



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

Adèle	Rick Tomlinson
Blue II	Guillaume Plisson Studio
Grace III	Kerem Sanliman photography (exterior) Netvideography (interior)
Ilitchi	Guy Fleury
Lionheart	Studio Borlenghi
Meraki	Guy Fleury
Stargazer	Rick Tomlinson
Sultana	Richard Langdon
Tootega	Guy Fleury
Vijonara	Stuart Pearce
Wally nano	Michael Kurz
Wisp	Studio Borlenghi
Text by David Glenn	



Dear Friends,

As our design activity gathers pace following the hiatus caused by the pandemic, our classically-styled sailing and motor yachts are attracting the attention of an increasing number of clients. Interest in the large sailing yacht market continues to centre around the various superyacht projects presented in this Newsletter, including our highly successful Truly Classic 128 design, of which four examples are now afloat.

DESIGN HAS STOOD THE TEST OF TIME

Of our numerous launchings, perhaps special mention should be made of the 50m ketch Meraki, whose lines and concept are based on one of our early and highly successful performance superyachts, the iconic Adèle. It's worth noting that Adèle was designed more than 20 years ago and in Meraki we have a yacht with a refined performance, but bearing the same design hallmarks. It is a design concept which has stood the test of time in an era of rapid change.

Very different in styling and illustrating the wide variety of custom designs we produce, is the 76ft modern ketch Ilitchi, commissioned for a client who could not find what he wanted in the production yacht market. His intentions are to cruise long-long distance, so an easily-managed ketch suited him. He also wanted a main deckhouse incorporating the galley and dining area so that the chef could work with a view and converse with the crew!

A NEW TAKE ON SUPERYACHT CHARTER

Two yachts, a 149-footer and a 111ft sloop, were at different stages of design and contract when this newsletter went to press. A spectacular 278ft three-masted schooner is close to being submitted for bids and will be optimised for luxury charter with 36 passengers. In fact, all three yachts have been designed for luxury charter and are intended as a high-end alternative to cruise ships that were popular before the pandemic and are now facing environmental questions. There has also been a marked trend

towards classically-styled motor yachts, ranging in size from 20m to 60m. The timeless elegance in design we have applied over many years to a wide range of sailing yachts, including the Truly Classic and Pilot Classic ranges, transfers well to motor yachting.

CLASSICALLY-STYLED MOTOR YACHTS

Whether it is a new build, like the 56m Blue II, which features economy through an easily-driven hull and low fuel consumption, a conversion typified by the 32m Tradewind project or the elegant, fast 10m launch, based on a 1930s design, a classic approach to styling is a common denominator which is appealing to a growing number of clients.

The 55m classic motor yacht Avalon is another example of applying modern naval architecture and technical solutions to a timeless design, in this case an example from 1937 by naval architects Cox and Stephens in the United States. Equipped with her original drawings from

the Massachusetts Institute of Technology, we have been able to increase her beam, thus her internal volume, to create a better living space and improve on the performance of the original yacht.

TRULY CLASSIC 128 IS JEWEL IN THE CROWN

The Truly Classic 128 concept has been the instigator of a number of other projects and could be regarded as the current jewel in our crown. Clients interested in the TC-128 have the advantage of being able to charter one of the four yachts now afloat and decide for themselves exactly how they want to alter lay-out and optimise design for their specific needs. Deck, sailplan, draft, interior layout, finish and décor options are, of course, often owner driven and seeing an existing yacht can help to galvanise ideas.

WIDE RANGING PORTFOLIO

We continue to design more modern looking yachts in both sail and power, the

family cruising ketch Ilchi and modern retro-styled 55m and 70m motor yachts being examples. We are also enjoying great success with series production designs for Eagle Yachts and PC Yachts. Our new involvement with Hutting Yachts keeps us close to the important cruising yacht genre and we continue to see the Wally Nano and Essence thrive with numbers enabling fleet racing in regattas.

INTEREST IN REFIT

There may have been delays and postponements over the past 18 months, but ongoing support to the existing fleet of Hoek-designed yachts continues, including the J Class yachts Lionheart, Svea and Topaz. We have also seen new business emerge for yachts requiring work following a change of ownership. Refits for Athos, Delusha (ex Aphrodite), the TC 80 Palmyre and TC56 Elysium all involve major changes in conjunction with Hoek Design. Of particular interest is Elysium whose main propulsion unit,

charging and electrical system have been converted to diesel/electric hybrid to make use of stored battery power and reduce fossil fuel use. We expect to see more demand for these projects in coming months.

As we emerge from the pandemic into a more familiar way of life and yachting returns in all its forms, Hoek Design Naval Architects is ready to offer a wide range of exciting designs - and for those who already own a Hoek-designed yacht, we continue to provide advice about rating and optimising for competitive sailing. We're here to offer design support in any way we can to make your sailing more enjoyable!

We hope you enjoy this newsletter and wish you fair winds!

Andre Hoek and Ruurt Meulemans

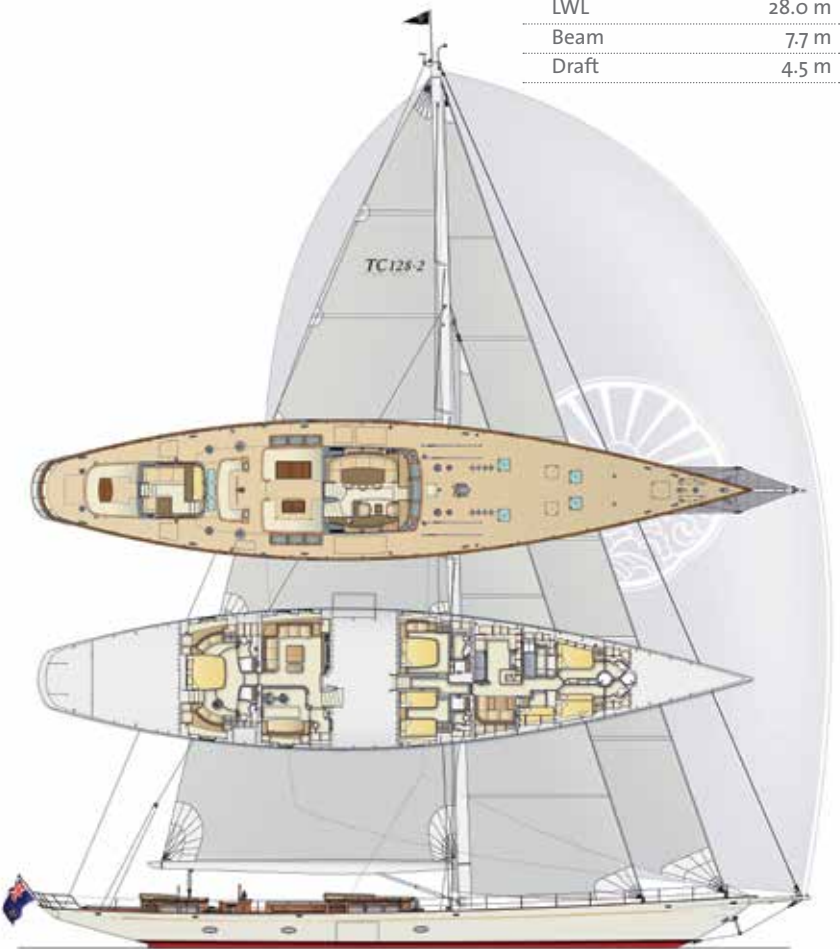


BOWSPRIT ADDS VERSATILITY

Built by Pendennis Shipyard in the UK, this is the second iteration of the increasingly popular TC-128 series. Based on an aluminium hull, fabricated by Bloemsma in the Netherlands, she is cutter-rigged and has a fixed bowsprit for setting Code and asymmetric sails. It's an arrangement offering great versatility. It's the first time we've fitted a bowsprit to a TC-128 and apart from enabling a much larger asymmetric or Code 0 to be set for light wind cruising or racing, it also provides a great place to relax in the netting!

Unlike Halekai and Grace, the two subsequent TC-128s, Vijonara's steering position is located forward of the aft deckhouse, just abaft the main cockpit. This allows the helmsman to communicate more easily with guest cockpit occupants and also turns the aft cockpit into a private area with direct access to the large owner's suite aft. This features 'his and hers' bathrooms, a private seating area, study and, unusually, a through-hull oculus or window with underwater lighting.

DIMENSIONS	
LOA	39.4 m
LWL	28.0 m
Beam	7.7 m
Draft	4.5 m





Forward of the owner's cabin is a portside saloon with a library and TV area. Opposite, there is a gym which can be converted into an additional sleeping cabin. This arrangement turns the entire after part of the accommodation in a private owner's area. With the main saloon located between the owner's cabin and the main forward deckhouse, the owners can enjoy complete privacy when they are aboard without guests.

There are two guest cabins and two crew cabins with a separate crew office that can convert into a third crew cabin when chartering.

Hoek Design was responsible for the interior styling which features mahogany furniture and white deckheads. The stunning upholstery and leatherwork in the owner's area and main deckhouse are by Hermes. The desk in the aft deckhouse is an especially impressive piece of furniture.





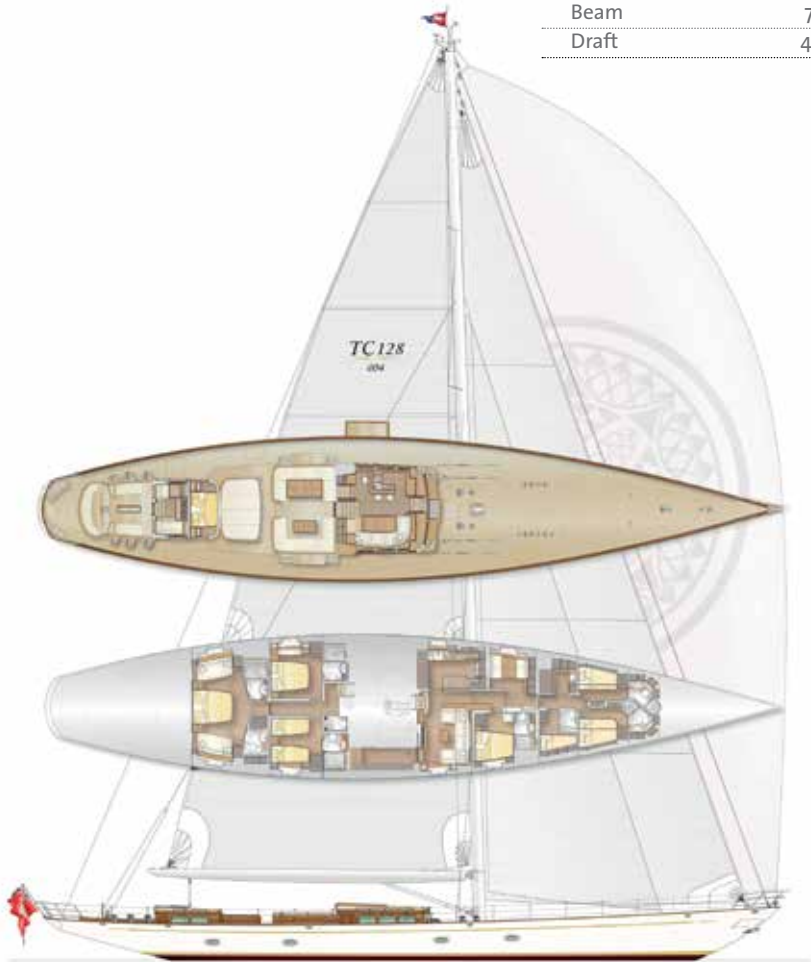


DIMENSIONS	
LOA	39.4 m
LWL	28.0 m
Beam	7.7 m
Draft	4.5 m

‘HOUSE ON THE SEA’

This is the second project we have completed with Pendennis Shipyard in Falmouth, UK. She was launched in 2020 and was delivered to the Pacific. “This is very much a sailor’s yacht and the owner says he is over the moon with Halekai’s performance,” said Andre Hoek.

The owner’s previous yacht also has Hawaiian origins, so this elegant, powerful sloop is a natural progression for an experienced repeat customer. Halekai is Hawaiiin for ‘House on the Sea’.





Although based on the well-proven TC-128 hull design, Halekai is heavily customised with specialised stowage in the amidships cockpit and a custom navigation station in the aft part of the deckhouse, which leads out into the aft sailing cockpit. This not only houses navigation, sailing instrument and alarm screens, but also a small settee making it a useful refuge while on passage. Hoek Design was responsible for the general arrangement and all interior joinery, working closely with celebrated American interior designer Ken Fulk, who introduced a Hawaiian theme in the upholstery and dining table finish.

The yacht has an aft owner's cabin which takes advantage of the aft deckhouse to gain more natural light and space. There are a further three guest cabins plus three crew cabins.

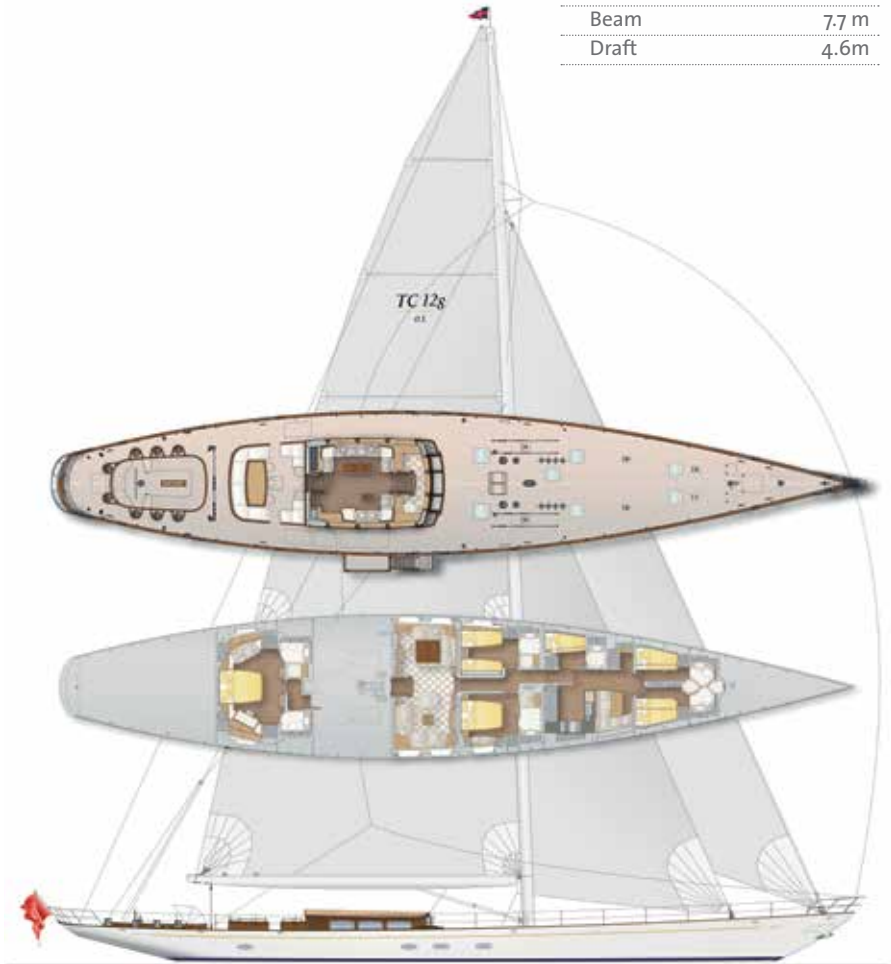




A TOUCH OF J-CLASS

Built to a very high standard by SES Yachts in Turkey, Grace III is the third example of the TC-128 class to be launched and is again based on an aluminium hull fabricated by Bloemsmma in the Netherlands. Grace III will be exhibited at the 2021 Monaco Yacht Show (22-25 September) providing an opportunity to take a close look at a great example of our TC-128 concept.

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





With her fractional rig and a large expanse of flush deck forward of the single deckhouse, this elegant sloop certainly has a touch of J-Class about her from a distance. She is, however, a very modern yacht in terms of design and construction. Her single deckhouse makes her very aesthetically pleasing in profile and creates a great feeling

of space in the interior as the deckhouse opens up into the lower saloon.

Below the waterline she sports a fin keel with a torpedo T-style bulb and spade rudder. Her owner reports that she is a very well-balanced sailing yacht and, like the three other 128s, is a joy to steer.



Unlike her TC-128 sisterships, Grace III has a single deckhouse, leaving room for a very large cockpit divided into two areas. Hoek Design worked closely with the owner on the interior detailing which features mahogany panels creating a warm, traditional ambience. Soft furnishings and décor were by YM Design of London in close cooperation with the owner.

Her interior layout features a full beam owner's cabin aft with 'his and hers' en-suite bathrooms. Because of its location right aft and its distance from other guest cabins, the owner's cabin enjoys a great deal of privacy. There are three guest cabins of which one is a 'flex' cabin used as a guest cabin or a third crew cabin when the yacht is chartering.





DIMENSIONS	
LOA	49,7 m
LWL	35,9 m
Beam	9,6 m
Draft	4.25 - 9.0 m

variation on a successful theme

This handsome 50m ketch is the ninth project we have worked on in conjunction with Dutch superyacht builders Vitters. She’s an interesting evolution of the highly successful ketches Adele and Marie built by the same yard to our designs.

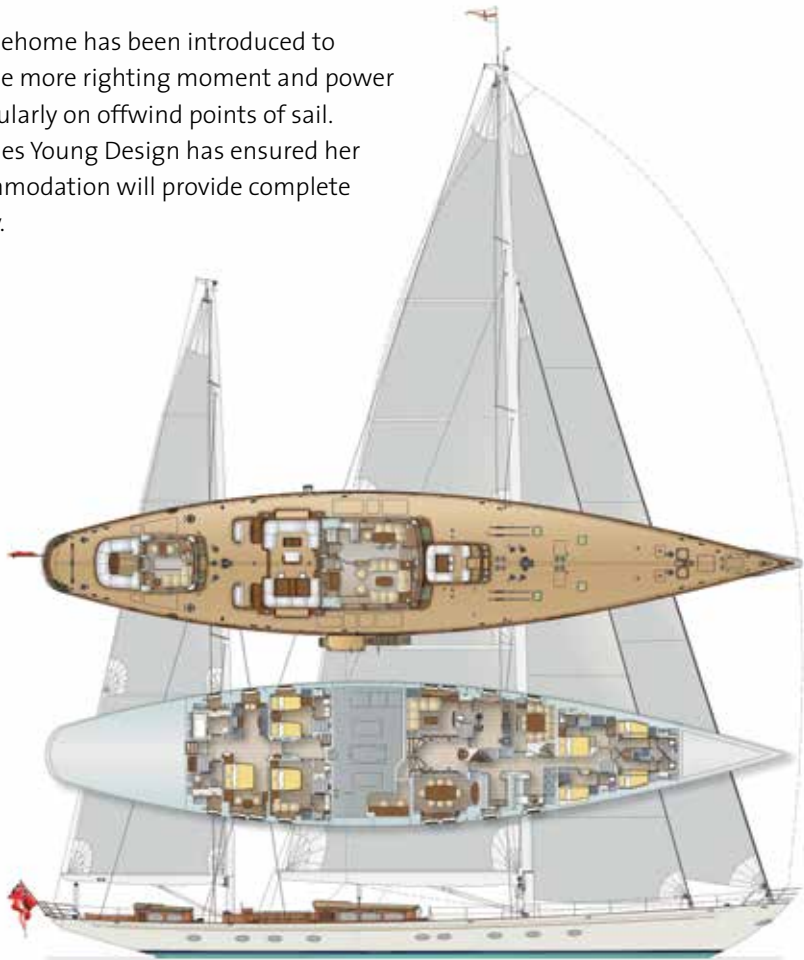
The owner specified a ketch rig for its versatility. In addition to being able to set large amounts of downwind sail for long distance passage-making, the sail plan has been optimised for upwind sailing when the mizzen jib in particular will come into play.

Although at 50m LOA, Meraki is slightly smaller than Adele and Marie, the results of extensive wind tunnel testing and hull optimisation should see this powerful centre-boarder perform very well upwind and downwind.

Hoek Design fully optimised the hull shape with CFD simulations using a wide range of hull shapes and appendages in different settings. We analysed results from wind tunnel testing combined with hydrodynamic results to balance various sail settings

with the rudder and centreboard. With the acknowledgement of the legendary sail designer Chris Bouzaid and America’s Cup guru Clay Oliver, we were confident of getting the most out of the hull shape and ketch rig. She should be particularly fast in close reaching and upwind modes.

Tumblehome has been introduced to provide more righting moment and power particularly on offwind points of sail. Rhoades Young Design has ensured her accommodation will provide complete luxury.







A YACHT FOR ALL LATITUDES

This Ice Class ocean-going motor yacht typifies the classic looks that have become a Hoek Design hallmark. Her exterior styling impressed the judges at the World Superyacht Design & Innovation Awards recently when she won the exterior design category for a motoryacht up to 60m.

There's a deliberate hint of the ocean-going tugboat about her design with her upright stem, beautiful canoe stern, exhaust stack and extensive teak decking key features. In fact, the famous Dutch tug Holland was an inspiration for this project.

Following her launch at Turquoise Yachts in Turkey, the steel-hulled Blue II has enjoyed some cruising in Greece, but with her ice-breaking bow enabling her to negotiate 60cm thick sea ice, she is likely to be heading for higher latitudes.

"We've used CFD (computational fluid dynamics) programs to optimise the hull shape in conjunction with appendages including stabilisers and opted for a single prop diesel electric-drive system for fuel efficiency and better protection when cruising in high latitudes," said Andre Hoek. At 11.5 knots, Blue II consumes just 140 litres of fuel an hour, using one main propulsion generator to drive her highly efficient and compact electric motor. This consumption figure includes the use of all domestic systems.

Blue II's diesel electric propulsion system is state of the art and she is one of the first large motor yachts to be equipped with diesel exhaust nitrogen reduction or SCR – selective catalytic reduction. This process effectively cleans engine exhaust. A lot of attention has been paid to reducing Blue II's carbon footprint and emissions.

DIMENSIONS	
LOA	56 m
Beam	9.5 m
Draft	3.5 m
Tonnage	790 GT
Range	6000 nm



The yacht is equipped with 10m and 7m tenders, both of which are stowed beneath the extensive aft deck. She is also designed to accommodate a small submarine in place of one of the tenders when required. They can be launched and retrieved using a retractable crane which also stows beneath the deck. A fold-out portside boarding platform, starboard side ladder and stern pasarelle also feature. All three are hydraulically operated.

Blue II can accommodate 12 guests and 11 crew. Interior design and styling are by our office and influenced primarily by the owner who was assisted by the John Vickers Studio working as a consultant. These pictures illustrate the understated elegance achieved in the design and the notable amount of natural light afforded by the

numerous superstructure windows. The owner's accommodation occupies the third deck located directly below the bridge deck and comprises an extensive suite with an aft owner's lounge leading onto a sun deck. There is also an owner's office on the bridge deck with direct and private access from the owner's suite.

The main deck accommodation centres around a large deck lounge with extensive seating and dining areas. There is also a separate TV area. The lounge leads onto the aft deck which features an outside dining area, lounge seating and a vast area for partying and socialising. Further forward on the main deck is a second owner's or VIP cabin, a gym and a spa.





On the lower deck there are four guest cabins, six crew cabins and a large crew mess and laundry. Up forward, below the lower deck, there are built-in dry and cold storage areas and extensive freezer capacity. This, without doubt, is a yacht for all seasons and all latitudes!



23M CHASEBOAT STARGAZER



LONG RANGE CHASE BOAT

The 76ft chase boat Stargazer was built as a support vessel to one of the large sailing superyachts to our design. But she's no ordinary tender. The aluminium-hulled, twin-engined boat has a range of 900 miles at a cruising speed of 15 knots and a top speed of 25 knots.

She is fully fitted out with three cabins, two large doubles up forward and a twin berth cabin aft. Her well-proportioned, timber clad deck saloon superstructure is fitted with a soft bimini extending over the cockpit. Her elegant transom is equipped with a large, hydraulically-operated fold-out swimming, diving and boarding platform.

DIMENSIONS	
LOA	23.0 m
LWL	21.5 m
Beam	6.6 m
Draft	1.50 m
Range	900 nm

Her primary role is to carry guests to and from the mothership in comfort, keeping them well protected from the elements, but she performs equally well as a diving platform and can provide extra crew or guest accommodation.

Though built as a chase boat, nothing was spared in her design resulting in a timeless, classic style which complements the mothership.

With an overall length of 23m and beam of 6.6m Stargazer is a substantial vessel capable of long passages in a seaway.



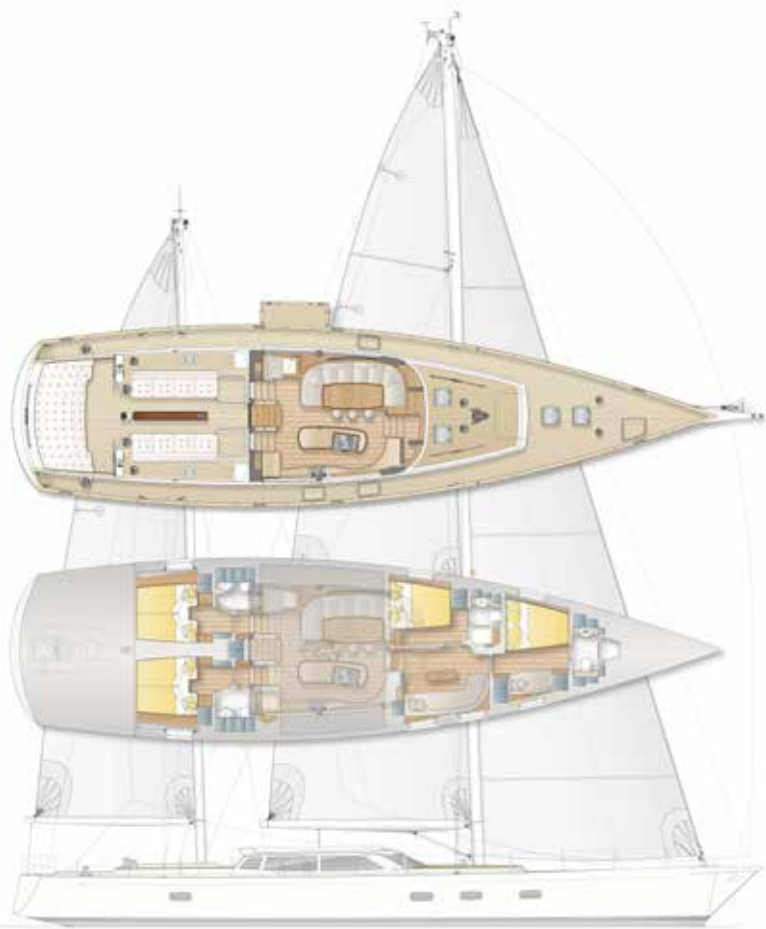


DIMENSIONS	
LOA (ex bowsprit)	23.4 m
LWL	20.4 m
Beam	6.15 m
Draft (standard)	2.6 m

A GO-ANYWHERE CRUISING KETCH

Designed as a long-distance, go-anywhere cruising yacht with a ketch-rigged sail plan, she should be powerful and efficient off the wind and easily managed by a short-handed crew. She is destined for Pacific cruising, where her ability to reduce draft to 2.6m should come in very useful.

The focal point of the accommodation is a combined galley, navigation and dining area located in the main deckhouse where the occupants can enjoy a superb 360° view of their surroundings. The owners' cabin and one guest cabin are located forward with two guest cabins aft, one of which can become a crew cabin if required. The interior is finished in white washed oak, matt pear wood cabin soles and features leather upholstered seating.



The main cockpit is large and well protected with all sheet winches positioned within reach of the helmsman. There is tender stowage beneath the expansive aft deck and the transom door opens to double as a swimming, diving and boarding platform.

Her aluminium hull was built by Alucraft and fitted out and finished by Aluboot, both in the Netherlands. Iltschi is named after Winnetou's horse in the German novels of the same name – it means 'wind'.



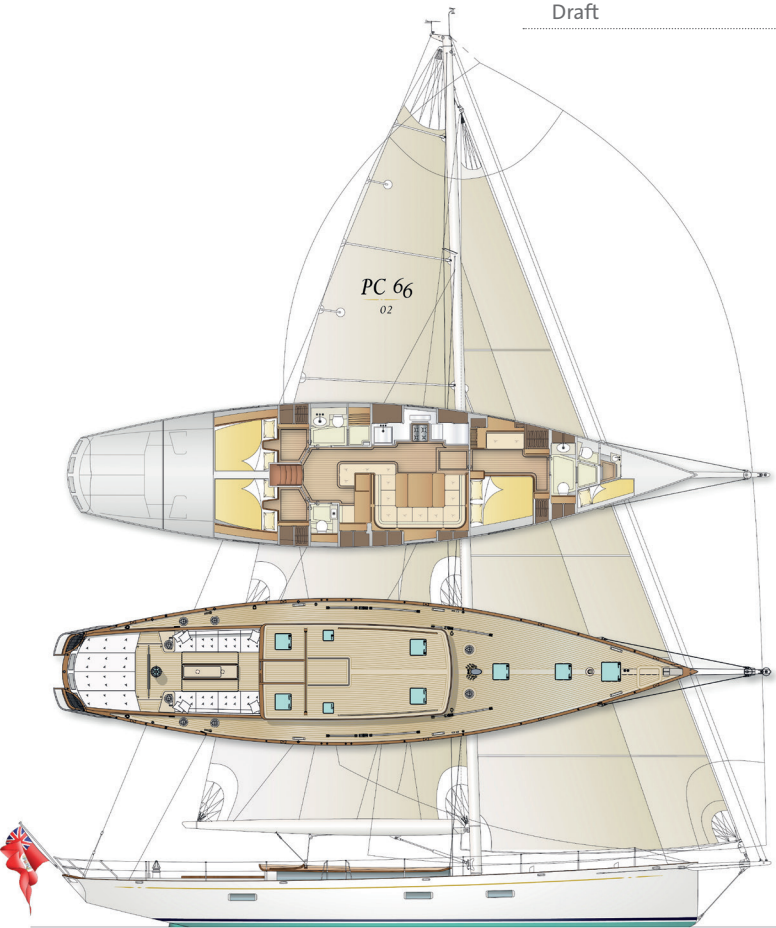
DIMENSIONS	
LOA (ex bowsprit)	20.5 m
LWL	16.0 m
Beam	4.7 m
Draft	3.3 m

CARBON BOOST FOR CLASSIC

The new Pilot Classic 66 Sultana is the second PC-66 built for Performance Classic Yachts, based on the original PC-66 Mazu. To further boost performance, she was re-designed with full carbon construction and a slightly deeper keel and taller mast.

The concept of a large cockpit, classically-styled transom with a sunbathing platform abaft the wheel and varnished teak cladding, provides a warm feeling on a yacht that is not only ideal for comfortable cruising, but attracts the attention of racing boat sailors. She has performed very well in a number of regattas.

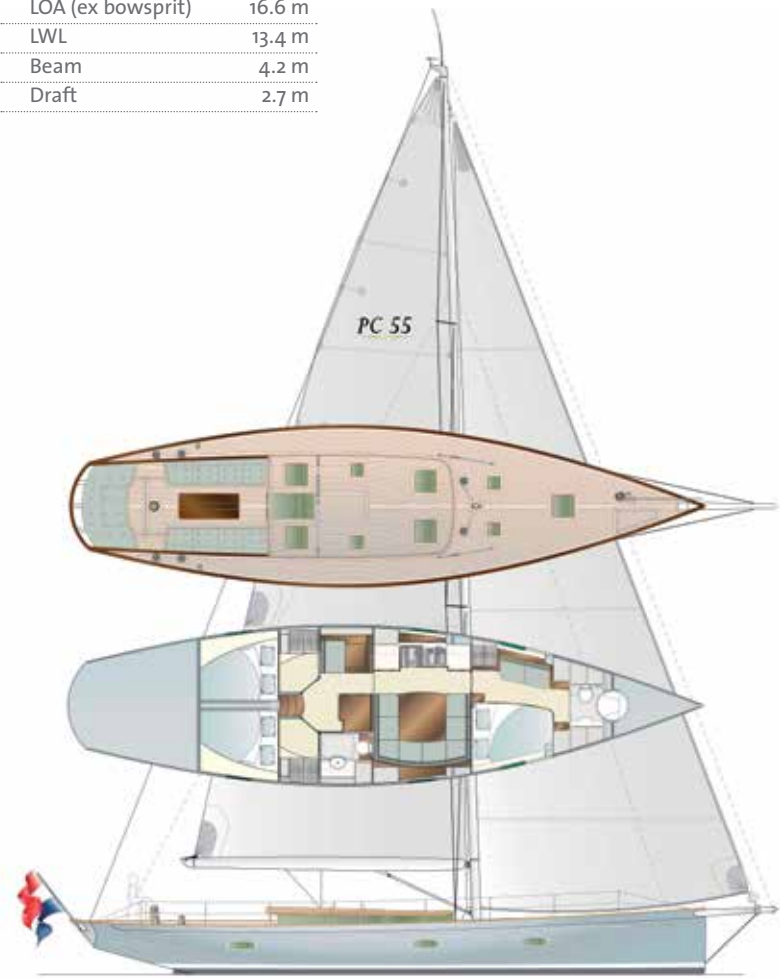
The interior layout has two spacious aft cabins and a superb light and open saloon and galley, benefitting from the retro-style wrap around coachroof windows. The owner's cabin with its en-suite bathroom is positioned forward of the main bulkhead.



PILOT CLASSIC 55-2 ZULU VII



DIMENSIONS	
LOA (ex bowsprit)	16.6 m
LWL	13.4 m
Beam	4.2 m
Draft	2.7 m



OPTIMISED FOR PERFORMANCE

The PC-55 was developed for Performance Classic Yachts and built by Metur Yacht in Turkey. Zulu VII is designed to be sailed single or double-handed and has a simple, easy to manage rig and sailplan. Her accommodation features a master cabin forward with a large head compartment and two double berths aft of the main companionway. The style and finish are contemporary 'New England'.

The PC-55 design is optimised for performance with a T-shaped keel, spade rudder and carbon spars, as seen in these pictures of Zulu. The standard draft is 2.7m but depending on requirements this can be reduced or extended. The exterior can be either modern with wrap around windows, as is the case with Zulu, or more traditional with teak veneer. A large cockpit and a flush coachroof result in a lot of usable deck space.

PC Yachts is a UK company developing Pilot Classics to our designs. There are two more new PC-55 in build and a PC-47 about to be launched.

10M MOTOR LAUNCH TOOTEGA



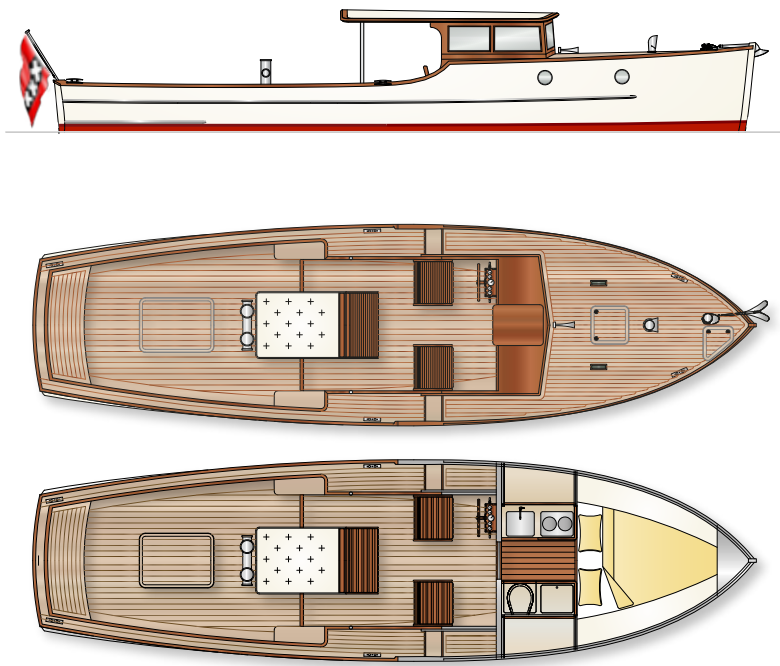
VERSATILITY AND SPEED

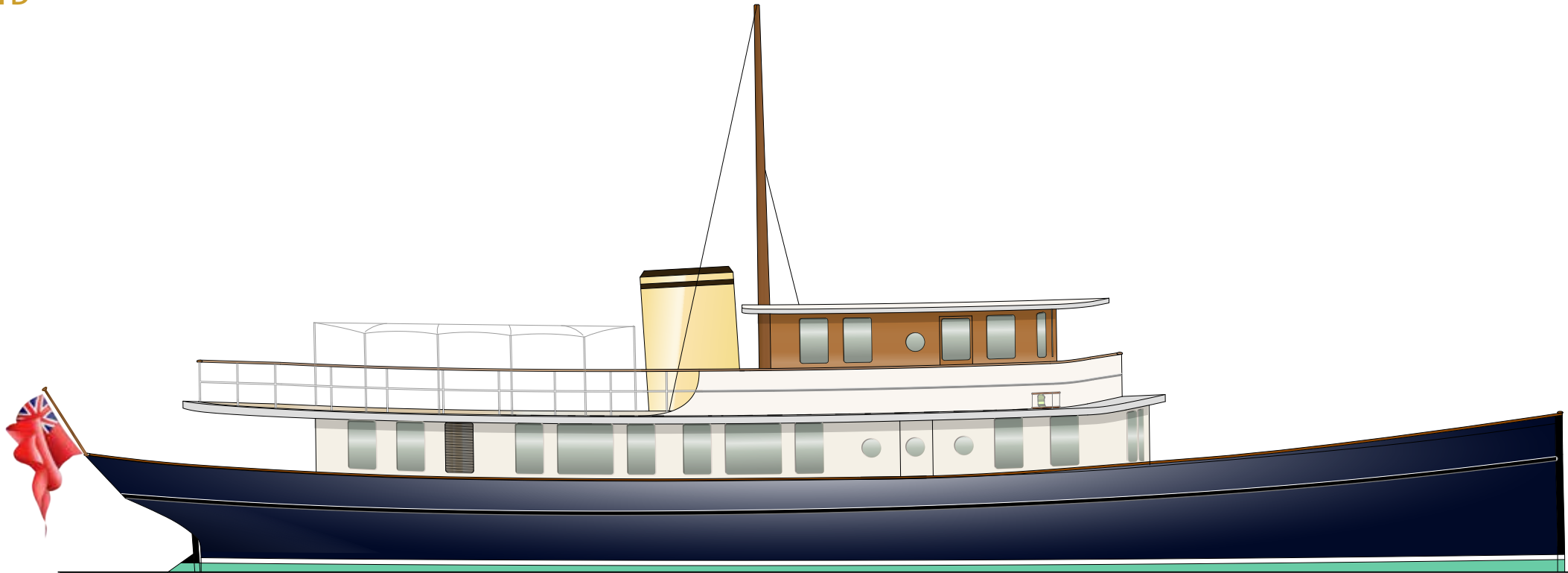
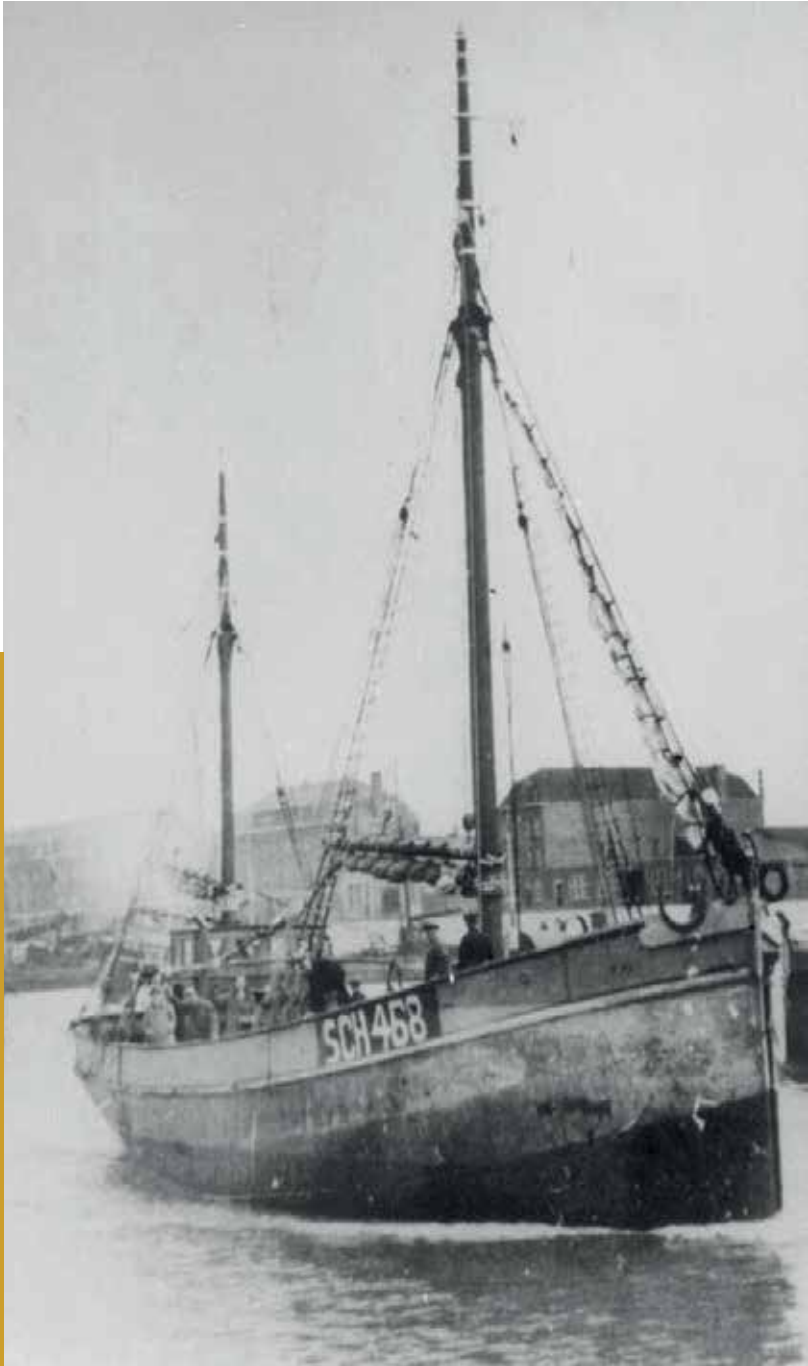
Designed as an elegant launch for occasional canal, river and coastal cruising, this 10m fast launch was built in aluminium and beautifully finished by tender experts Yunique Yachts of Makkum in the Netherlands. The design is based on the workboats attending the American-based J-Class yachts of the 1930s and 12-Metres of the 1950s.

Although this example is intended for the canal system in the Netherlands, with a hull that leaves very little disturbance, she is fitted with a single 230hp diesel engine capable of driving her at 25 knots. Her versatility allows her to get from A to B at speed and then cruise comfortably on arrival.

There's sleeping accommodation for two up forward, a galley and head compartment and her long open cockpit is ideal for relaxation and entertaining. She is also fitted with a towing bitt, so if she comes across a yacht in need of a tow she could undoubtedly oblige!

DIMENSIONS	
LOA	10.3 m
Beam	2.85 m
Draft	0.9m





A UNIQUE CONVERSION

The TRADEWIND project is based on the sturdy, yet elegant classic lines of a restored Herring Lugger, SCH 468. She was originally commissioned as a sailing vessel in 1911 for herring fishing in the North Sea.

Her history is interesting and varied. Her first conversion was from sail to steam. Diesel engines were subsequently installed to bring her up to date and she was later converted to become a sailing charter vessel before being decommissioned in 2010.

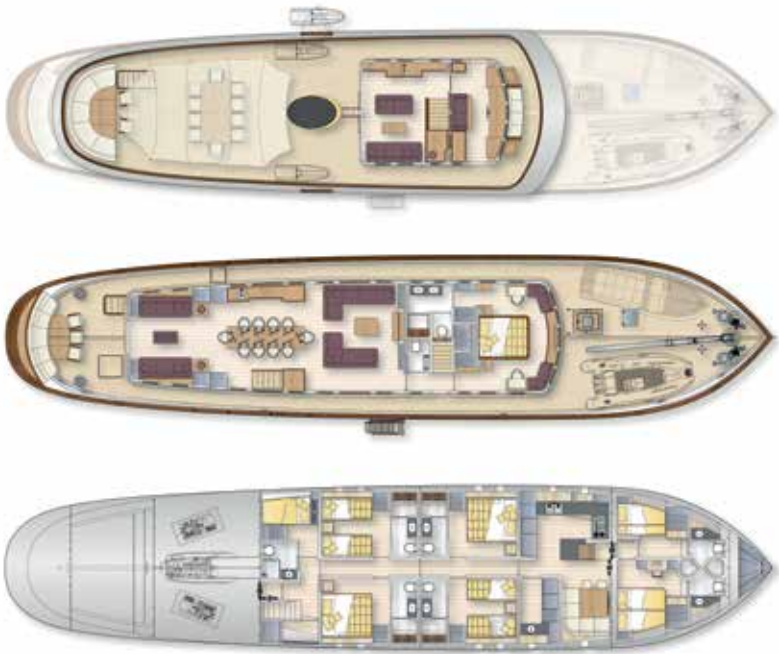
During her life the vessel has circumnavigated the globe several times, proving herself to be extremely seaworthy. She originally measured 26.80m in length with a beam of 6.70m. These proportions proved ideal for a 5m extension, resulting in an elegant hull of 31.70m LOA with an abundance of volume and space.

Hoek Design then drew up a set of plans for the conversion of the vessel from her original lines into a stylish, classic motor yacht. As can be seen from the main drawing, she is now destined to become an extremely attractive motor yacht benefitting from modern systems and finishes. The conversion work is being carried out by SES Yachts in Turkey. The rivetted steel hull has been lengthened in the Netherlands and will undergo further restoration, be fitted with a single engine, plus bow and stern thrusters by SES Yachts. The aim is to keep her technical specification as simple as possible.

The layout is designed around the current watertight bulkhead arrangement and offers three levels of spacious, well-appointed accommodation. The plans shown here are an example of one of the layout options. Possible changes include the galley being moved to the crew area on the lower deck.

This will be a combined conversion and restoration which will result in a unique yacht.

DIMENSIONS	
LOA	31,7 m
LWL	29,3 m
Beam	6,7 m
Draft	2,3 m
Tonnage	160 GT
Range	3000 nm



TRULY CLASSIC 90-4



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

DIESEL ELECTRIC HYBRID TC-90

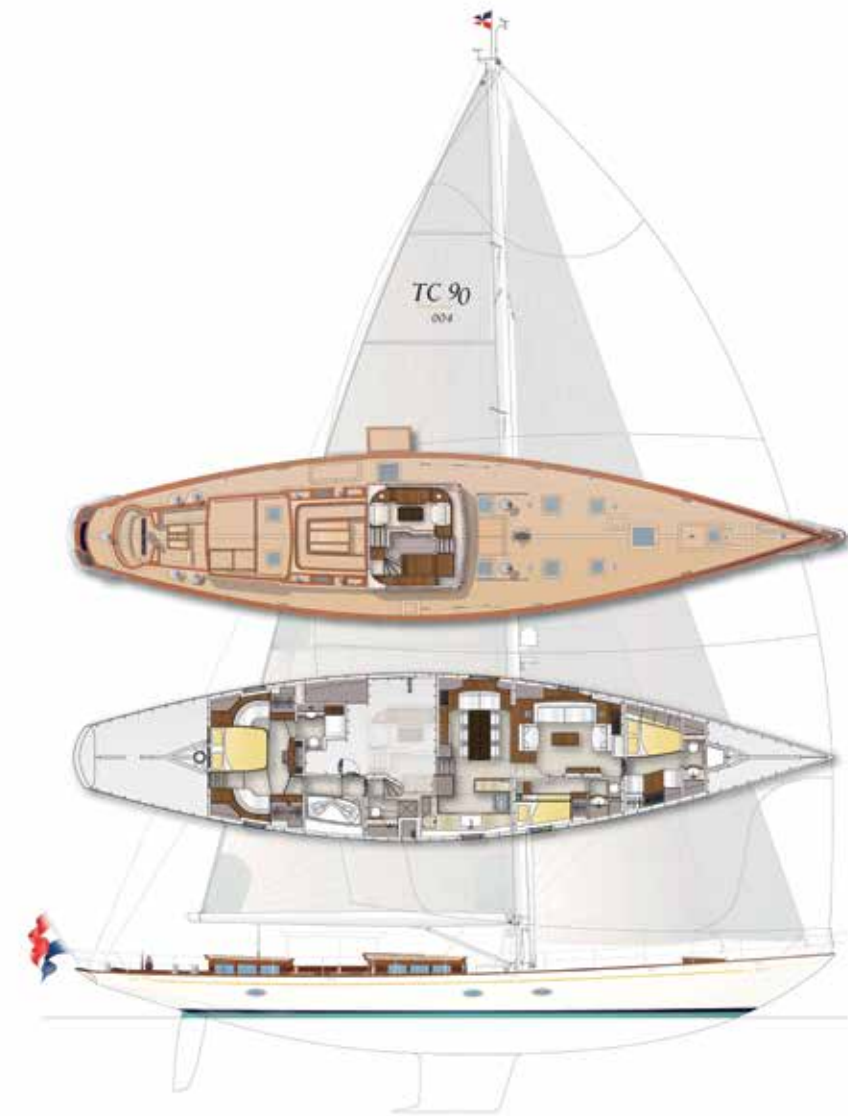
This is the fourth example of the Truly Classic 90 series and she is well under way at Shipborn Yachts in the Netherlands. She is due to be launched in 2022.

Fundamentally, she is a sistership to the three TC-90s already afloat, but this example will be fitted with a diesel electric hybrid propulsion system and a large battery bank.

The owner's accommodation is aft and benefits from direct access to the steering cockpit. A full beam saloon is positioned just forward of amidships.

Guest accommodation is located in double and twin cabins forward, crew accommodation is right forward and is served by a separate companionway.

Plans for hull number five in the successful TC-90 range are presently in development for another client.



77FT PILOT CLASSIC



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

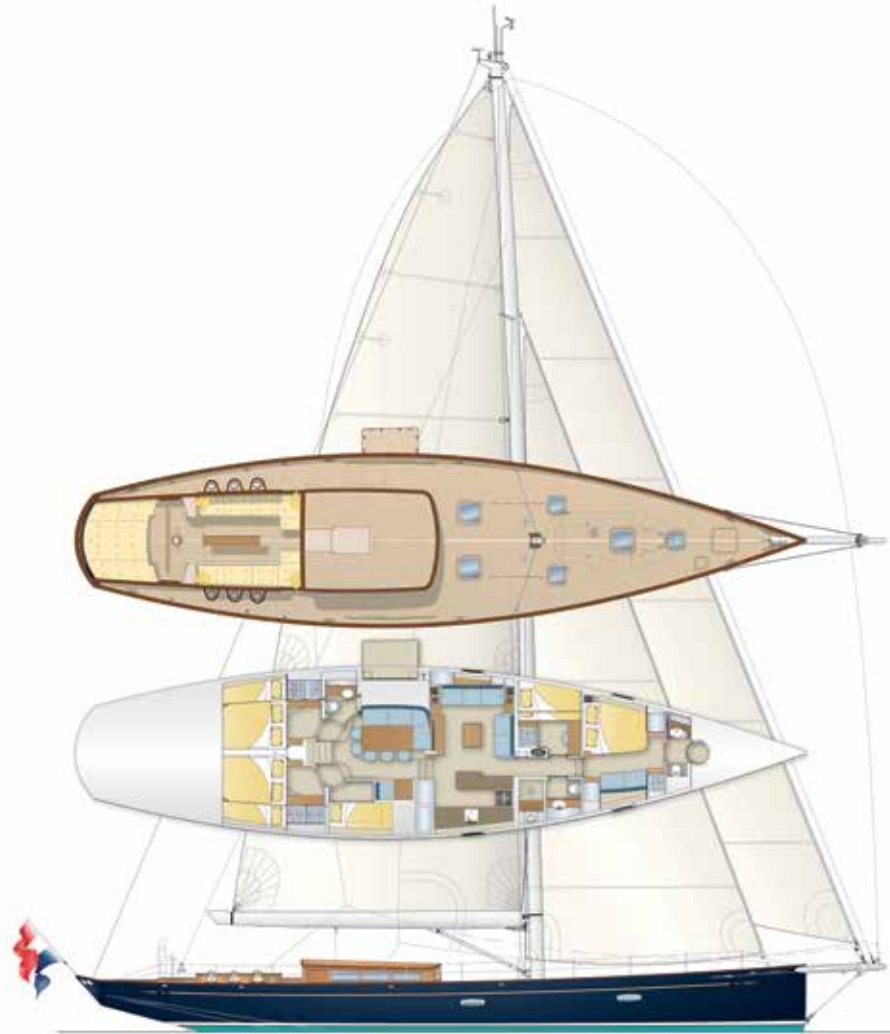
PERFORMANCE CRUISING

The first hull of this new Pilot Classic 77 family cruising yacht design was built at Bloemsma in the Netherlands and recently sold to one of our Dutch customers.

She has been optimised extensively for performance, using the experience gained from a range of previous Pilot Classic designs, some of which can be found elsewhere in this newsletter.

The yacht is intended primarily for family cruising, her layout incorporating a large aft cockpit, a deckhouse with a dining area, two aft guest cabins, a large open plan main saloon, a double guest cabin to port and the owner's cabin forward. A single crew cabin is an option and clients can choose from several interior layouts.

We are working on hull number two for another client. It will feature a lifting keel and hull construction is expected to start in late 2021.



72FT CLASSIC **BARUNA**



DIMENSIONS	
LOA	21.9 m
LWL	15.2 m
Beam	4.5 m
Draft	2.9 m

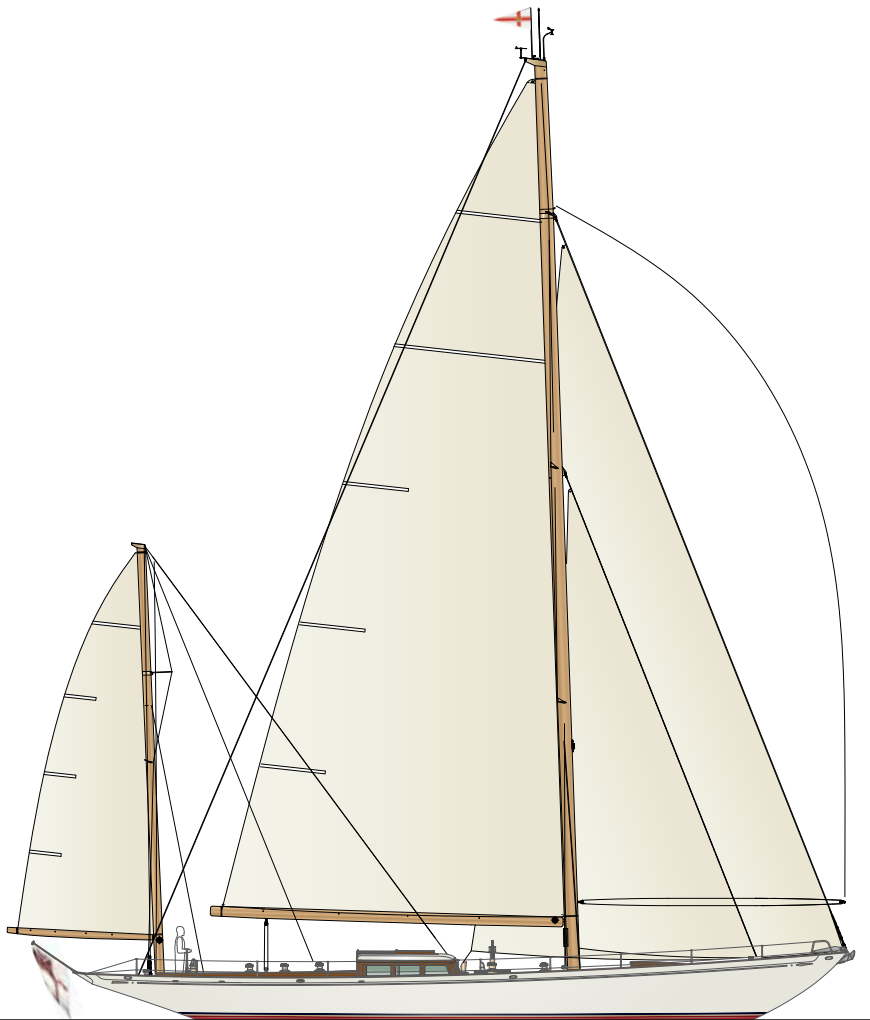
RESTORATION OF RARE S&S DESIGN

We are delighted to be involved in the restoration of the famous Sparkman and Stephens yawl Baruna for an experienced owner of authentic classics. Designed and built in 1938, this classic racing yacht, which typifies S&S design from the pre- and post-WWII era, is similar in concept to iconic yachts like Bolero and Dorade.

Baruna is one of the few famous S&S racing yachts of that period requiring restoration. Since the beginning of the project our office has been responsible for all engineering and technical aspects, including the exterior, interior, ancillary equipment and installations. This required significant research to ensure Baruna remains true to her original design.

We have also been involved in the restoration of the wooden hull structure at specialists Robbe & Berking in Germany. Baruna is built of mahogany and yellow cedar planking on oak frames. Her hull was shipped to VMG in Enkhuizen in the Netherlands, who has been responsible for the complete outfitting of the yacht. She has been restored to an extremely high standard and is one of the foremost examples of current classic yacht restoration.

She is due to be shipped to the South of France in late 2021 where she will step her new spars and undergo initial trials. Baruna is the fourth S&S restoration project we have been involved with, following the famous yachts Tempest, the Huisman-built ketch Yonder and the iconic maxi racer Kialoa 2.



47FT PILOT CLASSIC



NEW CLASSIC NEARS COMPLETION FOR A JAPANESE CLIENT

The construction of this brand new PC-47 design, developed in conjunction with Performance Classic Yachts is nearing completion at Metur Yacht in Bodrum, Turkey. She follows in the wake of the successful PC-66 and PC-55 designs of which several examples have already been launched.

This new 47-footer is under construction for a Japanese client. She is built using high-tech composites with a customised interior layout and interior styling similar to other Pilot Classics built by the yard. The hull design of this new 47-footer is slightly different, has more beam in the stern with a slightly shorter aft overhang. She has the same sized cockpit as the PC-55 but her freeboard is some 80mm lower. This PC-47 will be a welcome addition to the Pilot Classic range which is attracting the attention of a wide range of clients. We are also developing a Pilot Classic 44 in response to an increase in demand. The advantage of this new 47 and 44 designs is that they are being built on a semi-production/semi-custom basis, making them more competitive in the wider production boat market.

DIMENSIONS	
LOA	14.40 m
LWL	11.5 m
Beam	4.0 m
Draft	2.6 m





DIMENSIONS	
LOA	85.5 m
LWL	60.6 m
Beam	15.4 m
Draft	5.5 m



FOR CRUISE LINER, READ LUXURY SAILING SCHOONER

A spectacular project is underway for a European consortium to develop a large three-masted schooner for luxury charter with 36 passengers. The yacht is aimed at a specific sector of the cruising market focusing on high-end luxury sailing for clients who no longer wish to holiday aboard cruise liners with high customer volumes.

There is also a potential environmental cloud on the horizon for the conventional cruise market, so the appeal of a sailing yacht alternative with all the activity and fitness benefits that come with it is considerable. This vessel size to passenger ratio is a niche market in the cruise industry and operators

are keen to develop this sector. The vessel incorporates cabins for 36 guests, multiple deck houses with accommodation for guests, a beach club, cinema, numerous outside and inside dining areas, saunas, spa and all the amenities that can be found in large sailing superyachts.

Finish and features will be to superyacht standards, but economies will be possible with a steel hull and aluminium spars. This magnificent schooner's classic, elegant lines will ensure she enhances the atmosphere of any anchorage and provide her guests with a luxurious and active life afloat.



TRULY CLASSIC 149



DIMENSIONS	
LOA	41.5 m
LWL	30.2 m
Beam	8.1 m
Draft	4.6 m



EXPERIENCE SUPERSAILING
ABOARD THIS MODERN CLASSIC

This yacht is an evolution of our highly successful TC-128 with a length on deck of around 137ft, but an overall length of 149ft including the bowsprit.

This project is also designed specifically for charter, with six luxury double cabins for a total of 12 guests. With the working cockpit aft, there are large seating and relaxation areas for guests abaft the main deck saloon, just abaft the mast and on the foredeck. Her cutter rig allows fast and easy 'gear changing' under sail and her bowsprit will enable Code and asymmetric sails to be set when the conditions are right. There's a lot of clear deck space on this yacht and with her simple rig there should be plenty of opportunity for guests to get involved with the sailing and even steering. Her underwater appendages comprise a fin keel and balanced spade rudder which should provide great performance and a very rewarding experience on the helm. Contract negotiations for the build were underway when this Newsletter went to press. We are much looking forward to being involved with her build.

TRULY CLASSIC 111

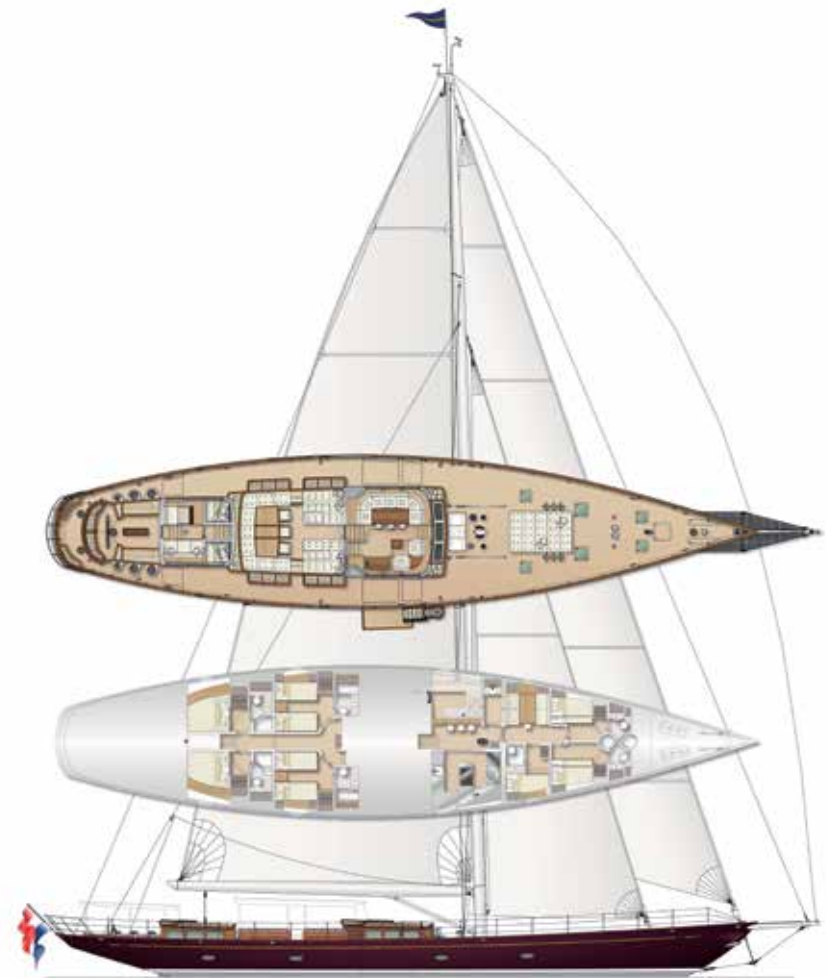
EXCLUSIVE CHARTERING

Another development in the rapidly expanding Truly Classic range is the new TC-111. This particular yacht is also destined for the luxury supersailing charter market and is designed for a maximum of ten guests in four luxury cabins.

DIMENSIONS	
LOA	34.0 m
LWL	24.9 m
Beam	7.5 m
Draft	4.25 m



She is being developed for the same client as the TC-149 and is an evolution of the TC-111 which was more orientated to private ownership in her lay out and specification. The new yacht has been designed from stem to stern, inside and out by Hoek Design and will probably start construction in early 2022.



TRULY CLASSIC 140

DIMENSIONS	
LOA	42,7 m
LWL	31,4 m
Beam	8,2 m
Draft	4,6 m

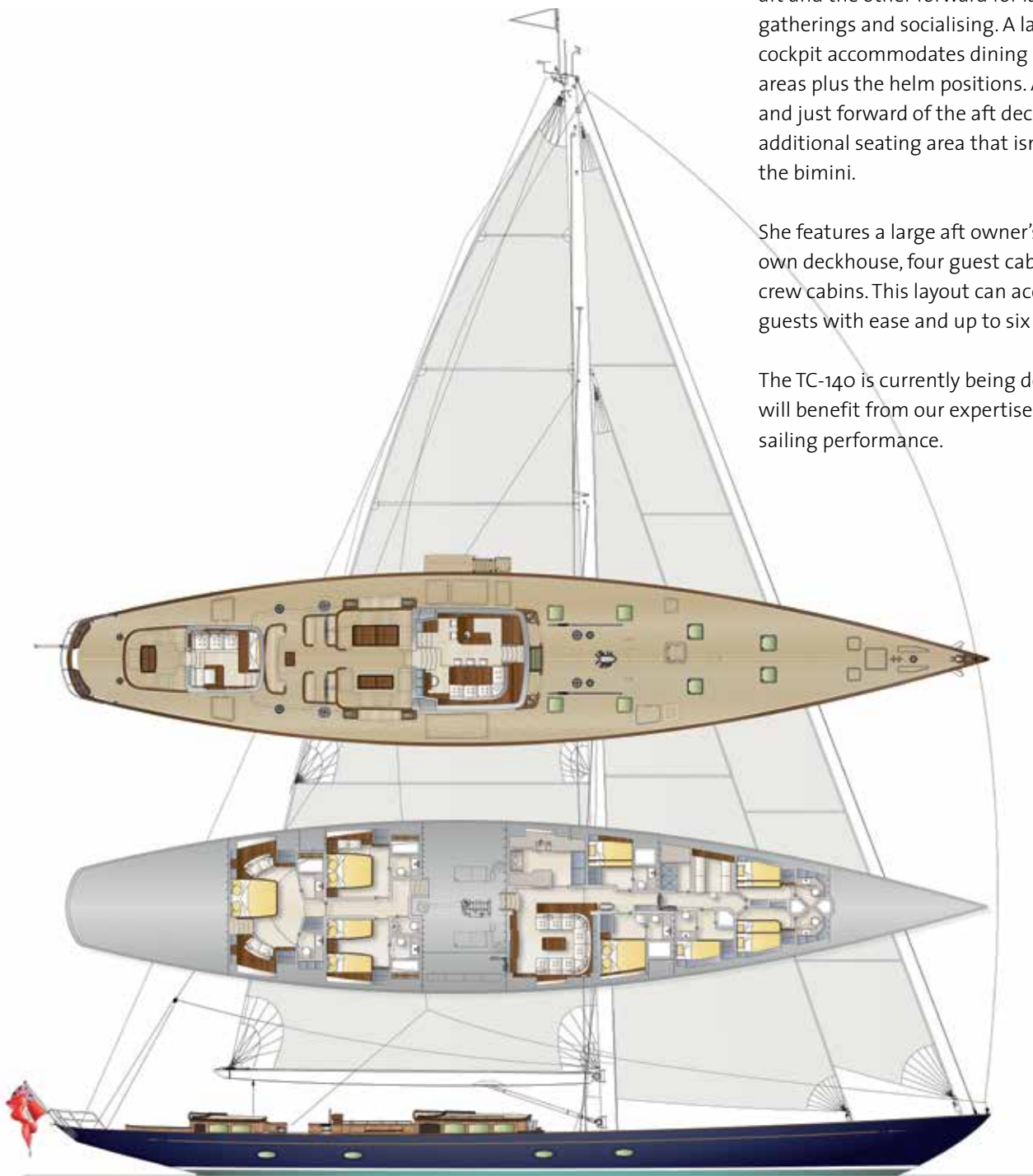
A LARGE FAMILY CRUISER

This latest Truly Classic, measuring 140ft on deck, is a further development of the TC-128 and TC-137 sizes featured elsewhere in this Newsletter. She is for clients who want a family cruising yacht delivering luxury accommodation and an excellent performance.

She is designed with two deckhouses, one part of the owner's private accommodation aft and the other forward for larger gatherings and socialising. A large main cockpit accommodates dining and lounging areas plus the helm positions. Aft of that and just forward of the aft deckhouse is an additional seating area that isn't covered by the bimini.

She features a large aft owner's suite with its own deckhouse, four guest cabins and three crew cabins. This layout can accommodate 12 guests with ease and up to six crew.

The TC-140 is currently being developed and will benefit from our expertise in styling and sailing performance.



83FT PILOT CLASSIC



DIMENSIONS	
LOA	25,2 m
LWL	20,0 m
Beam	5,7 m
Draft	3,8 m

PLENTY OF PERFORMANCE IN THIS CLASSIC

This 83ft sloop, developed for Performance Classic Yachts is an evolution of the successful concept already seen at 55ft and 66ft and will provide her owner with a fast, good-looking cruising yacht which should shine in any regatta.

This will be an all-carbon fibre yacht exploiting the benefits of light weight, stiffness and the ability to create a top class, highly detailed finish to a custom specification. In addition, she will sport a fixed, T-shaped fin and bulb keel and a spade rudder.

Interestingly, those involved in the Mediterranean racing circuits are monitoring the development of this yacht.

The PC-83 displays many of the recognisable features developed by Hoek Design including her plumb stem, an open counter with a taffrail, a low-line coachroof with a contemporary wraparound window, deep bulwarks, a large cockpit with protective coamings and a great steering position.

In addition to two furling headsails, one set off the bowsprit, the other from the stemhead, the PC-83 will also be able to fly Code and A sails. She is fitted with a fixed backstay and check-stays to support the inner forestay.

She can accommodate eight guests in four cabins including two large double quarter cabins with their own head and shower compartments, a starboard-side tiered twin and a separate crew cabin forward.

The owner's accommodation is located forward with a centreline double berth and a head compartment forward. The daytime accommodation focuses on the large main saloon with a U-shaped dining area to starboard, a dedicated navigation area and a saloon and galley area to port.

Natural light is available not only through skylights and the wraparound windows, but also through a number of topsides portholes running the length of the yacht.



EAGLE 70



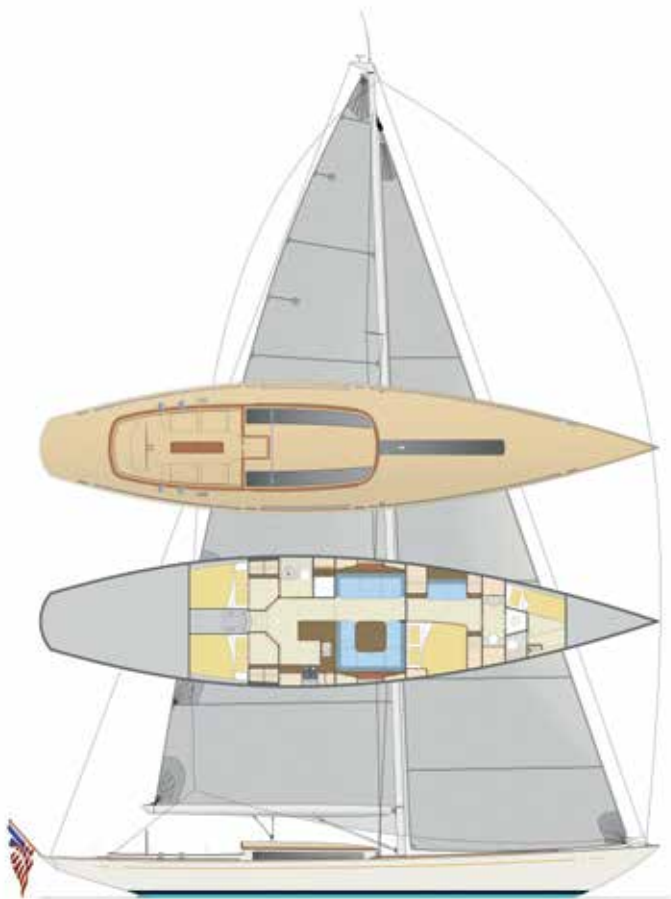
DIMENSIONS	
LOA	21.1 m
LWL	14.4 m
Beam	4.8 m
Draft	3.3 m



OCEAN-GOING PEDIGREE

Leonardo Yachts in Holland has been successful with the Eagle 38 and 54 daysailers, both to our design, and is now offering a 70-footer which is based on the same, very attractive concept, but with ocean-going credentials. Keeping the sailing process simple with controls led back to the cockpit and easy, in-boom furling, are key features of the Eagle range replicated in the 70. Using pre-preg carbon laminates over a foam core in the hull construction, helps keep the 70's displacement to a relatively light 20 tons. Under the water there's a T-shaped torpedo-style bulb suspended on a short-chord fin, drawing 3.10m, and a balanced spade rudder making her easy to handle and as light as a feather on the helm. Her cockpit is deep with comfortable, protective coamings and her winches are accessible to the helmsman making short-handed sailing possible.

Down below, the owner's double is located forward with a small crew cabin ahead of that and double quarter berths either side of the companionway. Her lines adhere to the well-established Eagle style with her wrap-around windows in her low-profile superstructure giving her a touch of classy modernism.



HUTTING 52



ENHANCING PERFORMANCE

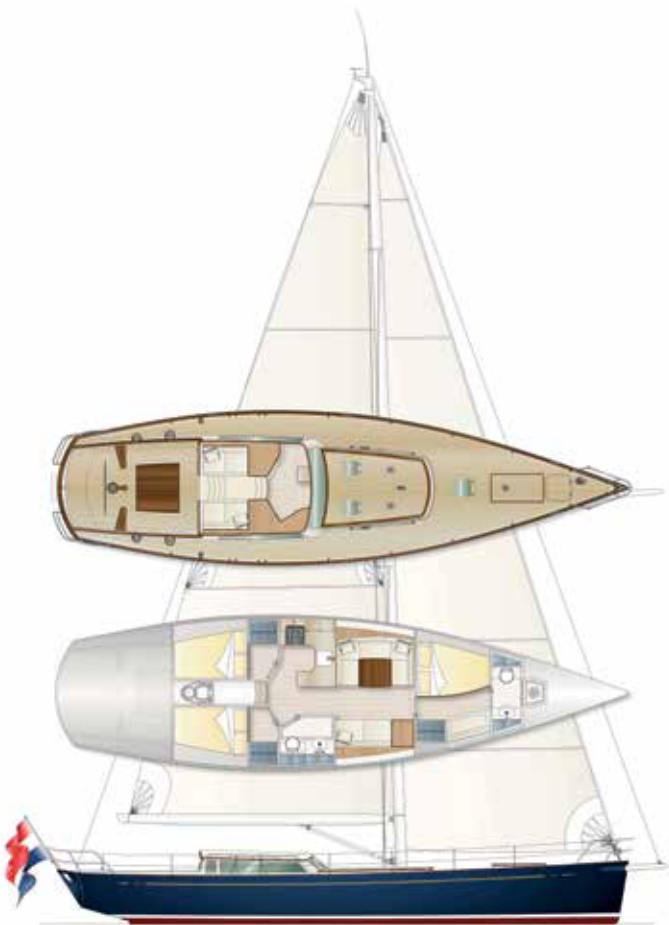
Hutting is renowned for building tough, seamanlike, long-distance cruising yachts to which we have been able to apply our design expertise to sharpen performance. The Hutting 52 is a robust, elegant offshore cruising yacht providing security and performance regardless of the conditions or destination.

When she's heeled, the Hutting 52's waterline length will extend to give extra performance. In light winds the yacht will benefit from her relatively small wetted surface and a retractable bowsprit to carry an optional Code sail or asymmetric. A high aspect ratio jib, combined with a large mainsail with an easy reefing system, makes the Hutting 52 an ideal short-handed sailing yacht.

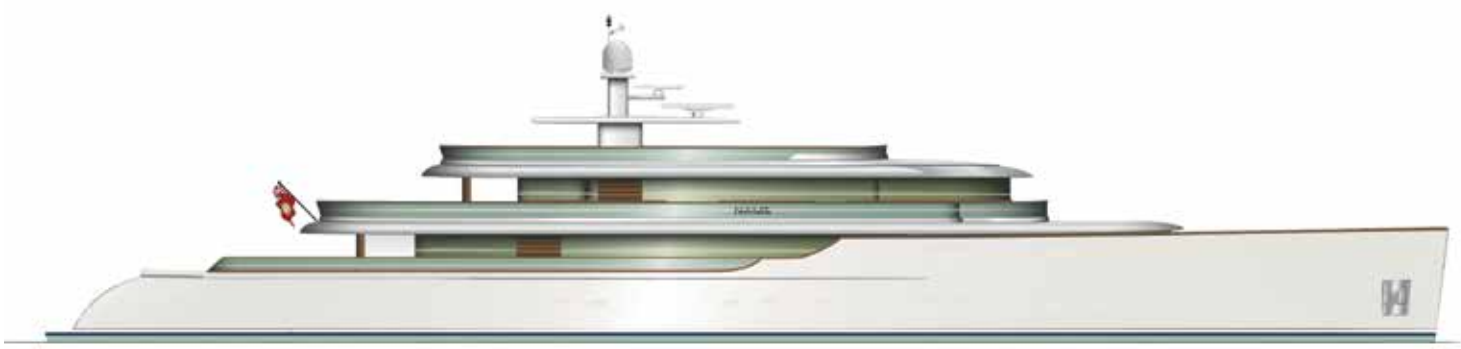
While she will be performance orientated, with a fin keel and spade rudder, she will also feature a large, very comfortable cockpit and a deckhouse arrangement forming the focal point of the accommodation.



DIMENSIONS	
LOA	15.8 m
LWL	12.9 m
Beam	4.3 m
Draft	1.8-3.5 m



70M MOTORYACHT



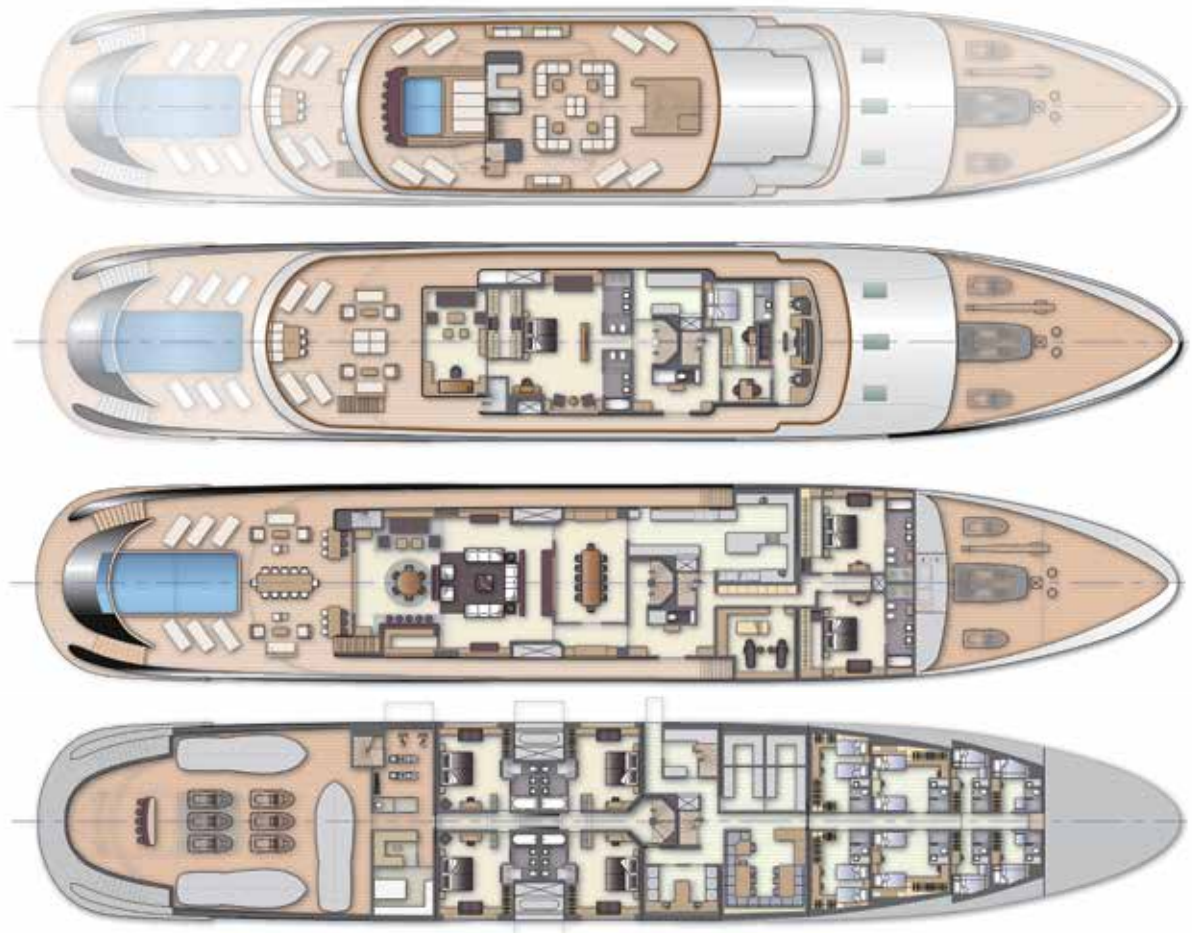
MODERN LINES WITH A CLASSIC TOUCH

DIMENSIONS	
LOA	70,0 m
LWL	66,0 m
Beam	12,0 m

A key aim with this modern motor yacht was to produce lines that wouldn't date quickly by adding a classic touch. Her rounded transom and attractive, almost upright bow help achieve this. Her relatively low-profile superstructure creates a less ostentatious look than is commonly the case in the motor yacht world.

An interesting feature is a private observation lounge/owner's office located at the aft end of the top deck with direct access to the owner's cabin. We have designed 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. We will apply 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 substantial savings through fuel efficiency. By using our computational fluid dynamics (CFD) and performance prediction software, we are able to design a cleaner, less resistant hull shape than one often finds in motor yachts, which should lead to significantly improved fuel efficiency. Interior and deck layout can, of course, be customised.



55M MOTORYACHT



A SUBTLE MIX OF RETRO AND MODERN

This is a distinctive looking motor yacht with a touch of retro about her. A virtually straight stem, an exhaust stack and a long, drawn-out, wide stern blend with her upright superstructure windows and a relatively low profile.

Among her many amenities is a large 'beach club' located on her expansive stern platform with side wing bulwarks that fold down to create a 'beach' experience. On the main deck level there is a large cockpit area with dining and lounging capability and two wide stairways leading to the aft deck and 'beach club'.

Her aluminium hull and superstructure are designed to bring her to just under 500 gross tons in volume, something that will reduce her operating costs including through a reduction in crew numbers.

We have once again applied our naval architecture programs to make her hull easily-driven and her propulsion system very fuel efficient. Her interior layout is fully customised and features a large owner's suite on the main deck, plus a dining and lounge area and galley.

There are five guest cabins, including a full beam VIP cabin, and five crew cabins on the lower deck. The bridge deck has its own lounge adjoining the wheelhouse. Further aft is a large, partly covered sundeck.

DIMENSIONS	
LOA	55,0 m
LWL	52,0 m
Beam	9,5 m
Tonnage	499 GT



55M CLASSIC MOTORYACHT AVALON



APPEAL OF THE PAST

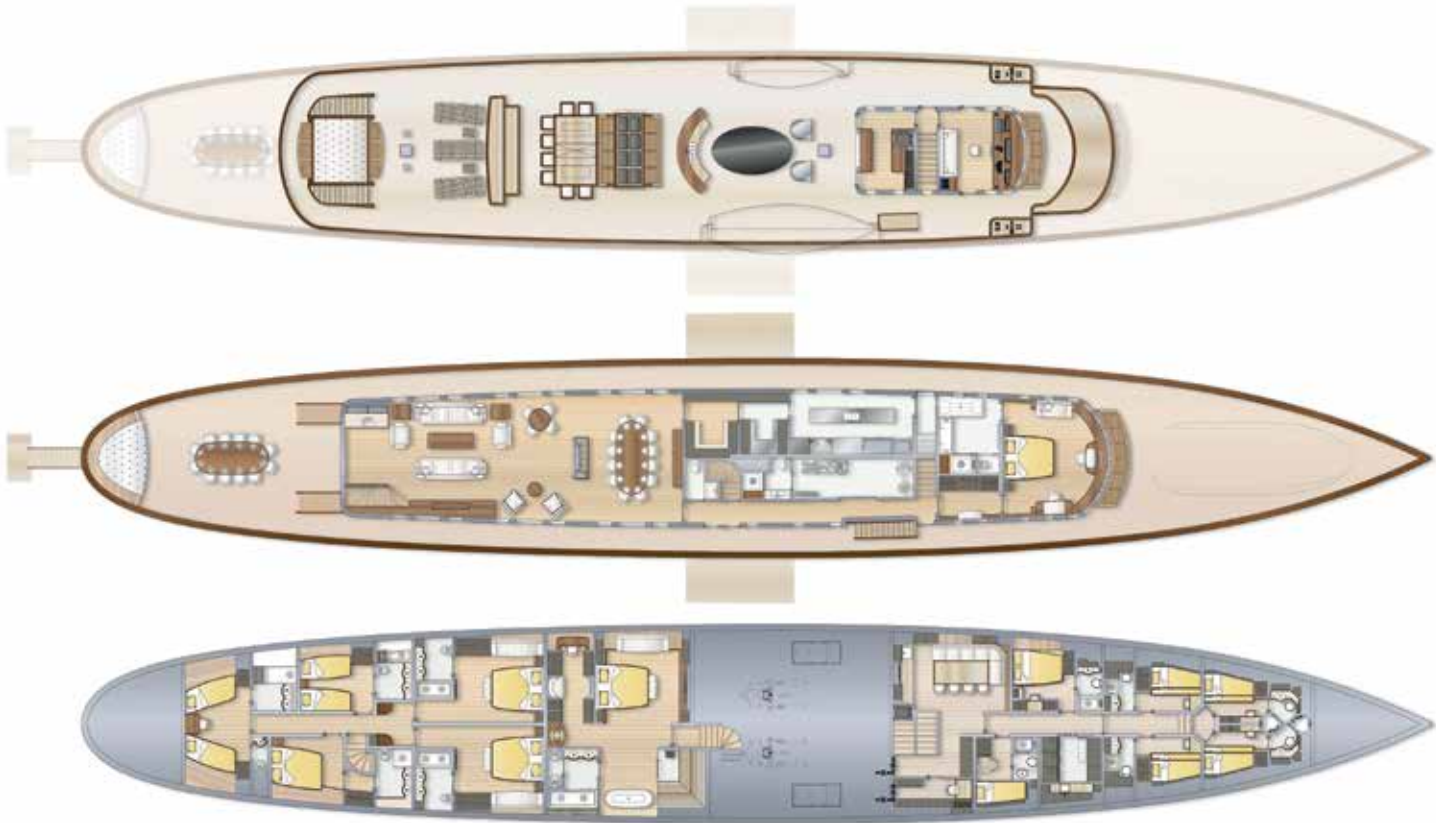
DIMENSIONS	
LOA	55.0 m
LWL	52.0 m
Beam	9.5 m
Draft	2.2 m
Tonnage	499 GT

This magnificent looking 180ft twin screw motor yacht dates back to 1937 when she was designed in the United States by the well-known naval architects, Cox & Stevens of Talitha fame. We hope a modern version will give her another lease of life.



Sadly, the original Avalon was scrapped, but we have been able to access her original design drawings from the Massachusetts Institute of Technology and have adjusted her dimensions, in particular her beam, to incorporate an improved layout and style that echoes the grandeur of yachts that were built in the 1930s.

New exterior and interior layouts have been prepared by us in anticipation of the yacht being built. Our aim is to develop a world class superyacht in a style that is timeless, beautiful and incorporates all the features and quality seen in the best modern superyachts afloat today.



38M MOTORYACHT



GOOD LOOKS AND ECONOMICAL TO RUN

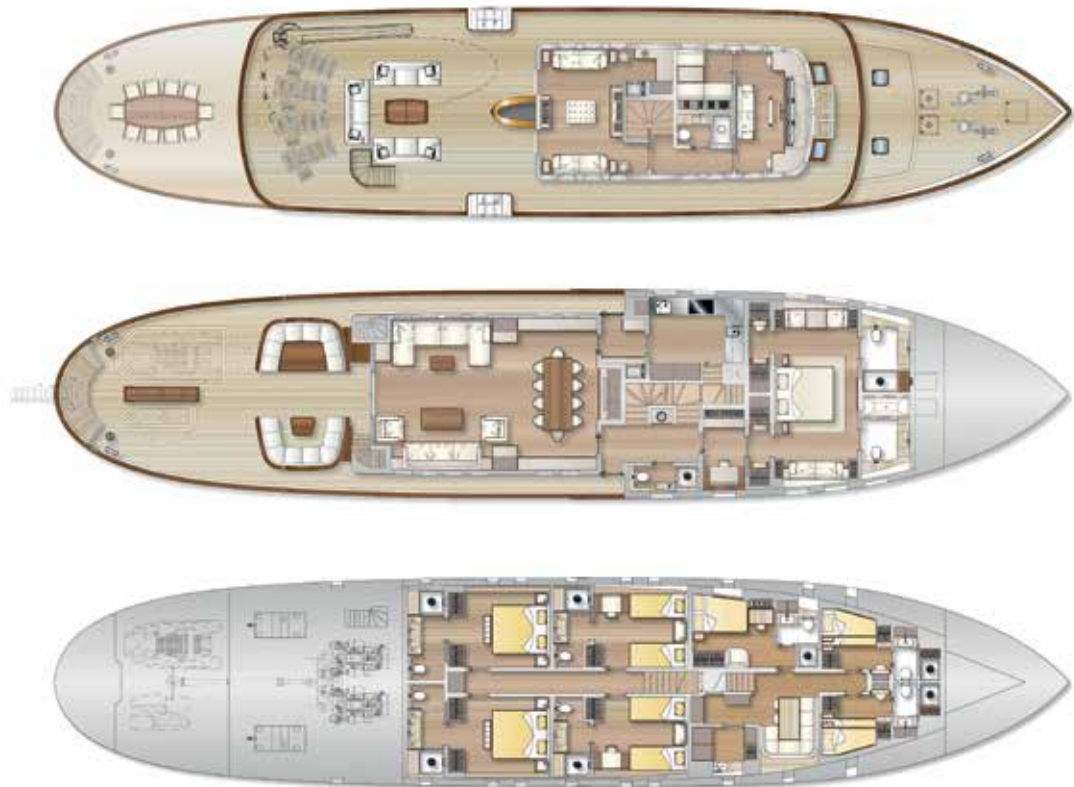
There are features in the look and concept of this yacht which bear some resemblance with the larger Blue II which appears on page 18 of this newsletter, but because this yacht has a gross tonnage of just below 300 GRT, she is more economical to manage, not least because she can operate legally with four crew. This is a concept and size in which a number of clients have expressed an interest.

With just four guest cabins and a large owner's suite, occupants will be able to enjoy the huge amount of space afforded by this design and benefit from the low noise levels maintained by the yacht's hybrid propulsion system.

Alternative accommodation layouts are possible – for instance, the captain's cabin can be located on the bridgedeck.

With her highly efficient propulsion system driving a single propeller, the yacht has a range of about 4000nm at a cruising speed of 10 kts. She is fitted with stern and bow thrusters. As this Newsletter went to press negotiations for the build were ongoing.

DIMENSIONS	
LOA	38.0 m
LWL	35.0 m
Beam	7.6 m
Draft	2.2 m
Tonnage	299 GT



EAGLE 38

SOARAWAY SUCCESS

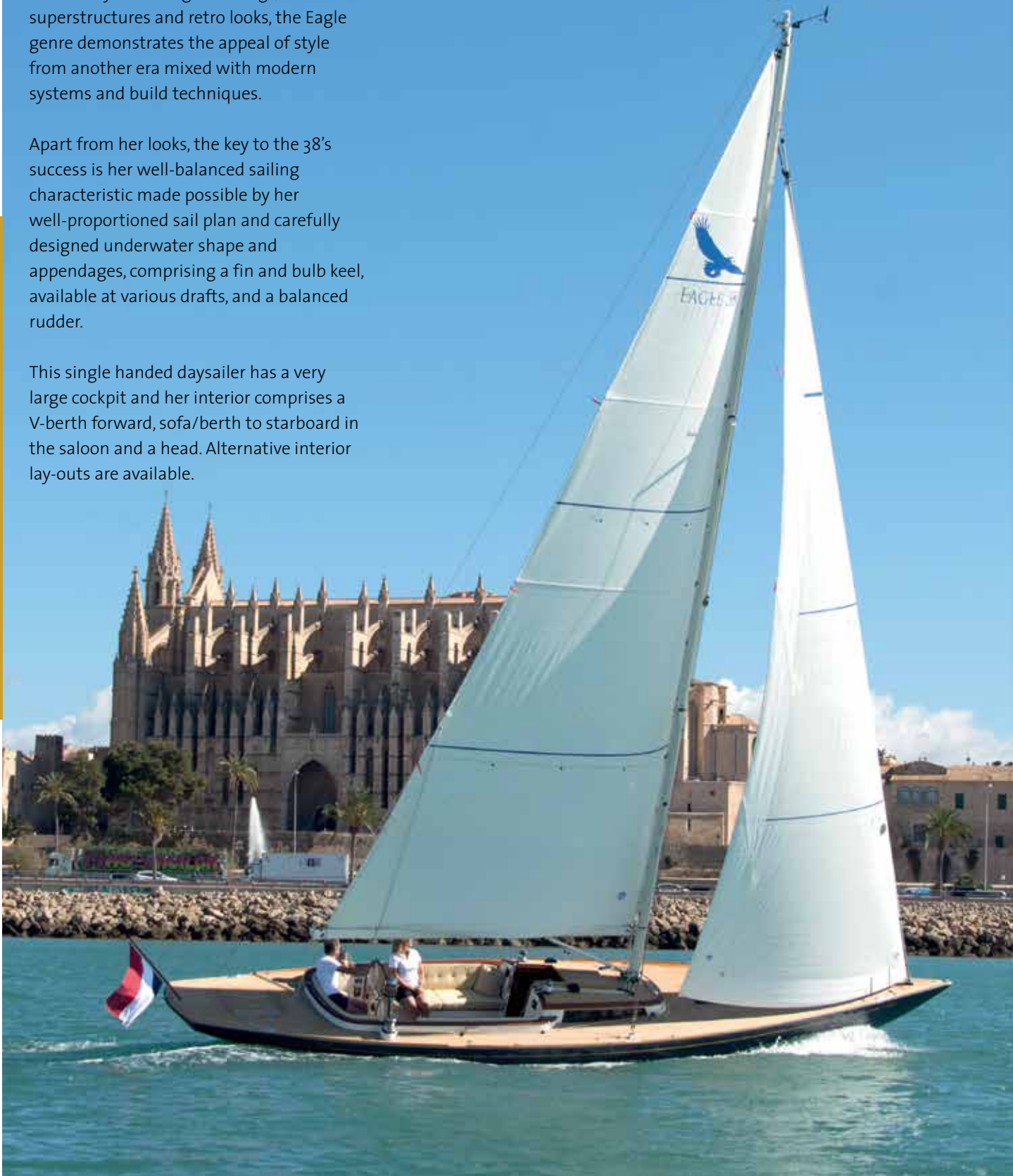
With the 16th hull of the Eagle 38 now available, this series production venture with Leonardo Yachts has been an outstanding success.

Defined by their long overhangs, low superstructures and retro looks, the Eagle genre demonstrates the appeal of style from another era mixed with modern systems and build techniques.

Apart from her looks, the key to the 38's success is her well-balanced sailing characteristic made possible by her well-proportioned sail plan and carefully designed underwater shape and appendages, comprising a fin and bulb keel, available at various drafts, and a balanced rudder.

This single handed daysailer has a very large cockpit and her interior comprises a V-berth forward, sofa/berth to starboard in the saloon and a head. Alternative interior lay-outs are available.

DIMENSIONS	
LOA	11,77 m
LWL	7,80 m
Beam	2,60 m
Draft	1,25 or 1,85 m



EAGLE 54

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



SUPER-DAYSAILER

Our association with Eagle Yachts has involved a number of designs, the most recent of which is the Eagle 70 which features on page 48 of this newsletter. She was developed from this yacht, the Eagle 54, of which a number of hulls are now afloat.

The composite-hulled 54, in turn, was based on the experience gained from our many Truly Classic designs. While this yacht is quite capable of coastal and offshore cruising, her forte is as an easy-to-handle daysailer. At least six 54s have now been launched.

Her classic looks, typified by her long overhangs, clean deck and low-line coachroof, epitomise the Hoek daysailer philosophy and under the water her deep, T-style bulb keel and balanced rudder provide her with a performance second to none. Easy furling for her simple sailplan and a deep, safe cockpit also feature. A number of different interior layouts are offered.

WALLY NANO MK II



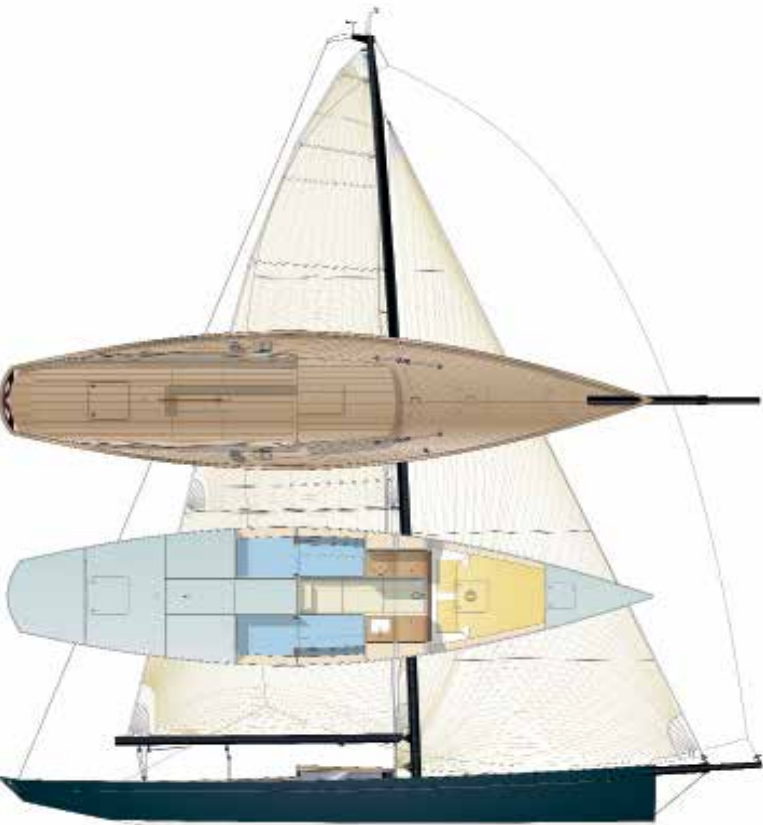
DIMENSIONS	
LOA	11.4 m
LWL	9,0 m
Beam	2.6 m
Draft	1.8-2.6 m

HULL NUMBER EIGHT UNDER CONSTRUCTION

The fifth all-carbon hull of the new Wally Nano Mk II is now under construction at the famous Dragon builder Doornik Yachts in the Netherlands, bringing the total number of Wally Nanos to eight. Standardisation in production is being enhanced with new female moulds for the interior, bulkheads and other carbon parts which will improve efficiency.

Doornik is building the Nano under license from Wally/Ferretti to a design license from Hoek Design. The build quality of the Mk II Wally Nano is to a very high standard.

Wally Nano hull number four was extensively tested by Yachting World and was fully planing in 25 knots of true wind with speeds up to 25 knots under asymmetric spinnaker, demonstrating her exceptional performance! Four Wally Nanos will race in the Wally Class during Les Voiles de St Tropez regatta in late September 2021.



ESSENCE 33



DIMENSIONS	
LOA	10.1 m
LWL	7.8 m
Beam	2.7 m
Draft	1.8-2.2 m

LUXURY POCKET CRUISER

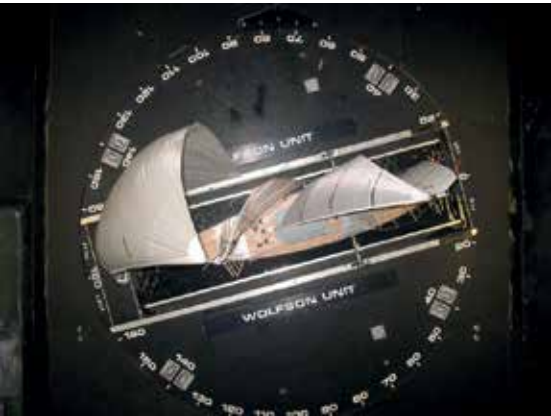
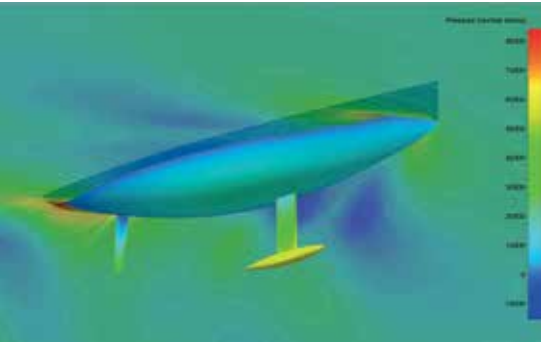
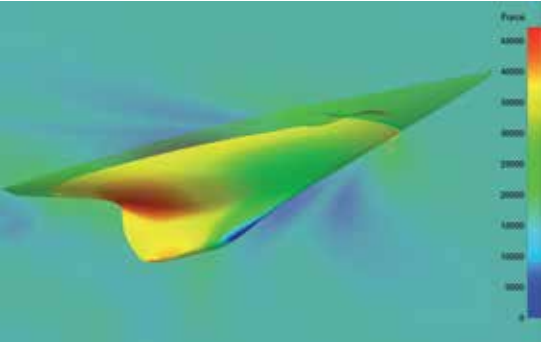
This wheel-steered day sailer-cum-pocket cruising yacht is finished to an exceptionally high standard with teak-capped cockpit coamings, a varnished caprail, pop-up cleats and a top-quality finish below.

The sixth yacht has been sold and a number have been exported to the United States including three to Long Island. Latter versions are built in full carbon and with modern sailcloth they perform exceptionally well. Performance is enhanced by a deep, T-shaped keel and balanced spade rudder.

Distinctive features include an open transom and taffrail, a deep, safe cockpit (the helmsman can sit on the weather deck when sailing upwind) teak laid decks and a bowsprit.

There are diesel and electric propulsion options and the Essence 33 has the advantage of being small enough to be trailed.





PERFORMANCE THROUGH RESEARCH

Research and development have always been at the heart of Hoek Design and have helped shape who we are. Based on our ‘Performance through Research’ philosophy, we have developed and built more than 100 yachts that typically combine traditionally elegant lines above the water with the very latest technologies below.

As pioneers in this field, we have set standards which others have followed. Our software is continuously updated to enable us to focus on optimising performance to the highest degree, along with investing in our team to ensure they are trained to get the most out of it.

The demand for larger and more technologically advanced yachts is increasing. Clients are looking for better performance and variable configuration changes to enable them to cruise and race their yachts easily or reduce fuel consumption. Our team not only makes this possible, but also understands the importance of accurately calculating the loads and the higher demands on systems and deck gear to ensure they deliver not only a beautiful looking yacht, but one which exceeds our client’s expectations.

From our background in sailing yachts, we are focussed on design optimisation of hull and appendages. Our latest motoryacht designs benefit from this experience and fuel consumption has been reduced by optimising hull shape with the use of computational fluid dynamics (CFD). This is a computer program to analyse the three-dimensional flow around the hull and appendages in different conditions.

In addition to developing software programs and performance analysis, we also carry out extensive tank and wind tunnel testing with top industry professionals such as the MARIN Research Institute, the Delft University of Technology, and the Wolfson Unit at Southampton University. We use this data to constantly calibrate and upgrade Hoek Design’s in-house performance software. This gives us the ability to predict performance in different sea and wind conditions to a high degree of accuracy and is the best tool for designing the hull form and appendages for enhanced efficiency.

With our on-water experience aboard many of our designed yachts during regattas and cruising trips with their owners, we have learned what makes the difference in designing exciting new projects.



J Class Lionheart, racing in Newport



180 ft Ketch Adèle, racing in Palma

WE ARE HERE TO SUPPORT YOU

The Hoek Design office has been involved in numerous racing programmes for yachts we have designed over many years. Good examples are the three J-Class yachts Lionheart, Topaz and Svea. Various Hoek Design team members have been part of the race crews on the J’s.

Superyachts like Wisp, Athos, Adèle, Atalante, This is Us, Firefly, Heartbeat, Drumfire, Elfje and many others have been supported by our office, either with racing handicaps, stability calculations, weight distribution and some of the many other aspects of optimisation for competitive sailing.

We are pleased to help the owners of our designs with support for all types of racing, whether it be the Superyacht Cup and Bucket-style events, J-Class competition or more general regatta participation.



157 ft Sloop Wisp, racing in St Barth

REFITS

The support of the Hoek Design team is often requested by existing clients or new owners whose yachts are undergoing refit. This is the most efficient way of integrating changes and keeping looks and structure in line with the original, designed shape. We use our knowledge and detailed technical database for each design together with original drawings and calculations to support refit work. These are some examples of how we have supported major refits:



ELYSIUM

REFIT TC-56, ELYSIUM

In 2019, the new owners of the Truly Classic 56, now name Elysium, made detailed plans for a refit, currently being finalised at Hutting Yachts in the Netherlands. With her new diesel electric propulsion system designed and fully optimised by the new owner's company StokElectric, Elysium is focusing on sustainable and comfortable sailing. Electric propulsion is part of the evolution of the modern aspects of the Truly Classic series, which is characterised by its timeless external looks, modern underwater configuration and use of new materials and technology to improve sailing performance and comfort. Dramatically reduced noise and vibration levels offered by electric propulsion, the reduced use of fossil fuels in diesel/ electric systems and the savings in space, weight and insulation are all steps towards a more sustainable future.



ADÈLE

REFIT 18OFT KETCH ADÈLE

Hoek Design has supported the owners of the 18ft ketch Adèle on a regular basis during maintenance and refit programmes. In 2015/16 Adèle was at Royal Huisman in Vollenhove for a 10-year survey and will be back over the winter of 2021/22 for maintenance work and a Class survey.



ATHOS

REFIT 203FT SCHOONER ATHOS

The schooner Athos, originally built by Holland Jachtbouw in Zaandam, is returning this winter for an extensive refit period following a change of ownership earlier this year. She will be fitted with new furling booms and sails and a third crew deckhouse will be added under the schooner boom. She will also get a stern extension and several interior changes. This amounts to a major programme of work, in which our office has been involved in structural engineering and interior design.



BOAT
DESIGN &
INNOVATION
AWARDS
2021 WINNER

BOAT
WORLD SUPERYACHT
AWARDS
2021 WINNER

Since our last Newsletter a number of our designs have won prestigious design awards.



The TC128-2 Vijonara excelled in 2019. She won the Best Sailing Yacht Award for yachts between 30m and 59.9m at the Boat International Superyacht Awards 2019 in London and also the Best Exterior Design Award in the Sailing Yachts up to 40m category at the Boat International World Design and Innovation Awards, 2019, in Cortina, Italy. The judges appreciated the unity of the profile and deck layout and how the cockpit areas worked. The design allows the owners to enjoy complete privacy in their aft cockpit, while guests can enjoy sailing and helming if they wish, but can also relax in a separate cockpit.

Vijonara's bowsprit offers great versatility for racing and cruising, making it very easy to switch from a light airs to stronger wind sail plan. In light airs, the hydraulic furling Code 0 on the bowsprit is easy to deploy while the cutter rig, with its relatively large staysail, makes it easy to change to smaller sails without reefing.

The Truly Classic 128-4 Halekai, also featured in this Newsletter, was nominated for the World Superyacht Awards '21 in the sailing yachts category.

Sultana, the second yacht built to our 66 ft Pilot Classic design, was runner up at the annual Classic Boat Awards. An all-carbon Performance Classic, she features a distinctive 'Fusion Classic' look which enthused the judges. This yacht is all about performance cruising and features a large aft cockpit and a light and airy New England-style interior.



The 56m motor yacht Blue II won Boat International's Design and Innovation Award 2021 for the Best Exterior Design for Motor Yachts up to 60m. The judges praised the well-proportioned, timeless exterior and were impressed with the lounging, dining and relaxation areas located over multiple decks.

Blue II, also won a major Boat International World Superyacht Award a day before this newsletter went to press. She won the award for Motor Yachts between 500 and 1000 GT with an almost unanimous vote by the judges. They praised her handsome, well-proportioned profile and balanced superstructure, complimented by her fabulous light, panelled interior. She was described as an eminently seaworthy, world-roaming expedition yacht packed with technology for use in high latitudes. She has all the amenities required for a deep ocean-going explorer yacht.

We are very proud that Blue II won this prestigious award in a very strong contingent of nominated yachts.

X

HOEK BROKERAGE
YACHT BROKERAGE & CHARTER



HOEK BROKERAGE, BOUTIQUE BROKERAGE FOR THE MODERN CLASSIC

Our deep knowledge of the modern classic yacht genre has established Hoek Brokerage as the go-to, boutique business for those looking to sell, upgrade or charter yachts in this sought-after sector.

Pieter van der Weide, who manages Hoek Brokerage, said: "The company is also a portal for Hoek Designed yachts, a gatekeeper for the Truly Classic and Pilot Classic brands and for any existing modern classic yacht. Our aim is to realise the proper value of a yacht - we are not interested in 'the quick sale'."

Although our focus is principally on yachts designed by Hoek Design, our specialist knowledge and know-how in the niche modern classic market has attracted fine yachts from a variety of naval architects.

Building client relationships by introducing them to modern classics, sometimes through charter, means those interested in selling or upgrading have time to consider carefully how to optimise a new yacht with, for instance, specific lay-out and styling ideas.

In addition to a number of smaller Truly Classic yachts Hoek Brokerage sold earlier this year, we also completed the sale of the Truly Classic 90 Kealoha, resulting in the yacht being made available for charter. This follows the highly successful charter history of the TC-90 Atalante 1, which was managed by us.

We've sold yachts like the 107ft modern pilot cutter Nyima, which was originally named Christopher's Lighthouse, the 60-footer Callista and, earlier this year, her sistership Nerida, all designed by Dijkstra Naval Architects. We can now report that Nyima and Callista are back on the market through Hoek Brokerage.

Among the impressive yachts currently available through Hoek Brokerage are the 166ft John Alden/Dijkstra-designed Borkumriff 1V, launched by Royal Huisman in 2002 and the 132ft Ted Hood-designed Anakena, also built by Royal Huisman. The attractive 45ft 1931 canoe-sterned cutter Christmas, designed by the celebrated American naval architect Starling Burgess, is also for sale at the smaller end of the market as are a number of Hoek designs from PC Yachts, Eagle Yachts and the Essence and Wally Nano ranges.

"An interesting recent sale involved the 64ft cold moulded wooden Hoek-designed Weatherly, in the USA," said Pieter van der Weide. "We sold her to a UK client entirely by video – the yacht has been shipped to Holland and will be re-launched next year after a refit."

Pieter said that Hoek Brokerage offers a knowledgeable introduction to the modern classic. "We want to be a client's well-informed personal broker and steer clients through a purchase, sale or upgrade, – myself and my assistant Niels Hoek are here to help!" he said.

