

HOEK DESIGN
NAVAL ARCHITECTS



Newsletter 2013

Introduction



Dear friends,

This has truly been a challenging and fascinating year for all of us at Hoek Design. We have been very busy with a range of exciting new projects as well as ground-breaking research & development work. Several superb new yachts hit the water in 2012, including the 85 ft Pilot Classic *Windhunter II* built at Aluboot, the Truly Classic 51 *Alexa* from Metur Yacht, the Essence 33 by Essence Yachts and the 108 ft classic sloop *Simba* at Proteksan Turquoise. And there is much more to come in the year ahead.

In this newsletter, you can read all about the projects currently under construction or in design and development, our latest R&D activities, and the amazing successes our designs have been having on the regatta circuit. We also focus on our dedicated brokerage department, which has done very well in 2012.

In racing terms 2012 will be remembered as an exceptional year – four yachts designed by us won prestigious regattas all over the globe. We are proud to be thoroughly involved in the race programme of the J-class yacht *Lionheart*, which proved her mettle this year by winning the famous Hundred Guinea Cup in Cowes. *Lionheart* left the other Js in her wake both upwind and down, showing that those long hours of research on J-class boats have truly paid off.

Other successes were chalked up by the schooner *Athos* winning the Superyacht Cup in Cowes and *This Is Us* triumphing overall at the St Barts Bucket against a field of over 40 yachts. I would go so far to say that *This Is Us* is the fastest schooner upwind in the world at the moment, pointing as high as any ketch of a similar size. Another great victory was achieved by the barge *Danielle*, which won the Dutch championships in her class against some very stiff competition. These yachts represent the deepest roots of our work – we have been working on these designs since the early 1980s and our designs have dominated the racing scene in the Netherlands for the past 26 years.

Today, we are very proud to be working with all the major yards worldwide, and with some of the best professionals in our field. A fine example is the new J yacht currently under construction at HJB, the 26th superyacht that this leading Dutch yard has built to one of our designs. Also in Holland, Claasen Shipyards is building two Truly Classic 90s as well as a recently signed TC126. The latter is a fascinating new boat and our 25th joint project with Claasen. Other well-known yards with whom we partner on a regular basis include Aluboot (five projects to date) Metur Yacht in Bodrum (currently building the sixth yacht) and Vitters Shipyard, which has built seven of our largest yachts to date.

The most spectacular current boats, however, have to be the 46 m ketch and 48 m sloop on which we are working together with Royal Huisman – Hoek Design's first projects with this famous yard. Another premier is our collaboration with Baltic Yachts in Finland, where construction recently got underway on an all-carbon 47 ft classic daysailer/weekender project.

We are proud to be involved in so many projects with so many special clients. Hoek Design strives to excel and everyone working here is passionate about translating the visionary ideas of our clients into reality. As John Ruskin once wrote: "When love and skill work together, expect a masterpiece". We would settle for nothing less!

Andre Hoek, Ruurt Meulemans

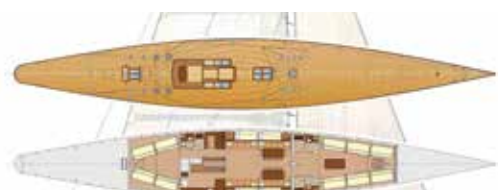
PS: Many thanks to Rick Tomlinson, Nigel Pert, James Wardell, Marc Paris, Ingrid Abery, Claire Matches, Hans Westerik and Tim Wright who took some of the amazing photos in this magazine.



Recently
Launched 01



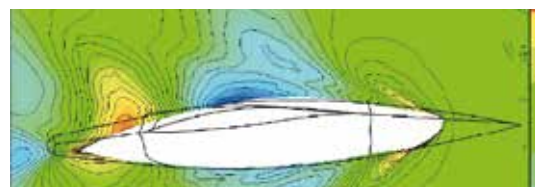
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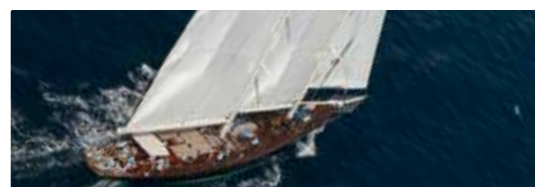
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85 ft Pilot Classic “Windhunter II”

This spectacular 85 ft Pilot Classic sloop was launched in early summer 2012. A brand-new performance-oriented concept, with a plumb bow, classic stern overhang, classic sheer and large Mediterranean style cockpit, has resulted in a yacht with a long waterline and relatively low displacement. She sports a lifting keel that reduces draught from 4.2 to 3.2 m while staying below the floors and, therefore, not intruding on the interior. *Windhunter II* is fitted out with tall carbon spars, rod rigging and slab reef systems on a Park Avenue boom. Her interior was also designed by our office, with soft furnishings provided by Esra Güray. A large owner’s cabin with his & hers bathroom is accessible through a walk-in closet from the lower saloon.



Recently launched 01



The main deckhouse has a large settee, nav station and open access to the lower saloon, which comprises a lounge area and open galley. Two guest cabins with ensuite bathrooms are forward of the main saloon, as is the well- equipped crew accommodation for two. The crew's quarters are accessible from the interior as well as the foredeck. A side boarding platform gives easy access for boarding and swimming. *Windhunter II* is the fifth yacht designed by our office to be built at Aluboot in the Netherlands. She was recently nominated for the International Superyacht Design Awards in the USA.





Truly Classic 108 "Simba"

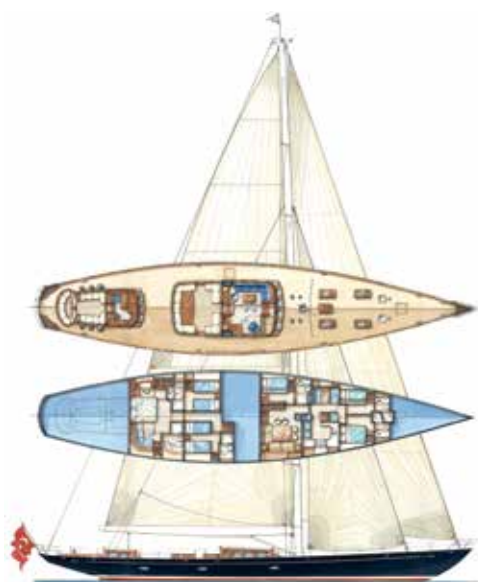


Simba is a sister vessel to the 108 ft sloop *Jazz Jr*, which has won several awards over recent years, including for the best designed cockpit area for guests. She has been built by Proteksan Turquoise in Istanbul, and the two yachts are identical inside and out. Both have a cold moulded hull construction, poured lead keel with bulb, aluminium spars, and rod rigging.

A special feature is the hull construction, which is part of the interior design and generates a very special atmosphere below deck. There is serious interest in having this design built in an aluminium hull construction as well.

Jazz Jr is represented by Hoek Brokerage for sale and charter.









Truly Classic 51 "Alexa"

Alexa is hull nr 8 in the Truly Classic 51 series. She was built by Metur Yacht in Bodrum, Turkey, for a European client in a cold moulded hull construction with glass and epoxy for the inner and outer skin. **Alexa**'s design and layout was extensively optimised based on the experiences our office has had with her seven earlier sister vessels. She has a draft of 2.4 m with a poured lead keel and wide bulb, a cutter rig and angled spreaders. **Alexa** sails extremely well both in light and heavy winds. Some of her Truly Classic sisters have sailed around the globe and proven to be exceptionally seaworthy cruising yachts. Every part of **Alexa**, inside and out, was designed by our office. She has a light and airy classic Mediterranean interior featuring Anigre and white panelling, with woodwork inside and out of exceptional quality and detail.





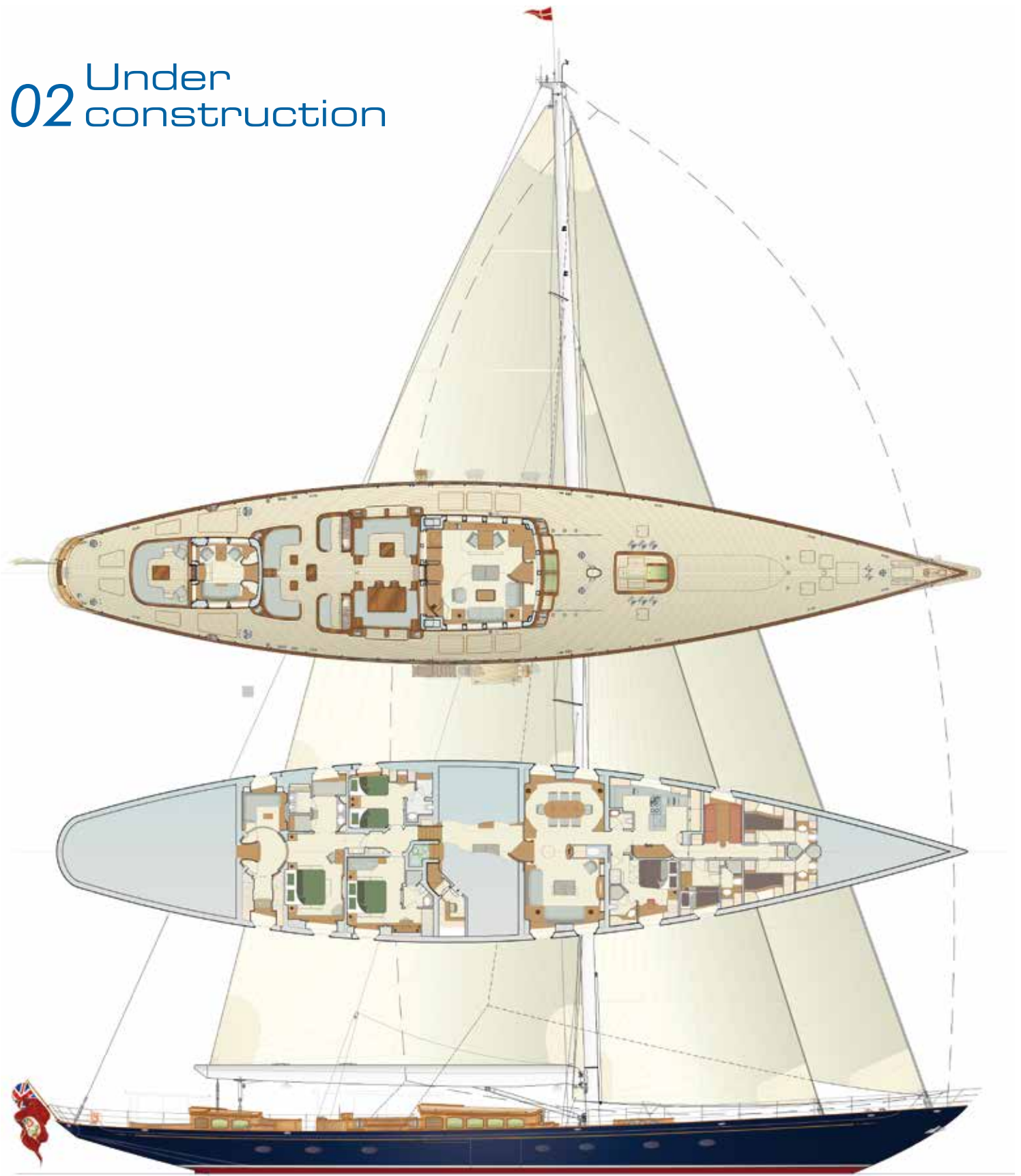
33 ft Pilot Classic “Essence”

This 33 ft Pilot classic daysailer is built by Essence Yachts in the Netherlands. The prototype for the new yacht series Essence 33 to which she belongs was launched in the early summer of 2012. She is built to very high quality levels, and the yard refers to her as a pocket superyacht. The glass epoxy composite construction features a T-style keel with bulb, and carbon spars and rudder. While the first yacht in the series was equipped with electric propulsion, the second – currently under construction – will have a diesel engine. The design allows for the yacht to be trailered and transported in a container. The design was extensively optimised for performance and surfs easily on waves. She is spectacular to sail and easy to operate single handed. We are pleased to report that five more yachts in this series are already in the pipeline.





02 Under construction



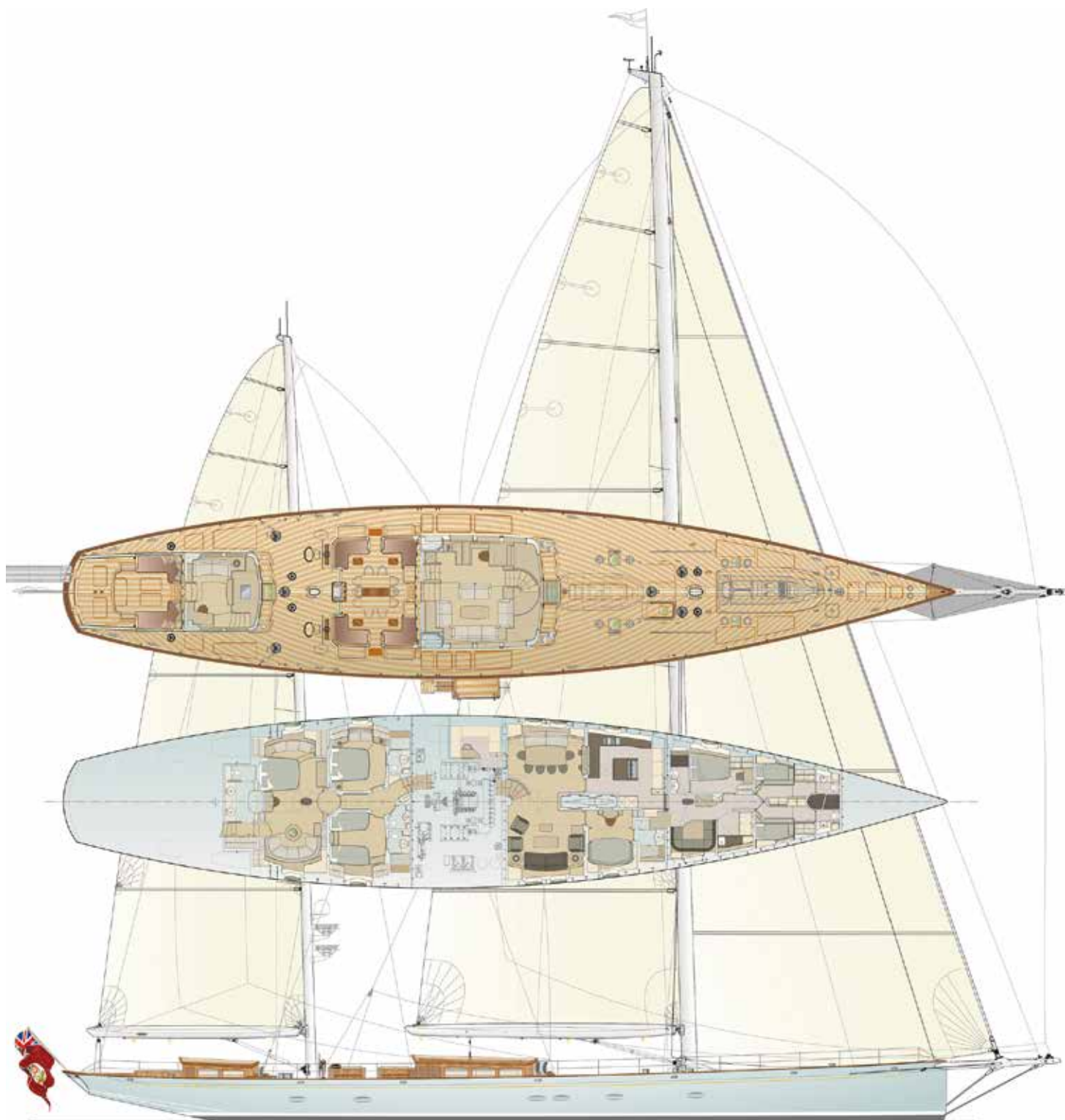
157 ft sloop "RHS 393"

This 48-metre sloop being built at the renowned Royal Huisman yard, features naval architecture and exterior design by our office. Rhoades Young is responsible for the interior design. The design brief was for a spacious yacht with a large interior volume, which would allow for comfortable deep ocean cruising and would be well suited for sailing in heavy wind conditions.



The design was extensively optimised by our office, with CFD and VPP research carried out on the hull, keel, rudder and sailplan. She is currently being built to the highest standards and will have a range of new features – high modulus carbon Rondal spars and carbon EC6+ rigging with carbon headstay foils, and a specially designed and shaped furling boom system, to name just a few. This extraordinary project also comprises styling and detailing of the boom and spar in cooperation with our design office and Rhoades Young. Specialised CFD studies were carried out to optimise the propeller design. The yacht will be equipped with a package of Rondal captive winches, a large boarding platform, all the goodies one would expect on a superyacht of this size – and more. At time of print, construction is well advanced and delivery is scheduled for early 2014. MCM is in charge of the construction management.





Pilot
Classic 46_m

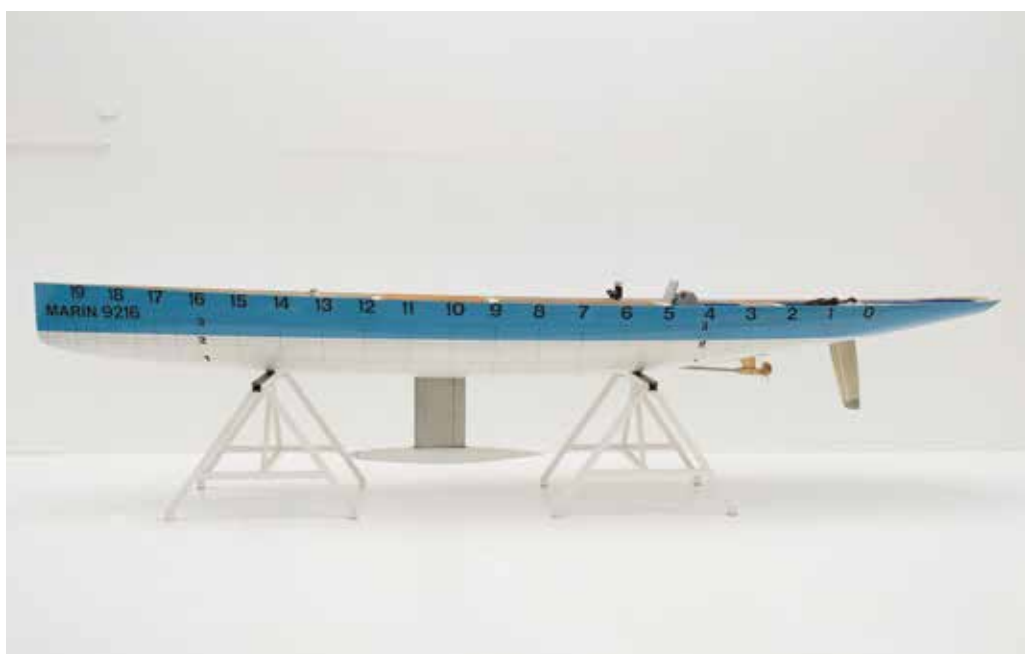
151 ft Pilot Classic "RHS 392"

This spectacular 46-metre Pilot Classic ketch is the one of two superyachts to our design currently under construction at Royal Huisman Shipyard. Almost half a year of research went into the project, including extensive Computational Fluid Dynamics studies on various hull shapes. The chosen design was put to the test at the MARIN tank testing laboratories in the Netherlands using a six-metre scale model. Wind tunnel tests were carried out at the Wolfson Unit in the UK, where various sail configurations were also tested. Last but not least, the structure of the yacht was modelled in 3D and analysed for stiffness and rigidity with Finite Element modelling techniques.

Many new features are being developed for the project. They include a lifting keel with a trim tab, a carbon bowsprit with integrated UD furlers and an integrated code zero furler, resulting in a low tack and clean look. It is the first time such a challenging engineering feat has been implemented.

The yacht will also feature several new ideas in terms of technology such as a permanent magnet 50 kW generator driven by the main engine. This will make the use of a diesel driven generator obsolete when the engine is running. The variable speed generators will reduce weight & volume and improve the output, hydraulic capacity and carbon footprint. An emphasis on the yacht's green credentials has been paramount throughout the design process.

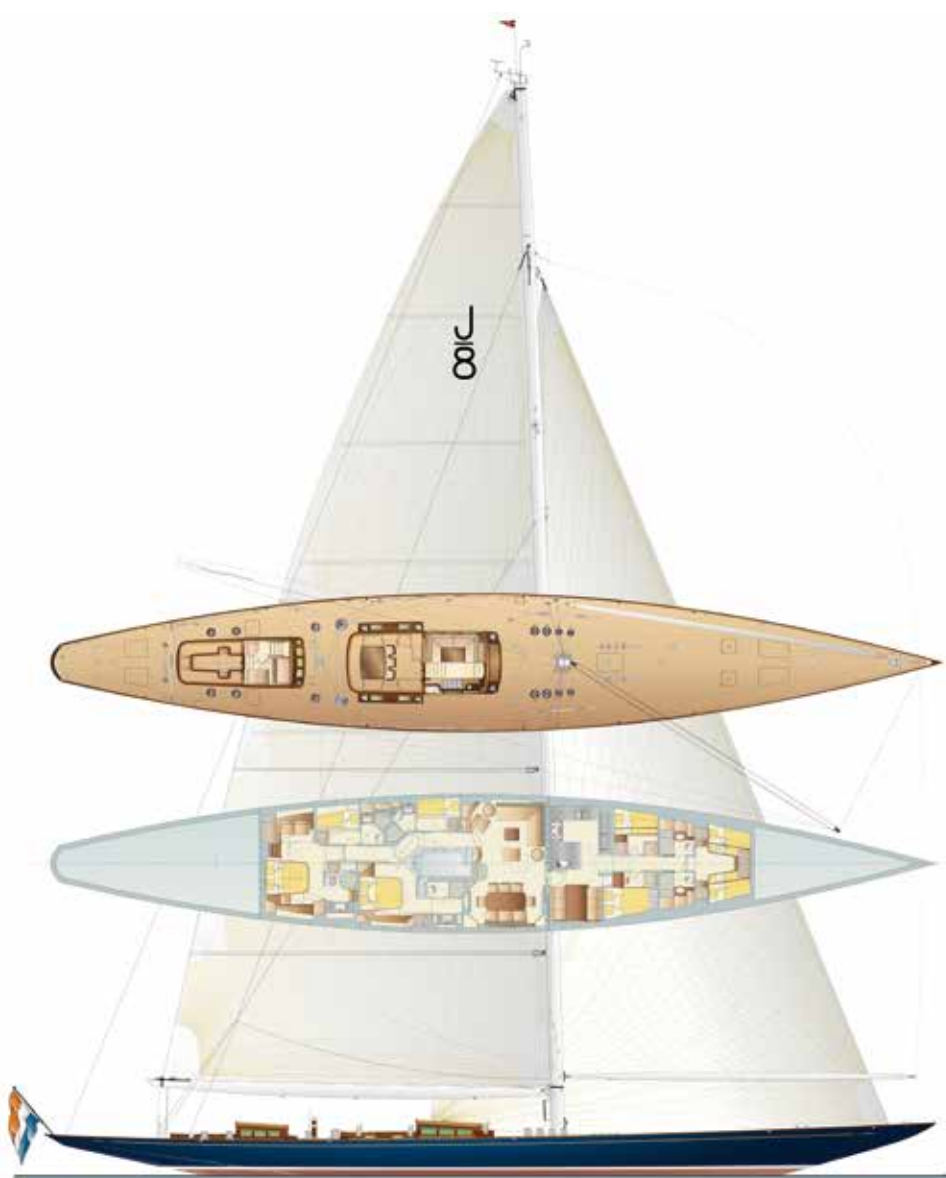
The general arrangement of the interior was designed by our office in close cooperation with Justin Redman and Tony Dixon from the RWD office, which is responsible for the interior styling. The spectacular interior will have a distinctly feminine touch, with a remarkable use of light materials. Prior Yacht Management is taking care of construction management and work is proceeding apace on the hull which had just been turned at Royal Huisman's facilities as this newsletter went to press.



J-class “J8”

The second J-class yacht from our boards is based on the Super J hull lines by Frank Paine, who also designed the J-class yacht *Yankee*. The *J8*'s lines were one of the three best performing in a vast research project carried out by our office to determine the best performing J based on historic lines plans. This specific design has the shortest keel cord length of all, as well as the highest aspect ratio of the keel and the lowest wetted surface – despite her long waterline length. The hull of this beautiful yacht was built at Bloemsmma Aluminiumbouw and is presently being outfitted at Holland Jachtbouw with interior styling by Rhoades Young.

As with the very successful J-class Yacht *Lionheart*, also a Hoek design, *J8* has a deck layout that is ideal for both racing and cruising. Thanks to double deckhouses and double cockpits, she has a vast interior volume with an owner's stateroom connected directly to an owner's deckhouse and owner's cockpit, creating optimal privacy. The main cockpit is substantial and features a dining table and comfortable sitting areas. The runner cockpit for racing is aft, and, with the wheel between the aft deckhouse and centre cockpit, there is direct control between the helmsmen and main and genoa trimmers, ensuring short lines of communication. We look forward to seeing this awesome yacht race against the other Js!

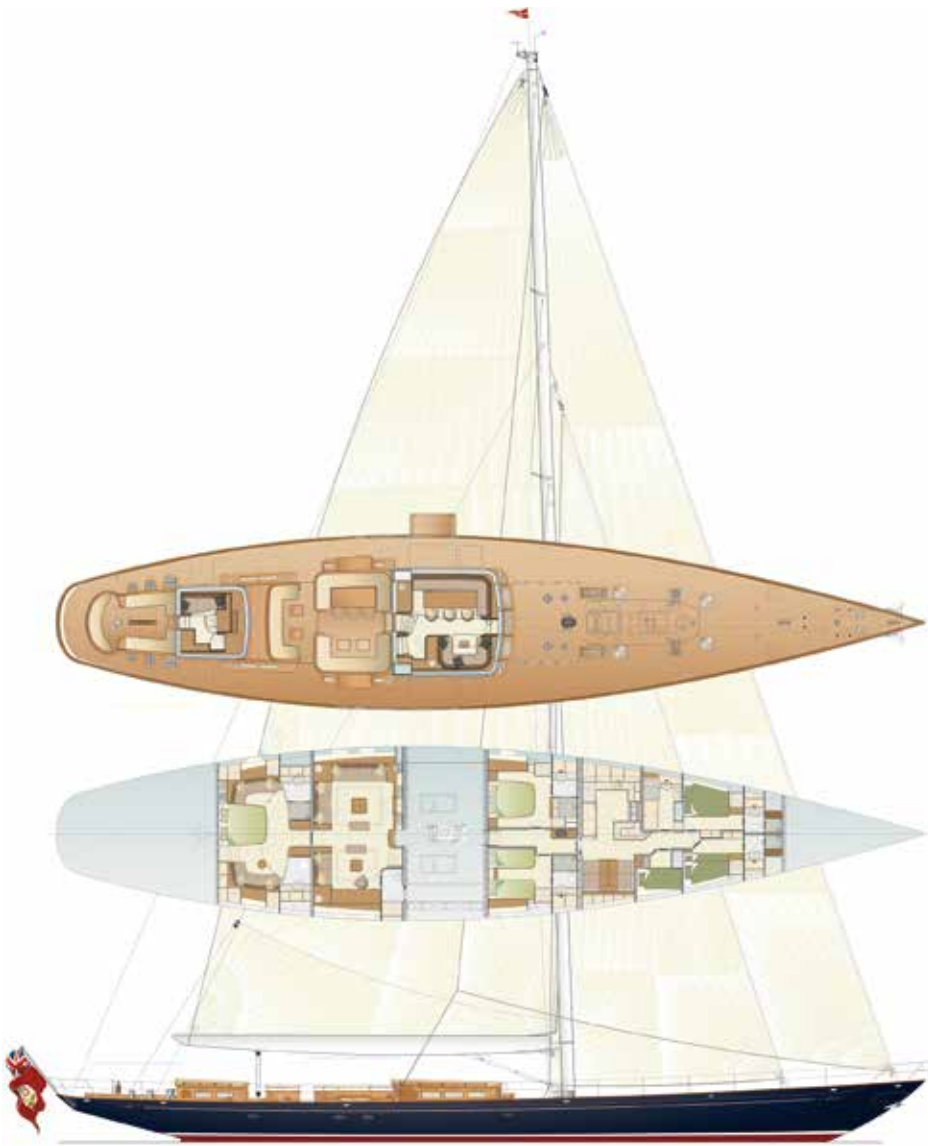


Truly Classic 126

The exciting new TC126 will incorporate all the experiences of the owner with his previous Truly Classic, as well as the know-how and expertise built up at Hoek Design over more than 90 Classic designs to date. As is the case with all our projects, the design of the yacht will be extensively optimised for performance. The hull lines, keel design and sail plan will benefit from the extensive research that we have carried out over the years with tank and wind tunnel testing on these types of yachts. We will also leverage on the invaluable CFD work performed on various other hull designs.

The project is for a repeat client and will be built by Claasen Shipyards, with delivery slated for 2015. MCM is serving as the owner's representatives.

A ketch rigged version of the same design has also been developed, based on the look of the 180ft ketches *Adele* and *Marie*, as well as the experience gained by our office from sailing these yachts in both cruising and racing conditions.



The interior concept incorporates an aft owner's stateroom leading to a private deckhouse and aft cockpit. Uniquely, there will also be a full-beam lower saloon just in front of the owner's stateroom. This will create a dedicated interior owner's area and offer lots of privacy, especially when clients cruise without guests.

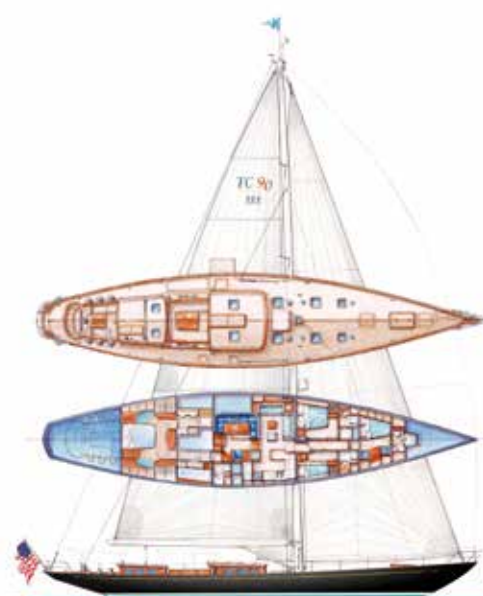
In terms of interior style, the first TC126 will have a classic look & feel, with raised and fielded panels, white painted panels above wainscot level, and a range of classic details. Our office is responsible for all naval architecture, exterior and interior styling.





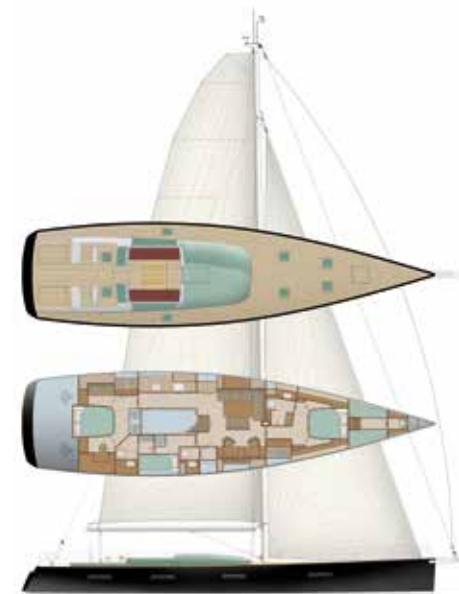
F-class “Greyhound F02”

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 carbon rig package, composite rigging and a laminated sails wardrobe. The F-class Association was set up specifically to promote racing between yachts in this class and nurture what will hopefully represent the emergence of a one-design class. These virtually identical yachts will truly prove their mettle as they race against each other, with winning being contingent not on design and construction but on sailing skill alone.



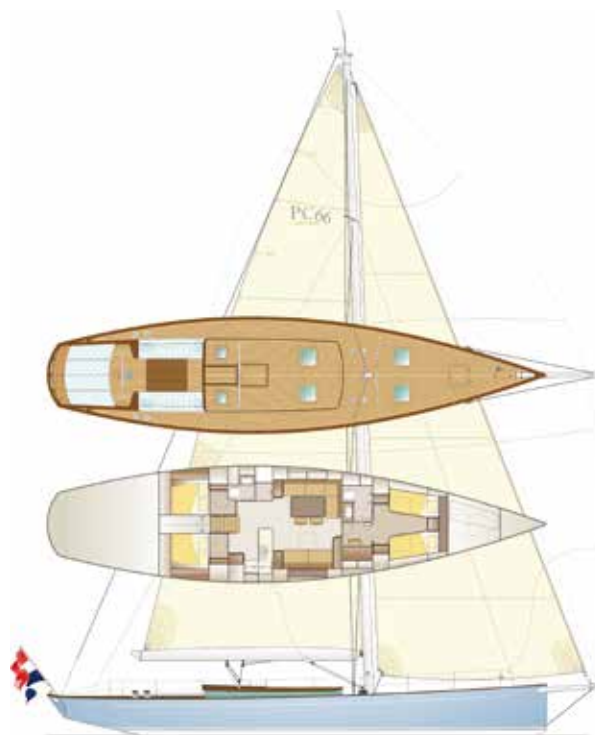
TC 90-3 and TC 90-4

The Truly Classic 90 series is moving forward with hull nr 3 and 4 under construction. The Truly Classic concept is based on proven hull designs that can be customised by clients both outside and in. The hulls, sail plans, keel, rudder and deck layouts are identical for all four TC90s, while the interiors have been tailored to each client's preferences. The exceptionally large owner's cabin takes up the aft deckhouse and has a light and airy atmosphere. The yacht can successfully be run by a crew of just two. The TC90s have a great charter record and have clocked up multiple triumphs at various superyacht regattas. Hull nr 3 is presently being outfitted at Claassen Shipyards. Both yachts are for sale through our brokerage department.



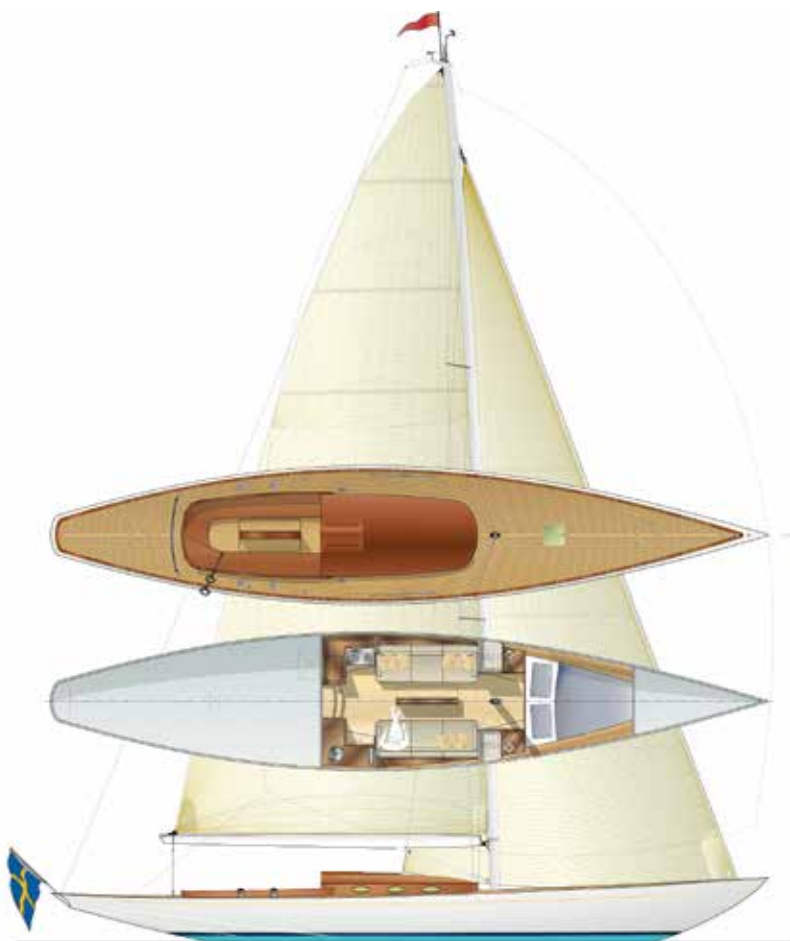
75 ft sloop “La Niña”

Currently under construction at Metur Yacht in Bodrum, Turkey, this exceptional yacht has a hull reminiscent of the Volvo 70s and is equipped with a lifting keel that reduces draught from 4.4 to 2.9 metres and twin rudders. 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 composite, *La Niña* is being built over a male mould with a core cell M foam hull and deck, using a combination of epoxy glass and carbon.



66 ft Pilot Classic

This dazzling Pilot Classic 66 is also being built at Metur Yacht for launch in 2013. Originally put on hold 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 high aspect jib will allow great ease of handling, while a cold-moulded hull, 3.2-metre fixed keel and 25-ton displacement make her a highly competitive yacht in the Spirit of Tradition regattas.



Baltic 47

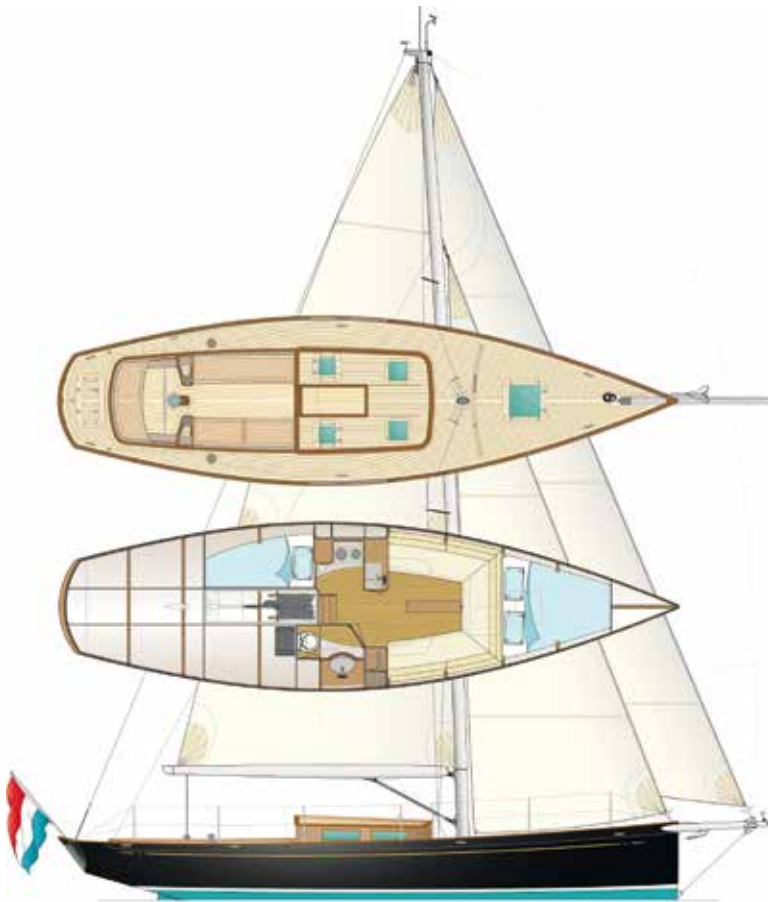
This spectacular daysailer/weekender is presently under construction at Baltic Yachts in Finland for a highly experienced owner. The design and styling are based on the eight-metre class yachts from Thore Holm which are so famous in the Baltic region. This particular design is very high-tech, however, with carbon hull construction, spars, rigging, lifting keel fin and spade rudder. With a displacement of 5.5 tons, a deep lifting keel and a powerful sail plan, she will be surprisingly fast – a real wolf in sheep's clothing. She will be built to very high quality levels and as light as possible, with a retracting bow & stern anchor, high modulus carbon spars & EC6+ carbon rigging, a small diesel engine, and simple technical installations. All deck equipment will be made of titanium and the primary winches will be reversible to facilitate single handed sailing. The exterior and interior design and naval architecture were executed by our office and the yacht will be delivered early summer 2013.



37 ft Pilot Classic

Two cold moulded 37 ft Pilot Classic sailing yachts are presently under construction, one in the UK at Patterson Boatworks and the other in the Netherlands. Both yachts are due to be launched in the spring of 2013. The yacht being built in the UK will be based in Hong Kong. The one under construction in the Netherlands is the third Hoek design this particular owner is building for and by himself – and to immaculate quality levels.

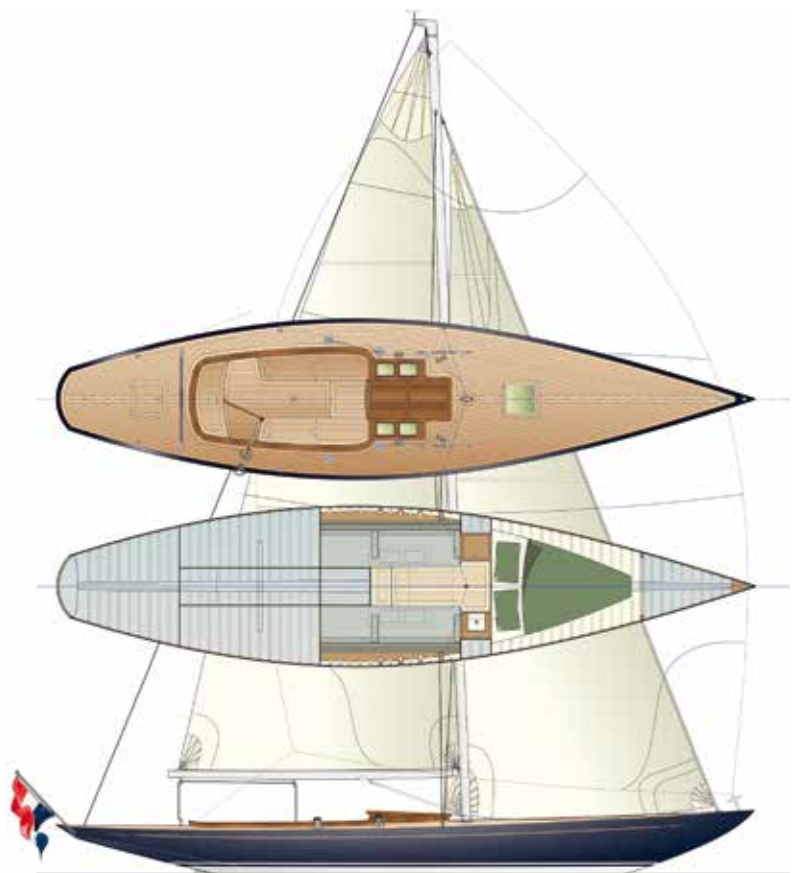
The yachts have been designed on the basis of a cedar core hull with glass and epoxy inside and out. The result is a light displacement hull with a relatively long waterline length for a classic hull shape, a powerful sail plan and a flush deck. The design is based on the famous Falmouth work boats that are still very popular in the UK.



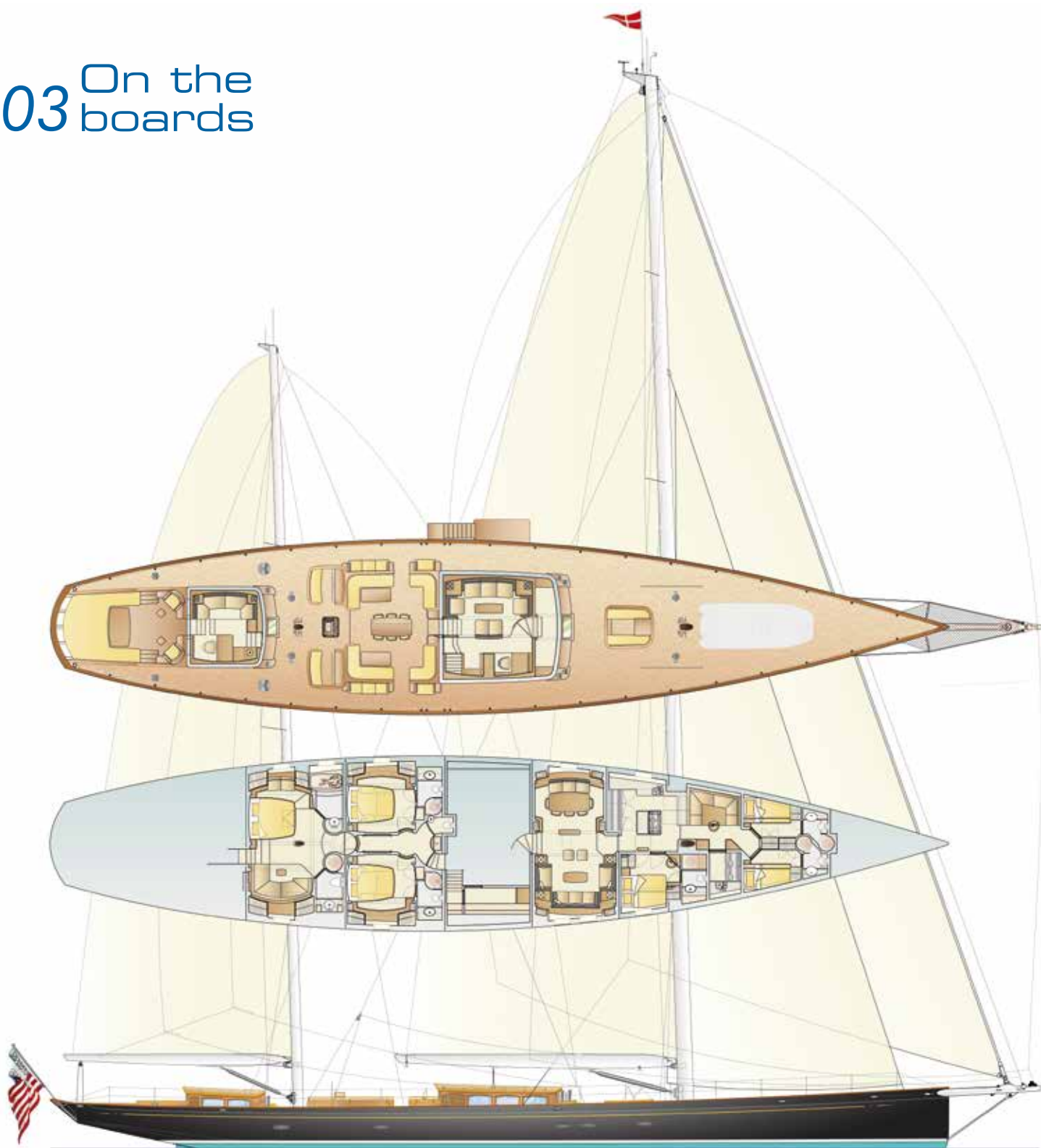
33 ft daysailer

A new design is presently in development for a client who wishes to build this yacht in a limited series. Her appearance will be such that, when on the water, she will be hard to pigeonhole 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 the Netherlands with a shallow draught of 1.20 m. Final negotiations were ongoing with a Dutch yard as this newsletter went to press.



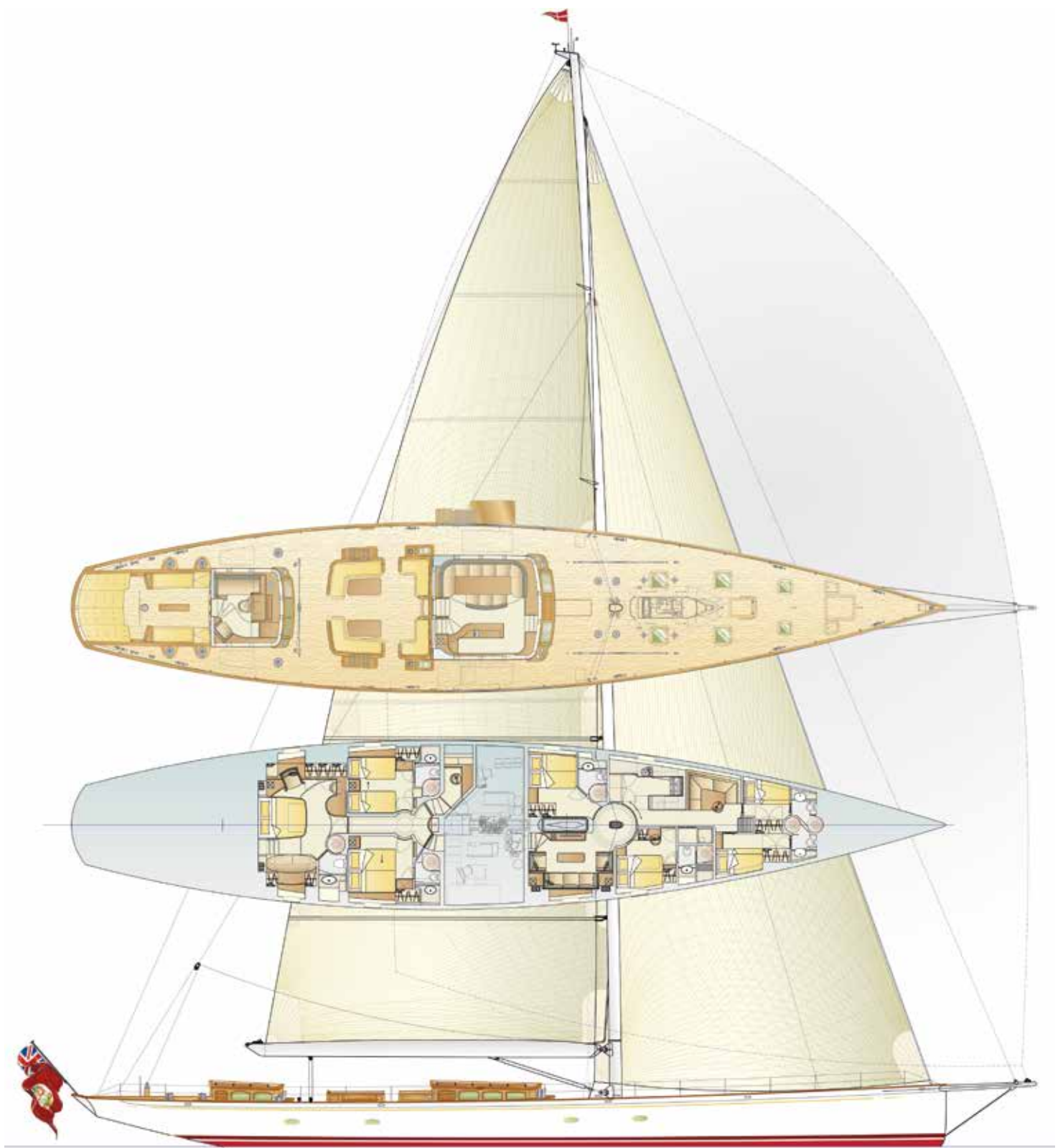
03 On the boards



Pilot **Classic 130**

130 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, she is being designed in an aluminium hull construction with a fixed keel and rudder with full skeg in view of plans to go into Arctic and Antarctic areas. The hands-on experience gained by Andre Hoek sailing onboard the 180 ft ketch *Adele* with her owners in the Arctic and Antarctic will be vital in developing this new 130-footer. A ketch rig was chosen for versatility and the ability to sail in rough conditions with relatively low crew numbers.



Pilot **Classic 126**

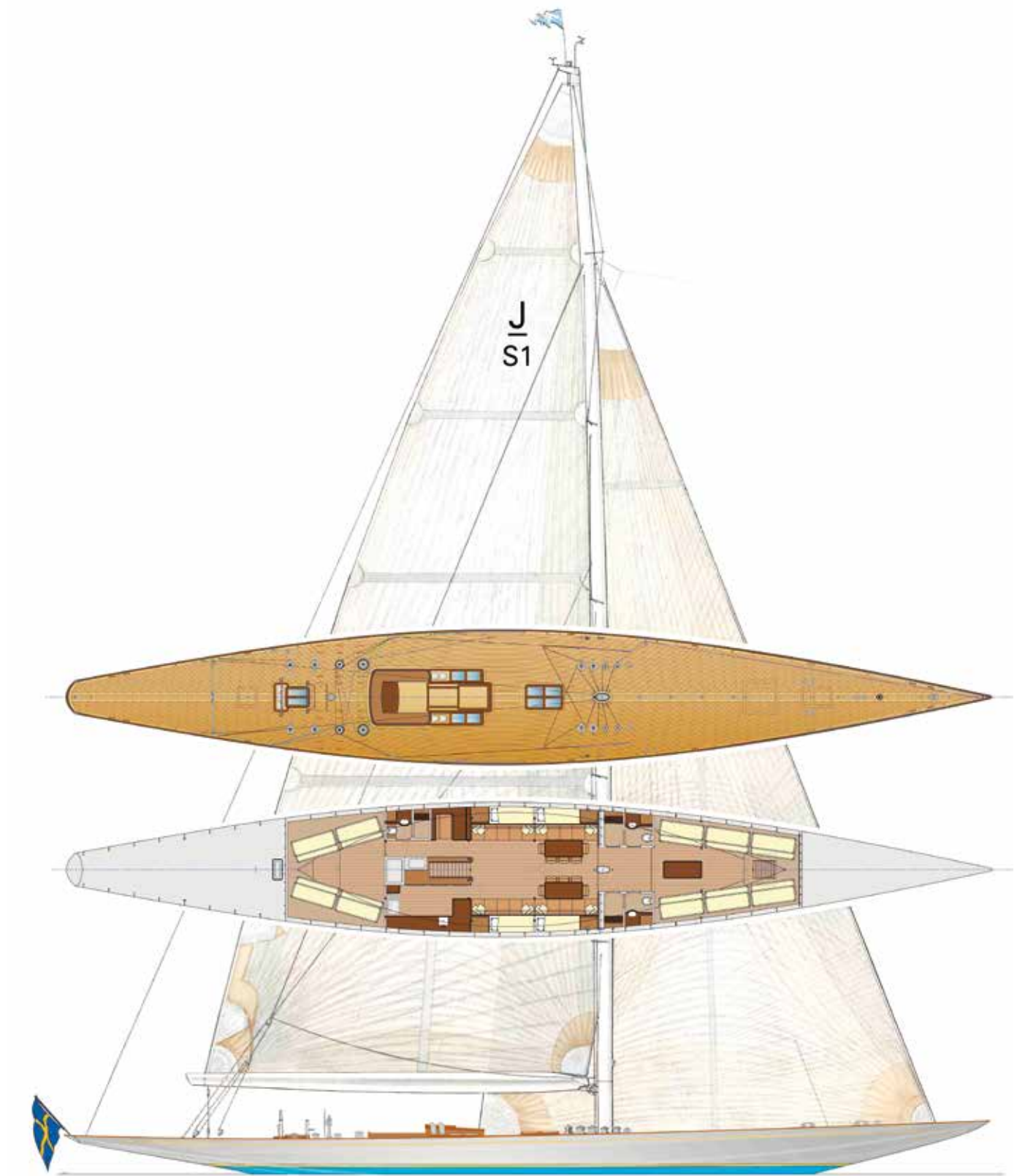
126 ft Pilot Classic sloop

This stunning 126 ft all-carbon sloop is being developed for a repeat client who currently owns a smaller Truly Classic. Naval architecture will be done jointly by our office and Judel Vrolijk. Performance and racing were both high on the priority list for the brief. An extensive study was carried out regarding the weight and hull lines of the vessel. The hull design will be optimised with CFD- and Velocity Prediction software over the course of an extensive research project. Carbon was chosen for the hull, deck, superstructure, rudder, spars and standing rigging, resulting in a light displacement of 88 tons. A lifting keel will reduce the draught from 5.8 to 3.8 m, creating a very powerful yacht with a high righting moment. As we went to press, several yards were already working on a bid package.



64 m Modern Classic Ketch

This design is based on a range of Modern Classic designs from our office, such as the 32 m *Happy Four*, built at Alloy Yachts, and the 45 m *Wellenreiter*, constructed at Jongert, as well as a range of smaller yachts in this style. Developed as a ketch for ease of handling and practicality during long distance cruising, this yacht has two deckhouses in a modern style, allowing for an aft owner's stateroom with a private owner's deckhouse. There are four guest cabins in the aft owner's area as well, while crew quarters accommodating ten people are located forward of the main lower saloon. She will have a high interior volume for a boat in this style and size, as well as large tank volumes and engine & control rooms. The ketch is designed at just under 500 gross tons.



J-class "Svea"

We are working on a cold moulded J-class project based on the hull lines originally drawn by Thore Holm known as the *Svea* project. The design brief prioritises a striking appearance, high speeds in regattas, and comfortable cruising facilities. Her wooden hull structure will be a part of the interior design, creating a very special atmosphere inside. We are very much looking forward to seeing this third J-class yacht to our designs being developed further.

75 ft modern ketch

A new design presently in development, this 75 ft ketch has a long waterline, wide transom and large aft cockpit area. The deckhouse and flush deck give the yacht a retro look that combines modern and classic touches. Carbon spars and a deep fin keel will give her heels in light and heavy airs.

The project is for an experienced yacht owner who is seeking a deep ocean cruising yacht to be built in aluminium.

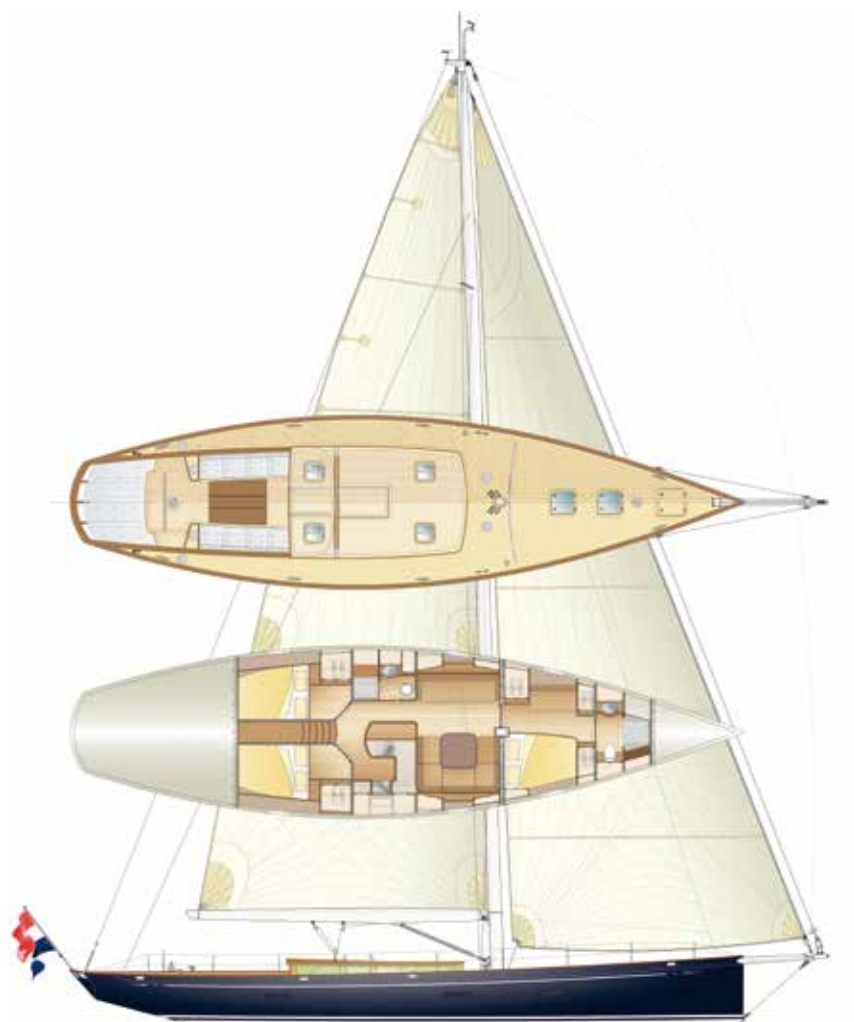


63 ft PC "Flying Heart"

This exciting Pilot Classic design is presently in development and will be available in aluminium or composite construction based on the client's wishes. She has a long waterline length with a classic sheer line, plumb bow and pronounced stern overhang. Designed to be sailed without a permanent crew, her handling systems will make shorthanded sailing particularly easy.

A large aft cockpit with sunbathing area, retro-styled cabin and flush deck are guaranteed to make heads turn in every port. A lifting keel, which either stays below the floorboards or is retracted up to the deck, is an option.

Thanks to her carbon spars & rigging, and a relatively light displacement, *Flying Heart* will be very competitive in Spirit of Tradition regattas around the globe.

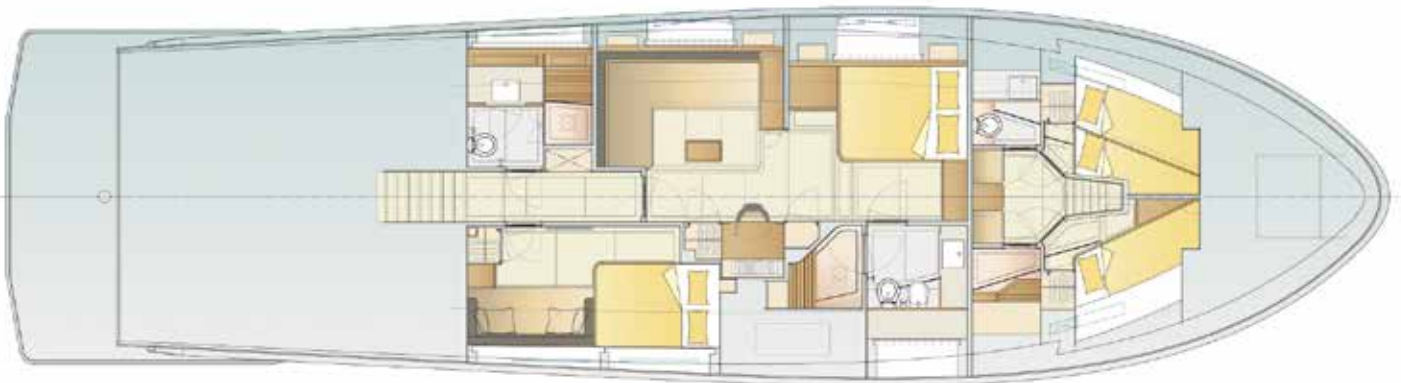


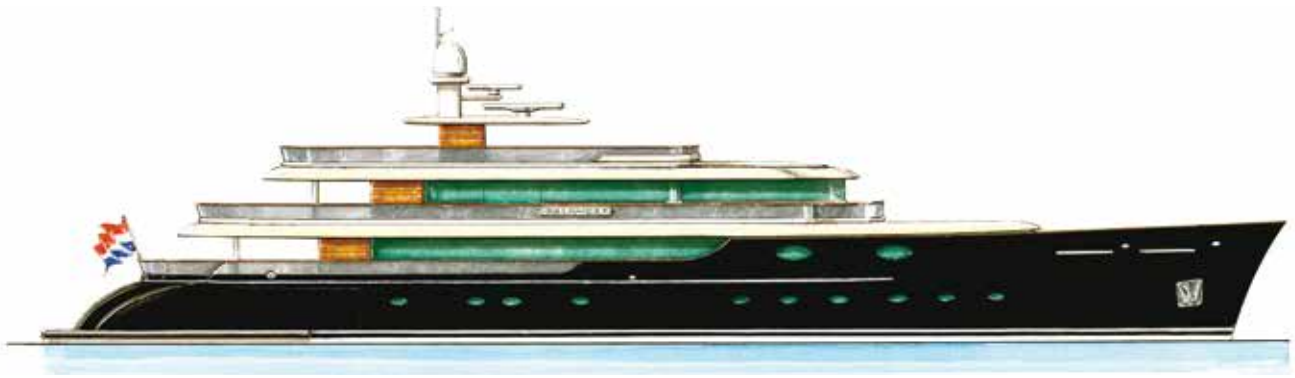


22 m "Savana"

Savana is a project on which our office worked in cooperation with Mulder Design, 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 took care of the underwater hull design and propulsion setup. Structural design work was carried out by Fernando Senna of Trimarine. *Savana* is currently under construction in epoxy composites at Metur Yacht in Turkey and will be delivered to her owners in the summer of 2013.

This design is completely different from anything we have done in the past, and it is inspiring to be involved in such a project. *Savana's* propulsion will consist of twin MJP water jets and MTU main engines, offering top speeds of over 50 knots. She will be used for cruising the Med between the Greek islands and Turkey, and around 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.



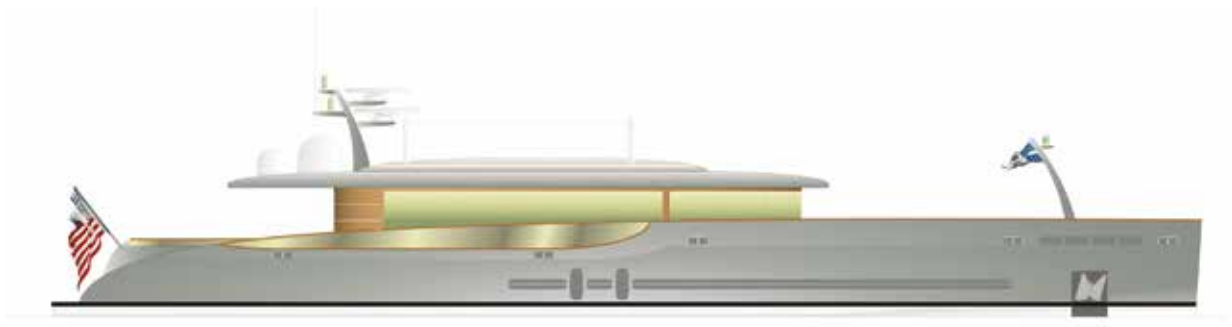


56 m "Hollander"

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 m low-profile design is also available with optional walkaround gangways and an aluminium hull.

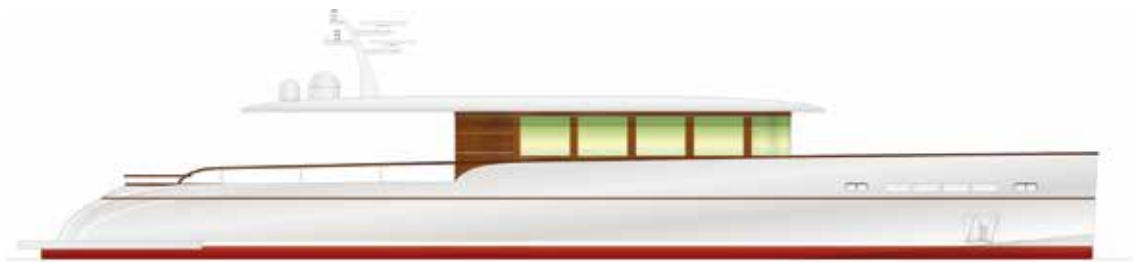
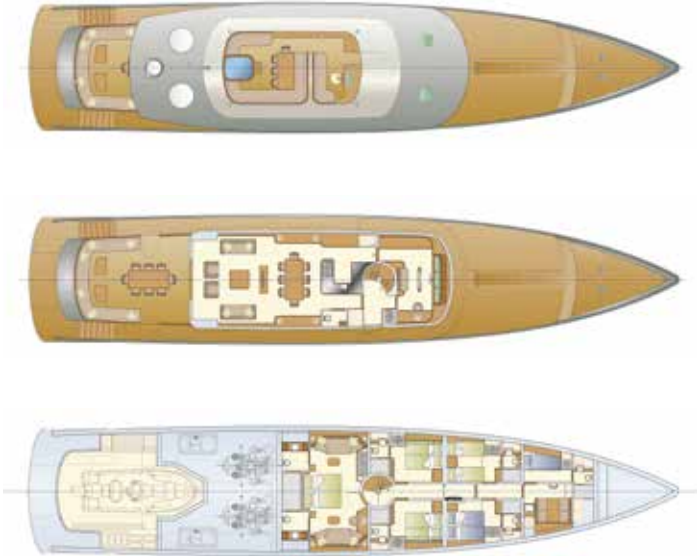




35 m “Desperado”

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 is currently under development, and will be built in a cold-moulded 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 superior 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 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.



27 m Retro-styled Motoryacht

The design brief for this interesting design was specified by an experienced yachtsman and repeat client who presently owns one of our Truly Classic designs. The yacht is designed to stay below the maximum 24 m Loadline length under SOLAS and 27.2 m LOA which means she does not need to comply to complicated rules and regulations.

A displacement yacht that will be equipped with two 200 hp 6 cylinder engines driving the boat at 10 knots cruising speed, her fuel consumption will be very low thanks to a long waterline and CFD-optimised hull shape. The first yacht will be built in a cold moulded hull construction with glass and epoxy. The roof will be clad with solar panels to charge large battery banks, that work in parallel with generators for peak loads to provide power for the evenings without needing to use generators.



05 Research & Development



Tank- and windtunnel testing

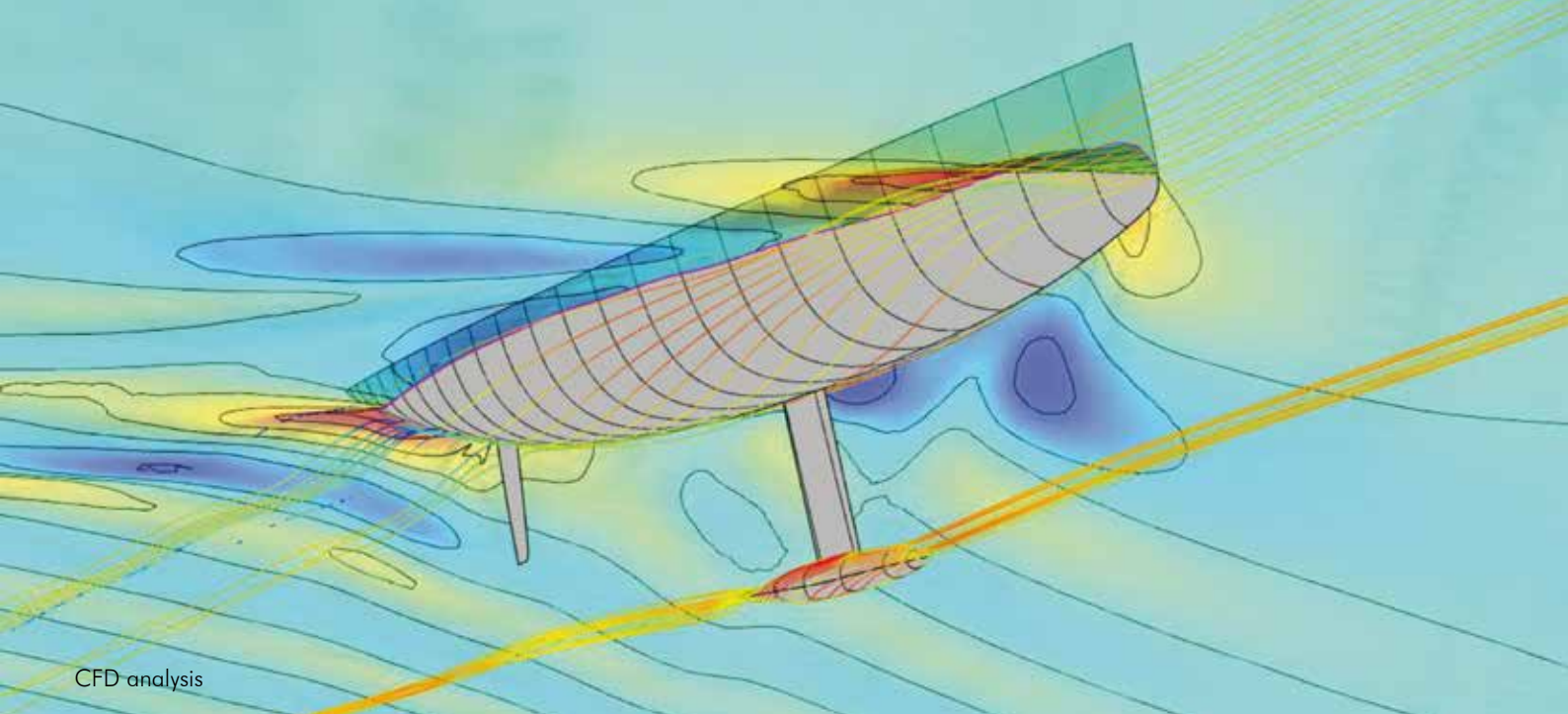


As pioneers of the revival of classically styled yachts in the Truly Classic style, our office has always been involved in research into optimal hull shapes and their development. As far back as the mid-eighties, we were tank testing and developing our own Velocity Prediction Programs for various extraordinary yachts – such as the typical Dutch traditional yachts with surface piercing leeboards and gaff rigs – but also for oceangoing yachts. We have been fortunate enough to be able to develop our own style of yachts with and for our clients, and have designed more than 400 yachts which sail the world's seas today.

In the early days, tank testing was one of the best ways to determine a yacht's resistance, leeway and lift production accurately. Today, we are also researching hull shapes with the Computational Fluid Dynamics software from Numeca, and working with several Velocity Prediction programs, some of which we bought, and some which we developed in-house.

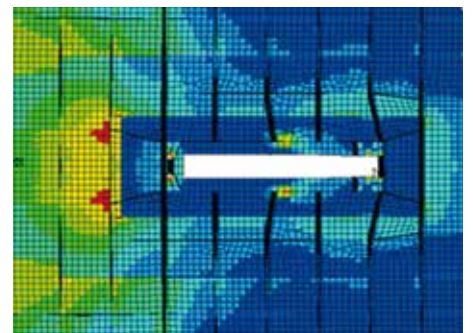
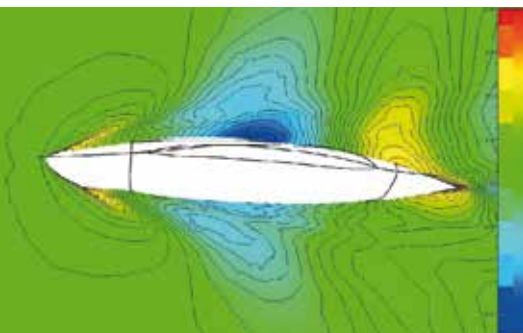
The immense added value of such research was seen again this year with the highly successful J-class yacht *Lionheart*, developed by our office. From the outset she proved to be very fast both upwind and downwind. Our extensive research project for *Lionheart* included analysing all existing and theoretical lines plans available from the J-class Association and running them through a specially developed VPP program developed for a long-keel J.





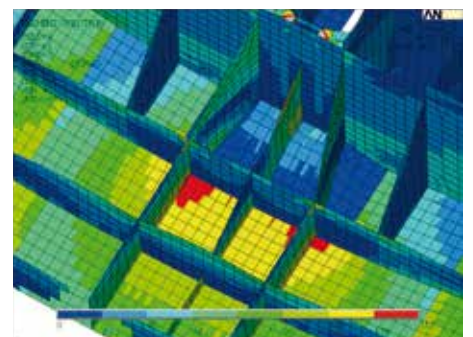
This J-VPP was calibrated with tank test data for a 6 m model and wind tunnel data. The five best-performing Js were then analysed with CFD software. In addition to *Lionheart* we are currently working on two more J-class projects.

Furthermore, for project 392 – presently under construction at Royal Huisman – we carried out extensive research with the abovementioned software looking for the optimal hull shape for five different hull designs. These data were then verified by a tank test program at the MARIN tank testing laboratories in the Netherlands. We are lucky to work for and with clients who see the advantages of these research programs, as they give great insight into optimal hull development.



CFD analysis of a J-Class yacht

In addition to hull shape, we also run extensive programs and projects which focus on structural developments. We work with 3D hull structures which are calculated with Finite Element programs to optimise hull weight and stiffness ratios. We developed different structural models especially for the J-class boats in order to compare stiffness so as to determine the minimum hull deflection for a minimum hull weight and reduce headstay sag.



FEA of a lifting keel structure

These projects help to develop better and faster yachts and give us a rich understanding of the pros and cons of given ideas.

06 Race Results



Lionheart

We have enjoyed an exceptional year of achievements by our yachts during this most memorable of racing seasons. From the summer's historic J-Class events in England to the St Barths Bucket, in regattas in Antigua, Palma and the Netherlands, vessels from the boards of Hoek Design have been crossing the line in remarkable style.

While Hoek designs have always featured prominently on the winners' rostrum, as well as being among most people's favourites in terms of looks, the success stories of 2012 have made for a record year. First up was the coup in March by the 125 ft schooner *This Is Us* at the St Barths Bucket, where she won the overall regatta in her class against 45 other participating yachts. *This Is Us* entered this event on the back of a very successful racing season in 2011, but in St Barths she truly triumphed and left much larger yachts trailing in her wake.



This is Us - Firefly



Drumfire - Marie

Similar achievements were then notched up at April's Antigua Classic Yacht Regatta by the 78 ft Truly Classic *Drumfire*, which had already had a great previous year, having brought home the Palma Superyacht Cup in 2011. While that had been impressive, *Drumfire's* performance in Antigua was a true revelation as she won the Spirit of Tradition Racing Class in her class by an overwhelming margin in terms of both points and performance.

The event in Antigua also saw the 115 ft Race Classic *Firefly* come second overall in the Spirit of Tradition Class while the 208 ft schooner *Athos* achieved fourth spot in her class.

It was back to Europe for the next round of impressive displays during the Superyacht Cup in Palma in June. Both the Truly Classic 90 *Atalante* and *Firefly* came a strong second in their respective classes against very stiff competition. And *Atalante* also won the special Hoek Design Cup race, which was competed for by the five Hoek-designed boats present in Palma.

The eyes of the luxury yacht racing world then turned to Great Britain, where the inaugural Superyacht Cup Cowes was held in July in celebration of the London 2012 Olympics. Now it was the turn of the mighty *Athos* to impress the crowds as she achieved her first victory. This was a great reward for the dedication of her owner and crew as they ensured that *Athos* made headlines not only for being the world's largest schooner of her kind but also thanks to her success on the race course.



Firefly - Atalante



Athos



Velsheda - Lionheart - Ranger

The pinnacle of this year's racing calendar was undoubtedly the J-class races that followed in Falmouth and the Solent. In addition to their enormous historical significance, the events were also a major milestone for Hoek Design. The regatta line-up included the first of the new generation of super-Js to have been extensively optimised and designed by our office. *Lionheart* turned in an exceptional performance for a yacht in her first racing season, winning the Kings Hundred Guinea Cup both on line honours and on handicap. She also came within a whisker of taking home the Corinthian Kings Cup in a series of races that will live long in the memory of the many thousands of spectators who lined the shores. To place *Lionheart's* achievement in perspective, the Hundred Guineas Cup is the famous prize that the yacht *America* won in 1852 and the forerunner of the America's Cup. The race won by *Lionheart* in July 2012 marked the first occasion that J-class yachts had competed around the Isle of Wight since the 1930s.



Lionheart



There was still one more great moment to complete this amazing summer of success for the Hoek Design team after they returned home to the Netherlands. *Danielle*, a traditional Dutch 'Lemsteraak' sailing yacht launched in 1993, came first in the Open Dutch Championships for the third time. Although the Hoek Design office has dominated the racing scene in these types of yachts for the past quarter of a century, *Danielle's* win represented a sweet victory for a 19-year-old vessel competing against brand-new racing yachts from other design bureaus. This win was the icing on the cake for an exceptional year for everyone involved with Hoek Design. It gives us all enormous inspiration to continue to create yachts of all shapes and sizes for owners who love to combine their passion for sailing with a genuinely competitive performance on the world's regatta courses.



Danielle



Dear friends,

It has been another outstanding year for Hoek-designed yachts, their respective owners and crew, and everyone else who helped achieve the formidable regatta results as reported in this newsletter. The year was equally challenging and interesting for Hoek Brokerage, selling the 36 ft daysailer Josephine II, the 42 ft Dale-Nelson motor yacht Mustique and the TC 65 Mozaiek. The sale of two more TC 51's, a TC 56 and yet another TC 65 are under contract. In addition, the charters have been quite popular, resulting in an increased availability, please also see www.hoekbrokerage.com.

Our mission to reach out and grow every aspect of the Hoek brand is clearly paying dividends. We are also getting a growing number of repeat clients, who are a major element in the generation and retention of our yachts' solid market value. In addition to offering charter and sales of Hoek-designed yachts, Hoek Brokerage is also committed to marketing the newly built Truly Classic series ranging from TC 51 to TC 126.

In the daysailer category, the largest Hoek design – the 115ft F-class – as well as the smallest – Essence 33 – are represented by Hoek Brokerage. We also have the weekender PC 37 and perhaps in 2013, we may be able to reintroduce the wallynano.

We very much look forward to handling any of your inquiries again in the new year and wish you a sportive and exciting 2013!

Yours truly,

Pieter van der Weide
CEO Hoek Brokerage

