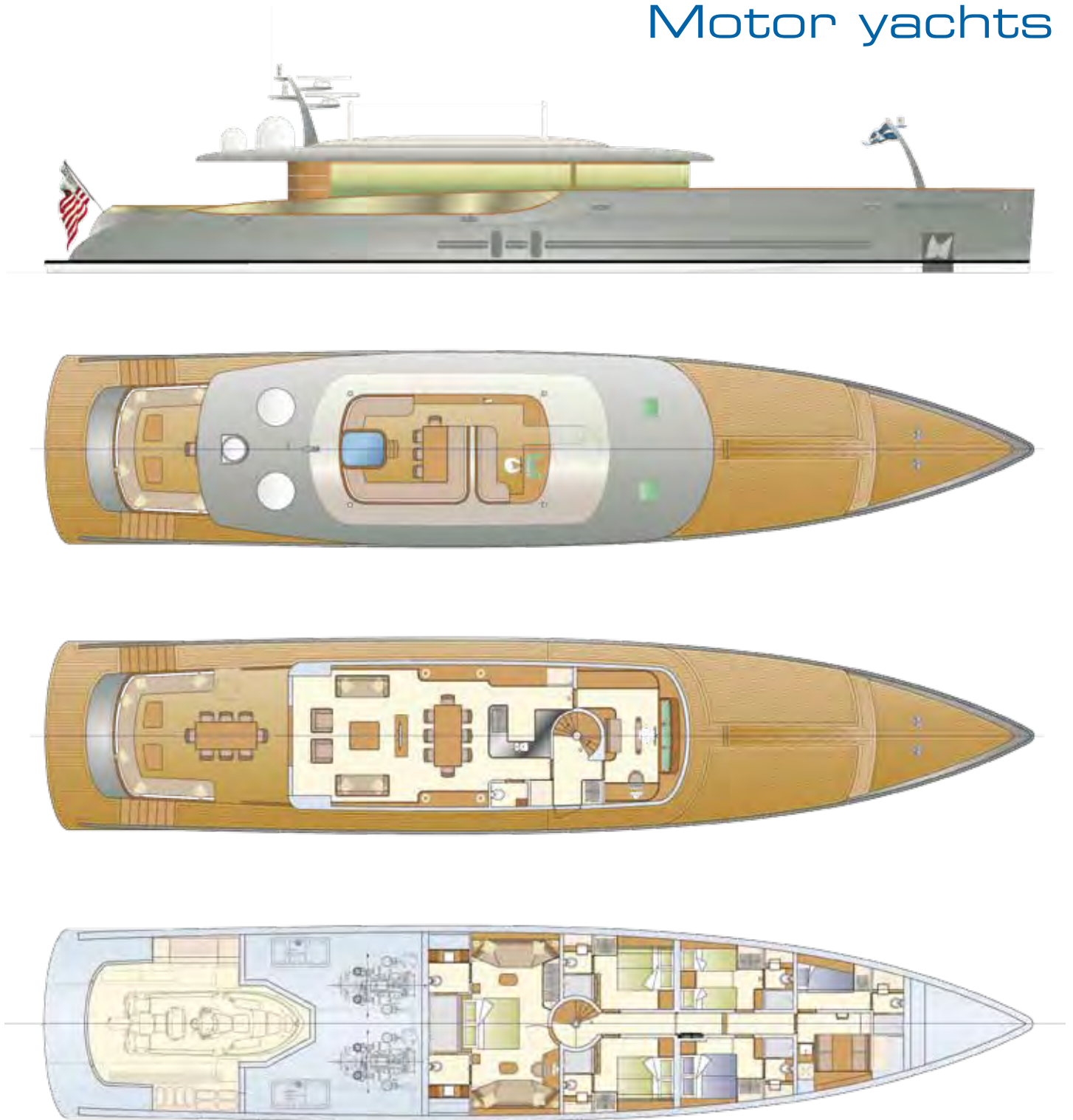
56 m "Hollander"

The design for *Hollander*, a project initiated by Holland Jachtbouw, was created by Hoek Design, while her naval architecture was completed by Azure Naval Architects and Fraser Yachts is taking care of the marketing and sales. Typifying the innovative pedigree of the Dutch yachting industry, this project is ideal for a new generation of owners looking for a unique and challenging powerboat without an unfeasibly 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 that makes her exceptionally eco-friendly.

The interior can be completely customised. This particular model was designed as a wide body, with the owners' accommodation spanning the full beam of the yacht. A smaller 52-metre low-profile design is also available with optional walkaround gangways and an aluminium hull.

Motor yachts



35 m “Desperado”

The founders of an environmental engineering company in the United States came to Hoek Design looking for a design for a modern exploration vessel that would have a minimal environmental impact. This exciting project is currently under development, and will be built with an aluminium hull.

As this newsletter went to press, negotiations for the construction were underway. 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 areas with interesting diving scenery. 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 knots. 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.



22 m “Savana”

Savana is a project on which our office worked in cooperation with Mulder Design, the office famous for high speed designs such as *Octopussy* and *Moonraker*. Hoek Design was responsible for the exterior and interior styling as well as part of the naval architecture work on *Savana*, while Mulder carried out the underwater hull design and propulsion setup. Structural design work was assured by Fernando Sena of Trimarine.

Savana is currently under construction in epoxy composites at Metur Yacht in Turkey, and will be delivered

to her owners in the spring of 2013. This spectacular design is completely different from what we are used to, and it is thrilling to be involved in such a project. Her propulsion will consist of twin MJP water jets and MTU main engines driving her to top speeds of above 50 knots. The yacht will be used for cruising the Med between the Greek islands and Turkey, and Sardinia and the Balearics. The deck layout comprises wide lounging, dining and sunbathing areas, as well as a galley at deck level for al fresco cooking.



50 m “Proteksan”

We are presently developing the exterior and interior styling for a 50-metre motoryacht concept for the Proteksan Turquoise yard in Istanbul. Various alternative

profiles have been developed, both in classic and more modern styles, on the basis of an underwater configuration previously developed by Proteksan.



180 ft “Ceres 2”

At the time of writing, negotiations were being finalised by the owner with Fincantieri in the United States regarding the construction of this 180-foot vessel for Chicago Line Cruises. The design was developed in close co-operation with our client, while Azure Naval Architects took care of the naval architecture.

The design and engineering of *Ceres 2* have advanced considerably over the past year, and the Fincantieri yard will incorporate all this work into workshop drawings. Thanks to an enormous battery installation developed

in partnership with Imtech, the vessel can run for up to eight hours without emissions.

This feature was implemented to enable *Ceres 2* to operate on the waterways of downtown Chicago. The battery pack itself is charged with green energy, enhancing her eco-friendliness.

It will be very rewarding to finally see construction begin on this project in the spring of 2012, and she is sure to look stunning once she is finally cruising on the Chicago River.

Races



This is Us



Firefly

The latest Palma Superyacht Cup saw ten yachts built to our designs compete in a fleet of 22, namely *Athos*, *Marie*, *Lionheart*, *Firefly*, *Drumfire*, *Heartbeat*, *Bontekoning*, *Atalante*, *This Is Us* and *Reesle*.

Racing with our designs is becoming increasingly popular, and our office is promoting this development through initiatives such as the sponsoring of last year's and next year's events in Palma. The races themselves were spectacular, with *Athos* and *Marie* being the largest yachts in the fleet. Several yachts made their debut – *Firefly*, *Lionheart* and

Athos raced for the first time - while the two Truly Classic 78s *Drumfire* and *Heartbeat*, the TC 90 *Atalante* and the recently sold schooner *This Is Us* all made waves.

The Truly Classic 78 *Drumfire* performed exceptionally well during the Palma Superyacht Cup, coming first in three out of four races on handicap, but also winning line honours by beating much larger yachts on sailed time. She won the overall prize of the regatta, while her sister vessel *Heartbeat* was second overall, and the mighty 180 ft ketch *Marie* came third. *This Is Us* put in a remarkable performance,



Drumfire



Marie and Athos

with an overall win on the last day of the races. *Marie* had a very busy racing season in 2011, having participated in the St Barths races, Antigua Classics, Maxi Rolex Cup in Sardinia, and many others.

2012 will see more of our designs in the regattas, with several again taking part in the Palma Superyacht Cup, the J-class regattas in Cowes, the St Barths Bucket, and the Antigua Classics. Members of the Hoek Design team will be present at all these events and will join several of our yachts as race crew.

We will also sponsor the Palma cup again in 2012, and host a Hoek Design family and captains' dinner as we did in 2011. We look forward to seeing you there.

The year 2012 will also be an exceptionally interesting one for races with the J-class yachts, with six Js competing in Falmouth and Cowes at the time of the Olympic games in July. *Velsheda*, *Endeavour*, *Shamrock*, *Ranger*, *Rainbow* and *Lionheart* will all be at the starting line together for the first time in history. We look forward to following *Lionheart* at these regattas.

“Lionheart” wins Neptune award

Hoek Design recently won the award for best interior layout at the ShowBoats Design Awards. The judges praised *Lionheart* for what they considered a beautiful interpretation of a J-class sailing yacht interior. *Lionheart* was also nominated as one of the five best yachts for the naval architecture and interior design awards. The judges were impressed by the successful conversion of traditionally small deckhouses into comfortable lounging and observation spaces on *Lionheart*. Taking the lower deck salon and dining area into account, the interior offers three distinct social spaces in a relatively small volume.

Awards

Also admired was the way the aft deckhouse essentially creates an on-deck extension to the master stateroom while providing double access to this area.

The judges noted that, within the confines of a typically narrow J-Class hull, Hoek Design had created two agreeable and essentially equally sized twin guest staterooms in addition to the master and a smaller bunk guest cabin. Last but not least, *Lionheart's* crew layout was commended for the way it offers comfortable accommodations in a compact area.



Another Hoek Design yacht to achieve distinctions in the award ceremonies this year was the 180 ft ketch *Marie*. She was in the running for best interior, exterior design, styling, and naval architecture at the ShowBoats awards, and was nominated as one of the five best sailing yachts over 40 m launched in 2010-11 in the International Super Yacht Design Awards.

Firefly was among the candidates for the five best sailing yachts between 24 and 40 m launched in 2010-11 at the International Super Yacht Design Awards.



Books

“Marie” book

A spectacular book about the construction and launch of the 180 ft ketch *Marie* was recently published, featuring an enormous variety of photos taken during construction and sailing that showcase the yacht inside and out. The book can be ordered from our office for 150 EUR excluding shipping costs.

“Adèle” book

While this book about *Adèle* has been around for several years, it remains a great coffee table item. It details the exceptional journeys the yacht has made into the Arctic, Antarctic and Pacific and features a brief description of her construction. The book can be ordered through our office for 100 EUR excluding shipping costs.



Lionheart

HOEK BROKERAGE

YACHT BROKERS & NAVAL ARCHITECTS

Dear Friends,

I hope that you have enjoyed reading this 2012 newsletter and taking in all the fascinating new designs, yachts under construction and completed yachts that are the fruit of 25 years of developments and ingenuity generated by Hoek Design Naval Architects. The core of our brokerage activities remains the handling of existing yachts designed by Hoek on offer for sale and for charter, and the representation of the new built Truly Classics series ranging from 51 to 120 ft.

For Hoek Brokerage, one of the highlights of 2011 was selling the 144 ft J-class *Lionheart*, which is now actively participating in the regatta scene.

Other sales included that of the 14.32 m Dutch leeboard yacht *Haesewindt*, a newly built Pilot Classic 66 and the design for a Pilot Classic 37. The new TC 51 and the 17-metre *Lilly Anne* are currently under contract and their delivery is pending.

Another of the year's highlights was the 2011 Palma Superyacht Cup. The pleasant and competitive atmosphere amongst the participating yachts, owners, crews and journalists resulted in an unsurpassed event that provided the ideal backdrop for the sheer beauty

and racing ability of the Hoek Classics. And congratulations to the Hoek Design Cup winners - the TC78 *Drumfire*, the TC78 *Heartbeat*, the 125 ft schooner *This is Us*, and the 180 ft ketch *Marie* - on their fantastic achievements. Meanwhile, a brand new Hoek Brokerage website has been launched in order to improve access to yachts designed by Hoek that are available for sale and charter. The site offers you the facility to download e-brochures of the yachts of your choice and gives clear background information about the company.

For more information, visit www.hoekbrokerage.com. You will find lots of new and exciting listings for unique and beautiful yachts there. And if you wish, we can send a periodical flyer detailing newly listed individual yachts to you directly per e-mail as a personal gesture.

Last but not least, we would like to underline that your inquiries are welcome at any time, and offer you to experience the vibrant atmosphere and exciting developments here at the Hoek offices first hand.

Yours truly,

Pieter van der Weide - CEO Hoek Brokerage



33ft Pilot Classic Daysailer
'Essence'



66ft Pilot Classic



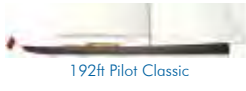
Truly Classic 85
'Velacarina'



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



56m 'Hollander'



36ft wallynano



70ft Modern Classic
'Jan de Vries'



Truly Classic 90-2 'Atalante'



110ft Retro Classic 'Desperado'



50m 'Hollander'



186ft Classic 'Zeus'



37ft Pilot Classic
Josephine 2'



Truly Classic 73 'Dixbay'



94ft Cruiser Racer



108ft Classic 'Jazz', 'Simba'



165ft Classic 'Henriëtte'



190ft Ketch 'Eleanor'



13m Visserman aak



75ft Sloop 'La Nina'



Pilot Classic 54



J-Class 'Azure'



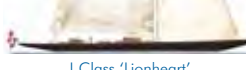
Truly Classic 51 series



J-Class 'Svea'



16m Visserman aak



J-Class 'Lionheart'

25 years

HOEK DESIGN

NAVAL ARCHITECTS



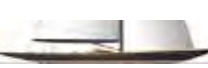
16.5m Lemsteraak
't Vlieghe Hart'



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



116ft Pilot Classic



165ft Modern Classic



197ft Pilot Classic 'Pilgrim'



65ft Classic 'Cheliacaroca'



Truly Classic 78 'Heartbeat'



100ft Sloop 'Skipper'



Truly Classic 120



175ft Sloop 'Erica XII'



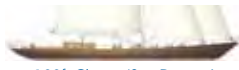
203ft Classic 'Athos'



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



82ft Modern 'Keanimai'



100ft Classic 'Sea Dragon'



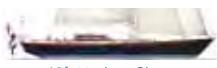
Truly Classic 125



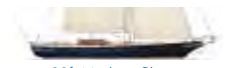
180ft Ketch 'Adele'



262ft Schooner



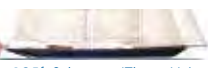
68ft Modern Classic
'Noordhinder'



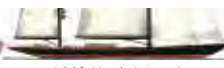
80ft Modern Classic
'Emotion'



101ft Modern Cruiser Racer



125ft Schooner 'This is Us'



180ft Ketch 'Marie'



262ft Schooner