











The year 2008 was a buoyant one for Hoek Design and Hoek Brokerage. Highlights included construction getting underway on *Marie*, a sister vessel to the 180 ft ketch *Adèle*, and the launches of the spectacular 175 ft sloop *Erica XII*, TC90 *Kealoha*, TC65 *Mozarek*, TC68 *Kingfisher* and racing Iemsteraak *Aphrodite 4*. We will also remember 2008 for the development of two new motoryacht projects, including the widely praised Hollander project for Holland Jachtbouw.

In the spring of 2008 Ineke van Wierst decided to step down as MD and shareholder of Hoek Brokerage, handing over the helm to Pieter van der Weide. Ineke had a strong desire to spend more time with her family after many years of hard work, and we celebrated this fact with a memorable party that many of you attended. A special thanks for all the generous donations you made to War Child as requested by Ineke.

Pieter van der Weide is also a well known figure in the yachting industry and a familiar face among the Hoek team. Pieter worked for us before in the 1990s as a project manager with Dutch Built, a yacht construction management company that was previously part of our business. His experience also includes owning shipyards in The Netherlands and New Zealand and managing companies such as ECB, the Dutch certification body for CE and IMO classification.

Another milestone was reached in our corporate history when Ruurt Meulemans became a partner in the business. Ruurt has worked for Hoek Design for over ten years and is technical director of the design office. Pieter van der Weide also joined as a partner, broadening the base of our business.

It is a business that covers a wide spectrum of the yachting world. I was delighted to receive the International Super Yacht Design Award for our work on *Kealoha* (see page 5), which serves as a reminder of the continuing success of the Truly Classic concept.

But we are also making waves in many other areas. Take the racing scene for Dutch traditional leeboard craft, for example. Yachts such as *Fidelia*, *'t Vliegende Hart*, *Daniëlle* and *De Watergraaf* have all become Dutch Champions in the past. And the new *Aphrodite 4* won her first three major regattas in 2008, including the Dutch Championships within two months of her launch. This instant success is sure to serve as an impulse for further new constructions in this sector.

At the other end of the scale, we are heavily involved in the revival of the J Class (page 14) with four new J's under construction or about to start and with more on the horizon. We are fortunate to be able to leverage on the experience we have gathered over the years on more than 60 classic designs in lengths of up to 210 ft. The re-emergence of the J Class yachts is a dream come true for many, including our team. And dreams are what fuel this wonderful industry of ours.







## 175 ft Erica XII

The yacht *Erica XII* is an all-new design completely tailored to the wishes of a highly experienced client. As the 12th custom yacht the owner has built, he knew exactly what his requirements were. This made for an extremely smooth project by the same team that was responsible for the construction of *Adèle*, namely Vitters Shipyard, MCM as owner's representative and our office as architects. Highlights of the design brief included push button sailing with in boom furling systems, large cockpit areas, four equally sized guest cabins and an aft owners' cabin with ensuite private deckhouse, storage for the crew tender below decks, four crew cabins with a dedicated mess, galley and crew cockpit. We developed the interior layout in close cooperation with the client, with Redman Whiteley Dixon being responsible for the interior styling. *Erica XII* sports a high modulus carbon Southern Spars package with Future Fibres PBO rigging, and is presently the largest sloop-rigged sailing yacht with this package. Her performance has been heavily optimised with our velocity prediction software.







## TC 90 Kealoha (winner of the International Superyacht Design Award 2008)

The Truly Classic 90 *Kealoha* was the 17th Hoek designed yacht to be built by Claassen Jachtbouw in the Netherlands. This yard is also building the TC78, TC90 and TC114 (the new and largest Truly Classic) in semi series. Hulls are built on spec so that a yacht can be completed within 14 months of an owner signing a contract. A new feature on *Kealoha* is the double deckhouse and double cockpit layout, which creates a super aft

owners' cabin, three guest cabins and separate crew quarters for two. The yacht is rigged with a carbon Offshore Spars and slab reef systems on a Park Avenue type boom. She has a relatively deep keel with a wide bulb and spade rudder.

After her successful launch *Kealoha* embarked on a Mediterranean trip last summer around Greece and Turkey, before heading for the Caribbean regattas. A sister vessel is presently under construction, the TC90-2 *Atalante* will launch in the summer of 2009.







## TC65 Mozaïek

The hull of this fourth TC65 was originally built by Holland Jachtbouw and the yacht was then finished in Bodrum, Turkey, by Metur Yachts. She features magnificent teak joinery work inside and out, with a retro interior design, simple classic panelling, leather floors with stainless trim and carbon work tops. The interior was finished in a material that protects the wood against stains while giving a natural and bare appearance. This creates a special atmosphere inside.

*Mozaïek* steps a tall four spreader carbon rig (superbly built by Southern Spars), a Park Avenue boom and a North Sails suite. With a fixed keel of 2.4 metres she can also go into shallow bays within her cruising grounds around the Mediterranean.







## TC68 Kingfisher

*Kingfisher* is a further development of the TC65s built to our designs, now extensively optimised for performance. Among the many new ideas incorporated are a lifting keel that varies the draft between 2.4 and 3.8 metres. *Kingfisher* carries a tall carbon Hall Spars package and North Sails. The hull design was further fine tuned and is slightly lighter, narrower and slimmer than the previous 65s. Longer overhangs give her a total length of 68 ft. A classically styled interior by Hoek Design, with raised and fielded panelling throughout, contains an owners suite, two guest cabins and a deckhouse with dining table and navigation station. The cockpit is sheltered by the overhanging roof and has a large dining table.

*Kingfisher* is the 4th yacht to our designs built by Aluboot in Hindelopen the Netherlands. They previously built the TC56 *Princess of Tides*, the TC73 *Dixbay*, and the custom 70ft *Noordhinder*. In January of 2009 the yard will start with the hull of an 85 ft pilot classic design from our boards.



Truly  
Classic  
"KINGFISHER"

HOEK DESIGN  
CLASSIC YACHTS









## 36 ft Wally Nano

A superb collaboration between Wally and Hoek Design, this Retro Pilot Classic design has featured in almost all yachting magazines. She is being series built by Wally and ten more yachts are under construction.

The *Wally Nano* is the first classically styled day sailor of this size and style, and has many unique new features. Her carbon hull, Hall Spars package, North Sails carbon 3dl sails, choice of draft, enormous cockpit layout, sexy bowsprit and long stern overhang make for a unique yacht.







# Under Construction

## 208 ft schooner Athos

Athos is under construction at Holland Jachtbouw and is the 25th yacht that this leading Dutch yard has built to our designs. Slated for launching in late 2009, she will have many new features both in her hull design and construction. The shallow draft, beamy V shaped hull and keel centreboard configuration was intensively tank tested at the Marin laboratories. Her structural design was optimised using finite element modelling techniques, and her Rondal spars package with furling booms features a new system whereby the furling booms will support mainsails with a large roach. The latter is a unique feature that was first tested on the owner's previous (Hoek designed) yacht, where it worked flawlessly. Athos will also take part in fun races and have a sails wardrobe by Doyle. The entire interior design is also by our office and features a raised and fielded classic interior with large crew and guest accommodations. A full height engine room runs over much of the lower deck, offering space for twin main engines, generators and much more besides.

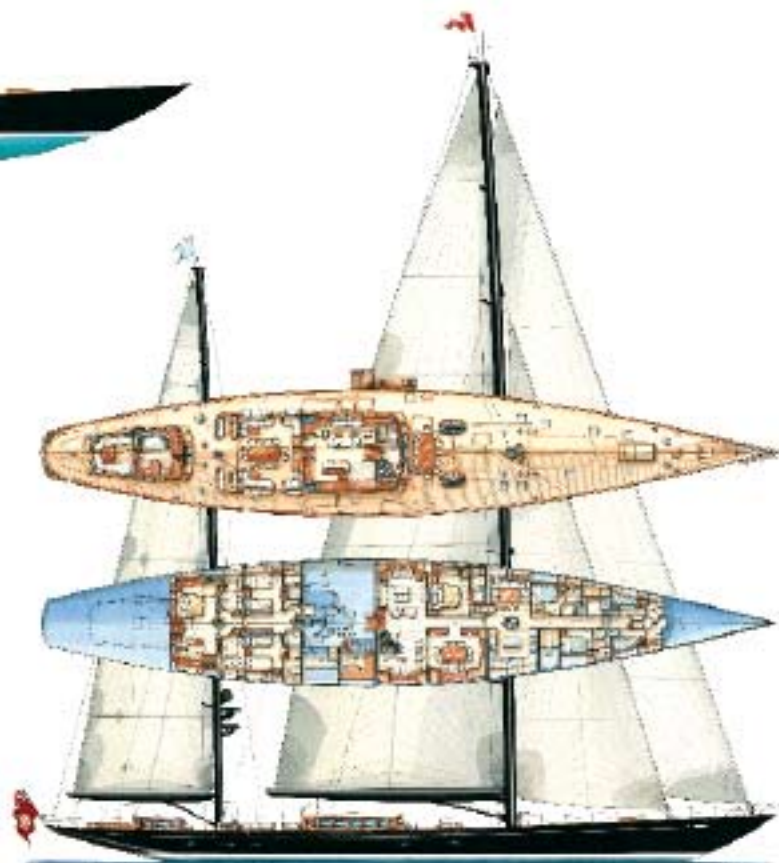






## 180 ft ketch Marie

*Marie* is a sister vessel to *Adèle* and incorporates many new features both inside and out. The sixth superyacht to our design built by Vitters Shipyard, she will have the same hull, keel and rudder design but an entirely original interior and deck layout. Carbon spars and fibre rigging will result in a higher righting moment and better upwind performance. On deck *Marie* will have two deckhouses instead of three, the main deckhouse being considerably larger than on *Adèle*. The interior layout is by our office, with the New York offices of David Easton taking care of the interior styling. Light, roomy and warm, *Marie's* anigre interior will be very different to anything currently out there. The yacht is scheduled to launch in 2010.

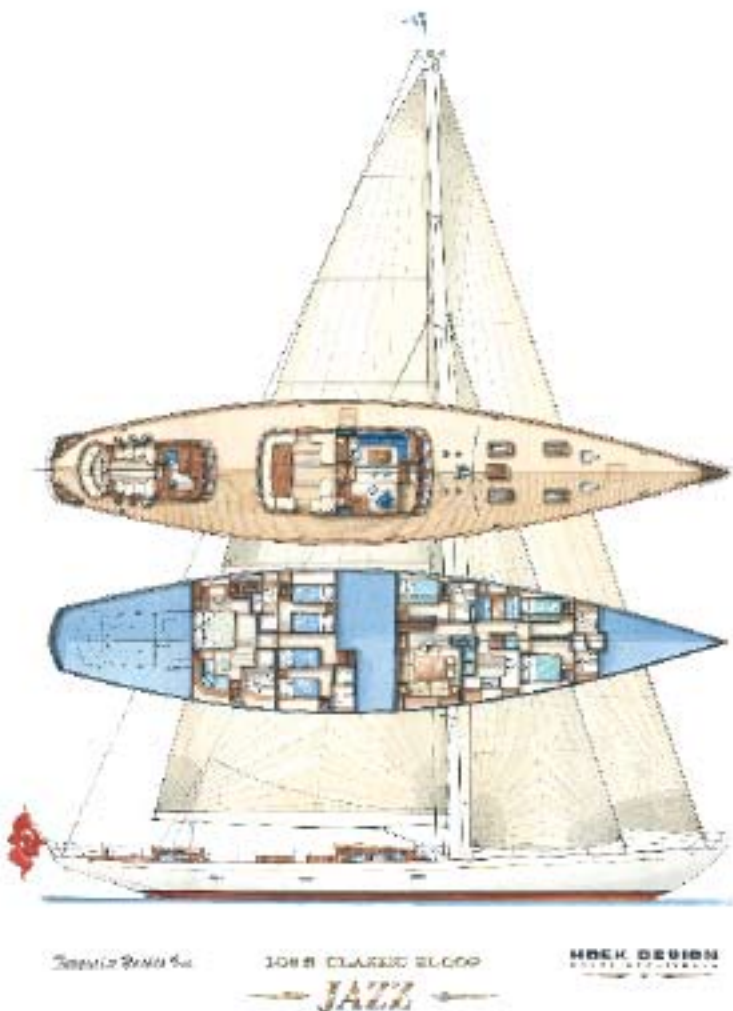


VITTERS  
SHIPYARD

*Marie*  
180ft CLASSIC KETCH

HOCK DESIGN  
ARCHITECTURE





## 101 ft modern cruiser racer

This fascinating project is under construction for Leisure Marine Middle East LLC at the Nedship yard in Antalya, Turkey. The first hull has been completed. Female moulds have been made for both hull and deck for series production. The complete structure will be in high tech carbon fibre. The second hull will be the first production boat and is due for launch in the autumn of 2009.

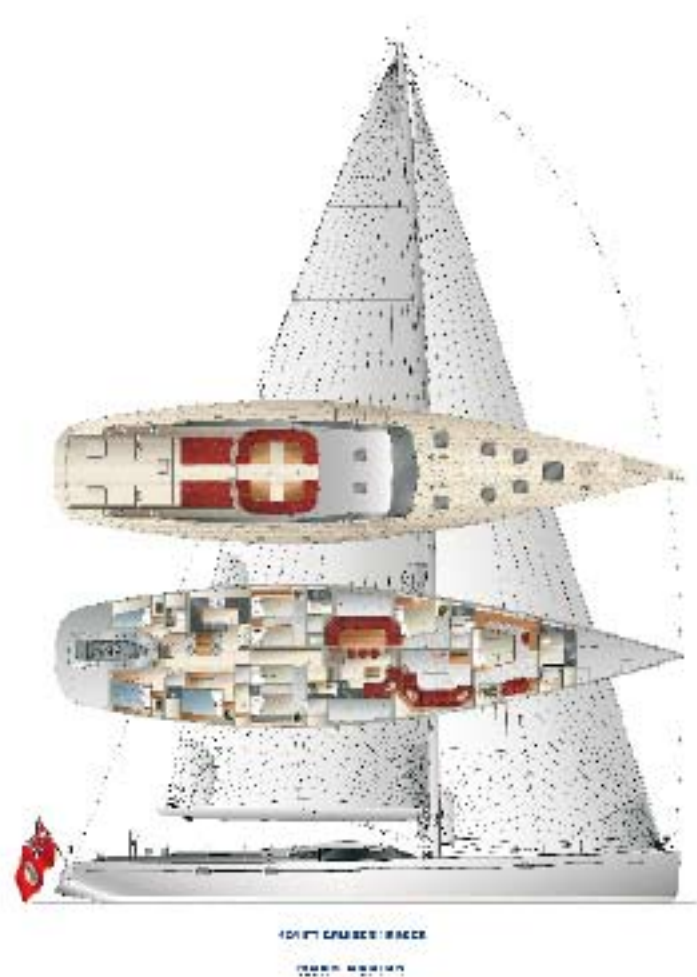
The design of the yacht was extensively optimised for racing and cruising in the Mediterranean as well as the Gulf and Caribbean. It features a planing knuckle in the aft part of the hull similar to the Volvo 70s. The carbon hull, deck, spars, rudder and keel fin have resulted in a yacht with a light displacement of 78 tons. The rig will be carbon Offshore spars and optimised to race under IRC.

The interiors are also designed entirely by our office and will be in bare teak with wengé floors. Unique for a yacht of this size, the deck layout features a huge cockpit with double dining tables, sun beds and a vast sailing cockpit aft. The glass wraparound windows are topped off by stylish air intakes.

A four-metre draught, light hull, tall rig and high righting moment mean that this cruiser will turn heads on the race course as well as in the major cruising areas.

## 108 ft sloop Jazz

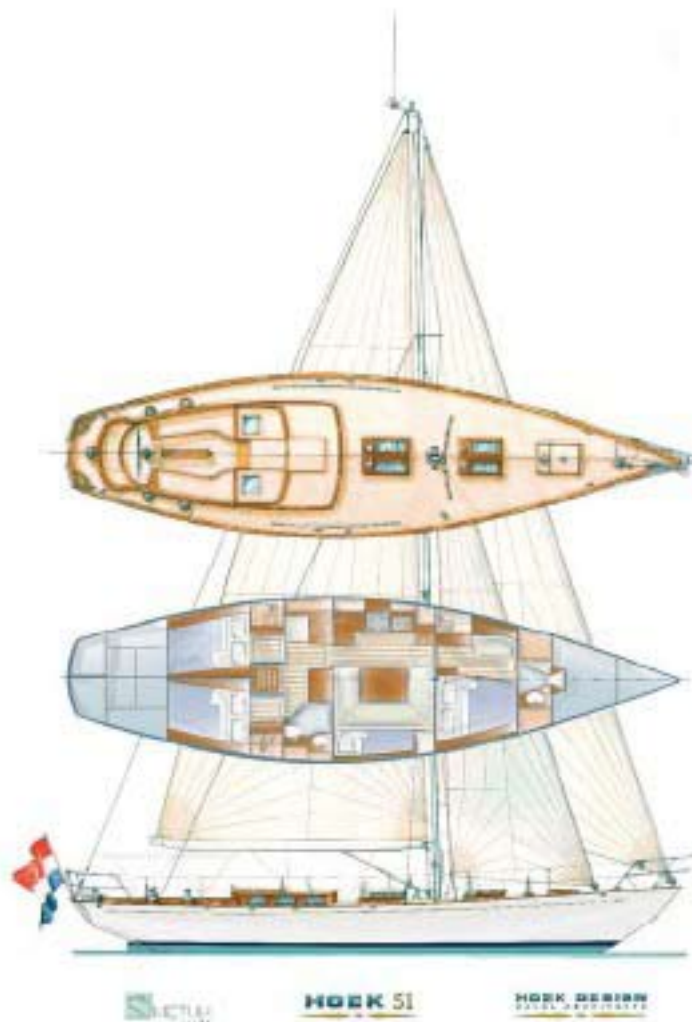
Jazz is a custom 108 ft design presently under construction, for one of the owners of the renowned Proteksan yard in Tuzla, Turkey. Built in cold-moulded epoxy, she will have a poured lead bulb bolted to the fixed keel. The unique construction relies partly on mahogany strip planking covered by layers of mahogany and a glass layer on top. The wooden structure will be integrated into the interior, which has been classically styled by our office with panelling throughout. An aft owner's cabin, three guest cabins and two crew cabins with separate crew mess will be topped off by a large social central deckhouse and an aft crew deckhouse with navigation station. Jazz's aluminium Dokar mast will fly Doyle sails. She is due to be launched by early 2010.





## TC90-2 Atalante

The second TC90 is presently under construction at Claasen Jachtbouw. Although she is a direct sister to the award winning *Kealoha*, with which she shares an identical hull, keel, rudder and sail plan, *Atalante* has a customised interior and deck layout. She will sport an Offshore carbon spars package outfitted by North Sails. *Atalante's* interior design is also by Hoek Design, with raised and fielded mahogany panels, an owners' cabin with direct access to the aft cockpit, three guest cabins, two crew cabins and an amidships social deckhouse with a dining table and navigation station. *Atalante* will be the 18th yacht completed to one of our designs by Claasen Jachtbouw and is set for launch in 2009.



## Hoek Classic 51

This custom project is presently under construction at Metur Yachts in Turkey. A cold-moulded hull with composite deck and cockpit are topped by a magnificent teak deck, and the superb joinery craftsmanship in evidence on the TC65 *Mozaiëk* is further fine-tuned in this yacht. We have fully utilised all the experience gained in the previous seven sister vessels to thoroughly enhance this design. An improved interior layout with anigre joinery, a deeper keel of 2.4 metres, taller sail plan with spreader angled spars, and many other features normally only seen in larger yachts are being incorporated into this model.

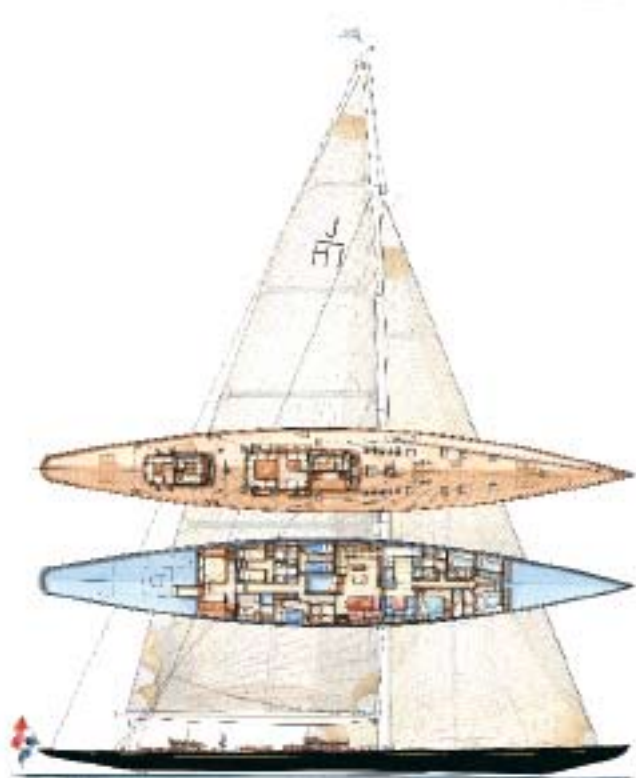
The Hoek 51 will have a Volvo 75 hp sail drive, simple technical installations, and aluminium spars. The yacht is for sale through our brokerage department and delivery is planned for the spring/summer of 2009.







# J Class yachts



LIONHEART

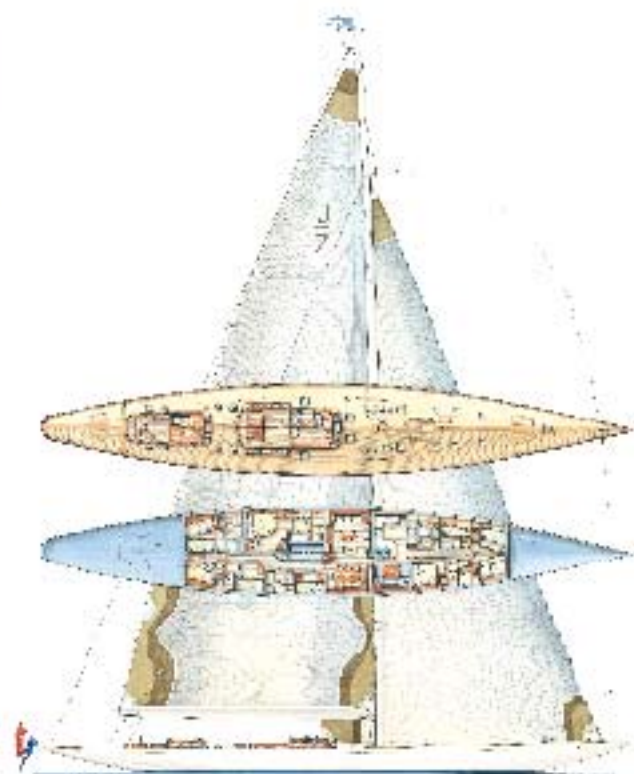


## Lionheart

*Lionheart* will be the first Hoek-designed J class yacht to hit the race course when she is unveiled in early 2010, and the first fruits of our lengthy research into the optimal J hull shape. Specific velocity prediction software was developed by our office jointly with Piet van Oossanen to determine the exact performance of specific J hull shapes. Tank testing data for a six-metre J class model was used to calibrate the software. All existing and potential J class designs were run through this software to determine the effects of different hull shapes on performance. The five best models were subsequently also analysed by so-called Computational Fluid Dynamics software. Four yachts are under construction at the time of writing thanks to this successful research.

*Lionheart's* original hull design was one of the lines plans made for the Ranger syndicate in 1936. Although never built, our research showed that this design was very promising. The yacht has been extensively optimised by our office with the abovementioned VPP software for racing under handicap and line honours. She is presently being outfitted by Claassen Jachtbouw, and will feature a retro-styled interior in whitewashed teak with leather floors. *Lionheart* will be the 19th yacht to be launched by Claassen Jachtbouw to our designs.





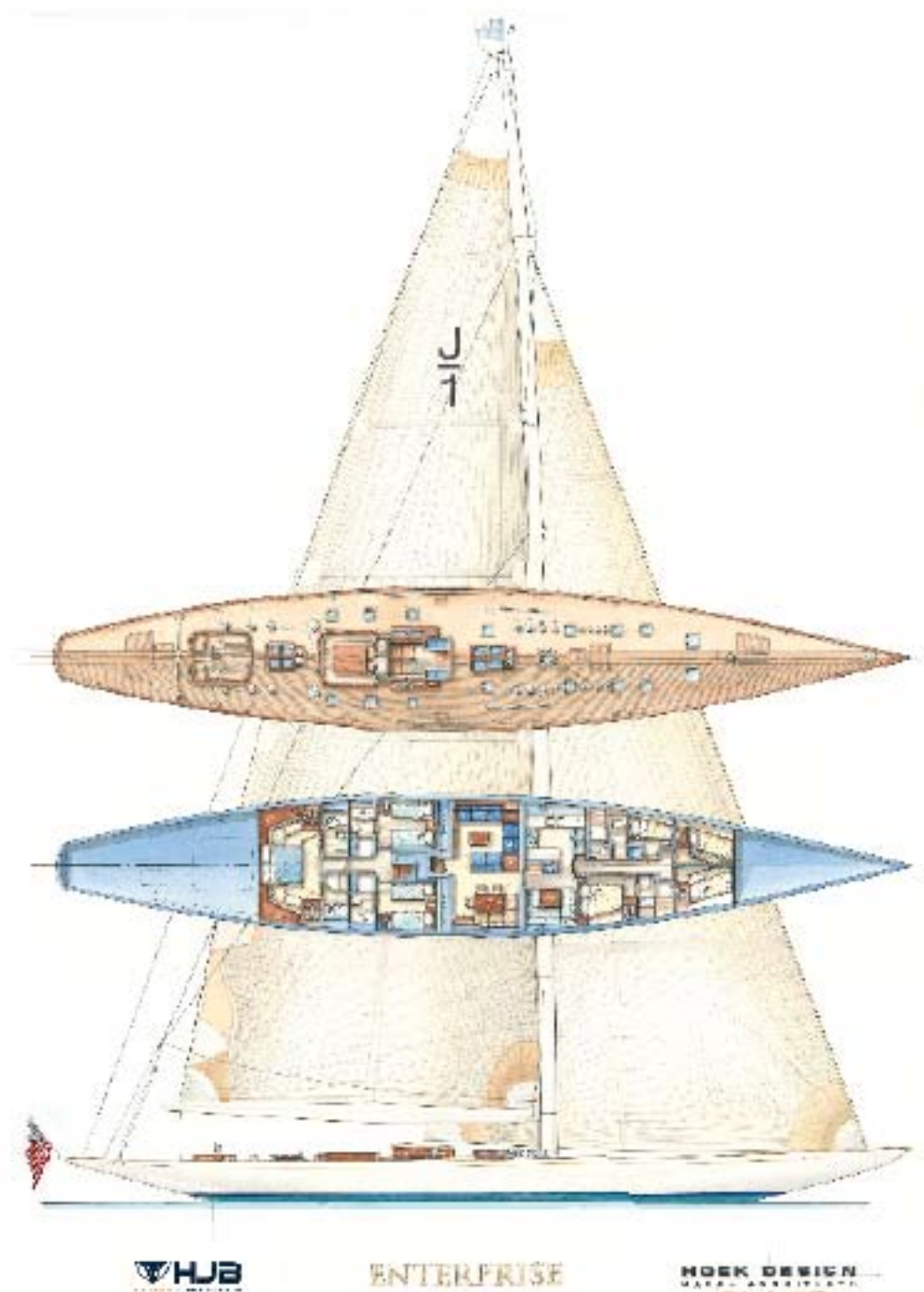
ATLANTIS

HOKK ORRIS  
ARCHITECTS

## Atlantis

Originally designed by Frank C. Paine of Yankee fame, *Atlantis* is another stunning, lightning-fast J Class yacht. Although this design had never been actualised in the past, it remains one of the most interesting Super J designs available. Paine used to sail in *Yankee's* after guard as the only relatively small J that could keep up with the super Js and their longer waterlines. *Atlantis'* design is another one to have profited from extensive optimisation by our office. Hull construction is in lightweight Alustar and great attention was paid to the hull and outfitting weight. Extensive analyses of the structural stiffness of all the Js designed by our office was done with 3D structural models defined by finite elements calculation techniques. This permitted a comparison of their longitudinal stiffness with the steel originals. Onboard comfort on these yachts has been looked into in detail in order to ensure good cruising capabilities in addition to racing prowess. *Atlantis* will have a relatively low wetted surface and is being built with two small deckhouses, the aft one for navigating, the forward for socialising. Furlers will be integrated below deck to enhance safety and comfort. The interior will be in classic raised and fielded panelling devised by our office and will contain an owners' stateroom, four guest cabins, and a separate crew area with four crew cabins.





## Enterprise

Originally designed by Starling Burges and built for Harold van der Bilt, *Enterprise* was the first J to win the America's Cup in 1930. She will be rebuilt in aluminium by Holland Jachtbouw as the 26th boat made to one of our designs. All naval architecture work and interior design will be by our office.

While she is one of the smaller Js, *Enterprise* has a fascinating design featuring an almost flush deck without deckhouses. Carbon high-tech spars, a tall sail plan and carefully enhanced handicap will give this yacht an edge in a number of conditions.

The exclusive building rights for *Enterprise* were bought by our client from the Mystic Seaport museum. The original design drawings were fascinating to study and we found that, even in the 1930s, the yacht's sail handling systems were designed below decks. The original *Enterprise* had no interior, however, while her aluminium replica will be completely outfitted.





## Svea

Our office is presently working on the design of this magnificent J, which we are optimising in every detail to meet the current handicap rules of the J Class Association. The hull lines of the *Svea* project were originally drawn by Tore Holm, famous for his Meter Class designs in the 1930s. The aluminium hull construction will start in May 2009 at Freddie Bloemsmas specialised yard, the third aluminium J class hull to be built to a Hoek design there. The yacht will then be finished by Claasen Jachtbouw once *Lionheart* has left.

*Svea* is one of the few remaining super J's that had yet to be built and we are very pleased to be involved in this stunning project. She will be for sale during her construction and our office is presently talking to various parties interested in this project.





HOLLANDER



FRASER YACHTS

AZURE NAVAL ARCHITECTS



HJB  
HOLLAND JACHTBOUW

HOEK DESIGN  
NAVAL ARCHITECTS

## Motor yachts

### 52 and 65-metre Hollanders

The Hollander project was developed for Holland Jachtbouw by our office and Azure Naval Architects. The design brief was to develop a motoryacht in a completely new exterior styling that would be timeless and appeal to both motoryacht and sailboat owners. The exterior and interior styling of these yachts was devised by Hoek Design, while naval architecture was taken care of by Azure.

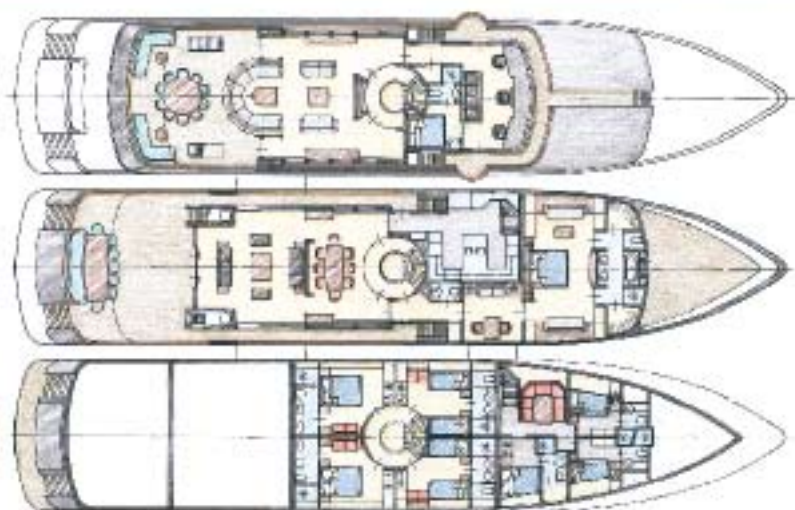
Classic lines, barrel stern and glass wraparound windows merge into a highly distinct retro classic look. The performance of this model is fully optimised, providing optimum power output as well as average fuel savings of some 25 percent compared to any other displacement yacht at 500 GT. A diesel-electric propulsion package including gensets with varying revs was developed for this purpose by Holland Jachtbouw. A 65-metre version of the Hollander design is presently under development for an experienced yacht owner.





## 40 m motor yacht

A 40-metre motoryacht project is presently in design for Leisure Marine Middle East LLC, the Dubai-based distributors of Princess Yachts, among others. Hoek Design is responsible for exterior and interior styling as well as all naval architecture work. The boats based on this design will be built at the Nedship Yard in Antalya, Turkey, in high-tech epoxy composites with glass and carbon laminates. Female moulds are currently being prepared for the hull, deck and superstructures. Two yachts with identical layouts but different colour schemes will be built simultaneously. They will each have twin Caterpillar main engines, allowing a cruising speed of 14 knots and maximum speed of 18 knots.

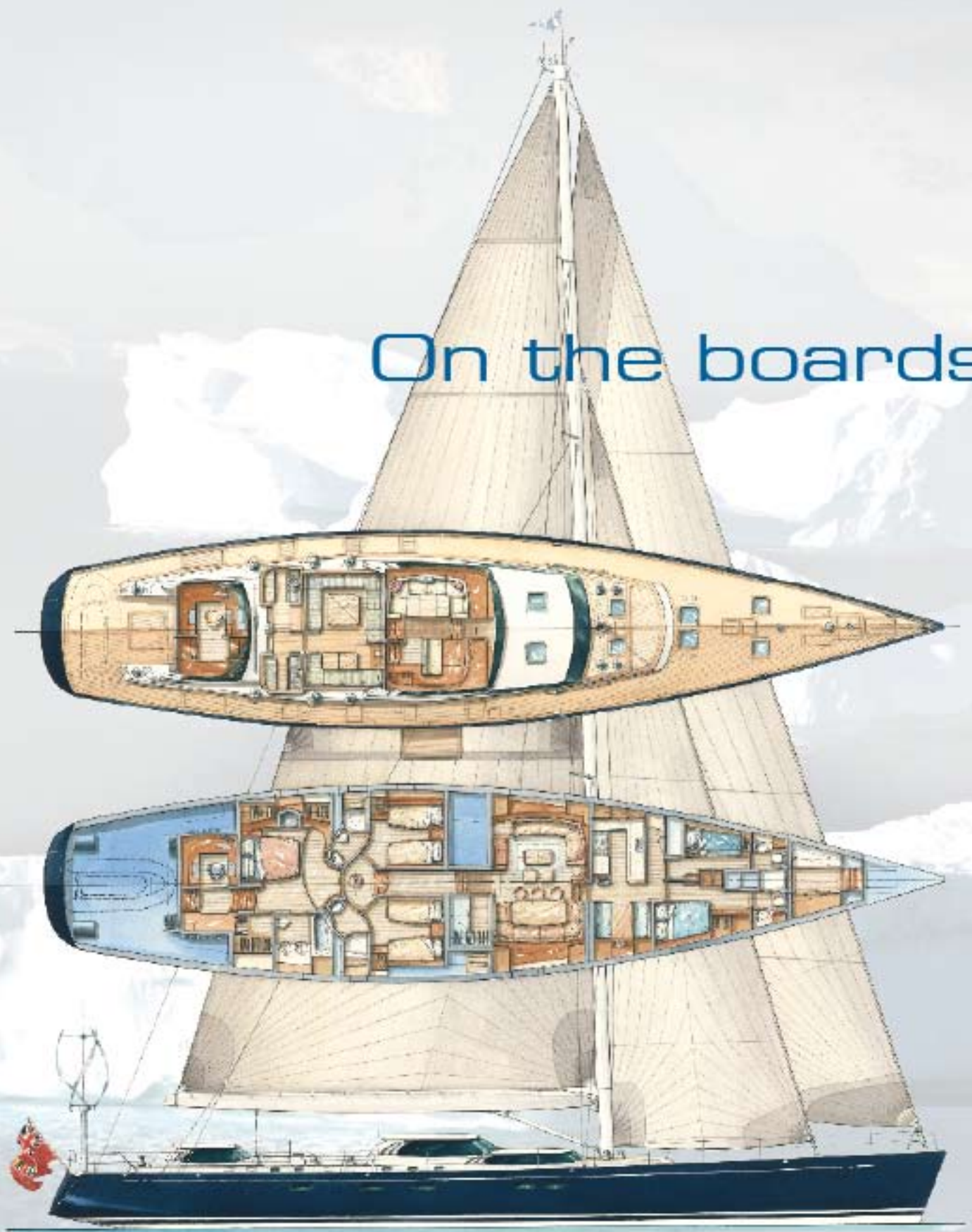


## Ceres

The Ceres project being developed for Chicago Line Cruises will be used for architectural cruises on the Chicago River. The project will be built in the US in steel with aluminium superstructure and a diesel-electric propulsion package with the capacity to sail on a large battery pack for several hours with zero emissions. The design is inspired by the famous cruise liner *Queen Mary* and will be moored right next to the new Spire building in Chicago – planned to be one of the tallest structures in the world.



# On the boards



108ft HIGH LATITUDE YACHT

**HOEK DESIGN**  
NAVAL ARCHITECTS

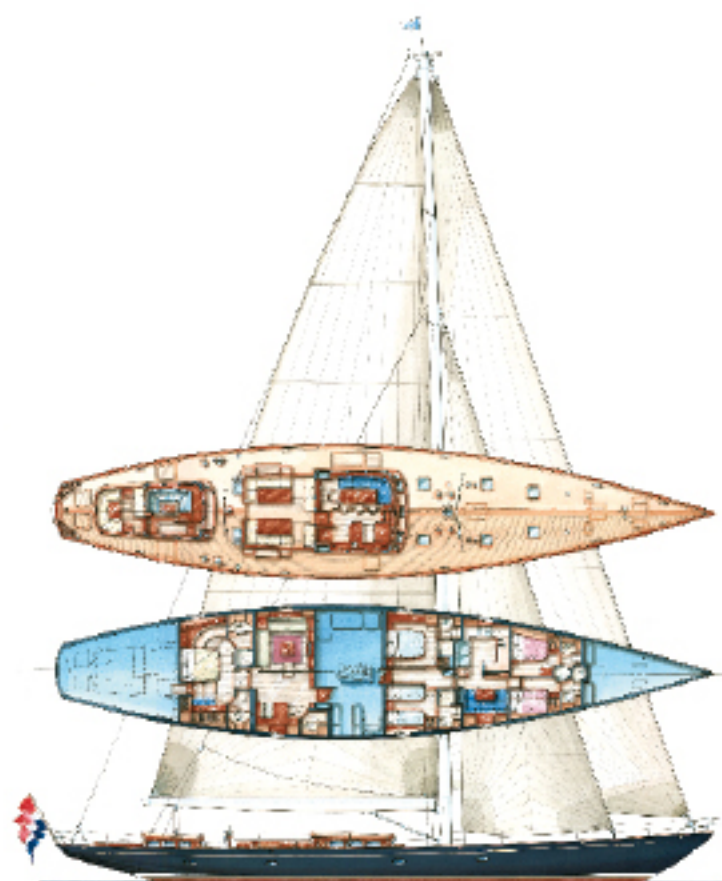
## 108 ft high latitude expedition yacht

This design has been developed for cruising into remote Arctic and Antarctic regions. Highlights include a modern exterior with an aft owners' private deckhouse, two guest cabins, separate crew quarters for four, and a hull reinforced against ice.





**BETTINA**  
80m KETCH  
HOOKE DESIGN



**Truly Classic 114**  
HOOKE DESIGN

**Truly Classic 114**

**HOOKE DESIGN**

## 80 m ketch Bettina

The design of this 80-metre yacht is inspired by the famous 55-metre *Adèle*, which also originated on our drawing boards. Intended for high-latitude research expeditions, Bettina incorporates all that we learned from *Adèle's* amazing journeys. The design is considerably larger than any other ketch ever built and has a mizzen mast that is taller than *Adèle's* main mast. Bettina's main mast measures over 90 metres above the waterline and will be the tallest carbon mast in the world when completed.

The design incorporates the privacy concept first developed by our office and integrated into *Adèle*, *Athos*, *Marie* and *Erica XII*, with an aft owners' cabin and private owners' deckhouse and cockpit. Four more large staterooms, eight crew cabins and below-deck storage for both a 6.5-metre tender and a three-man submarine are just some of the impressive features on this fascinating new design.

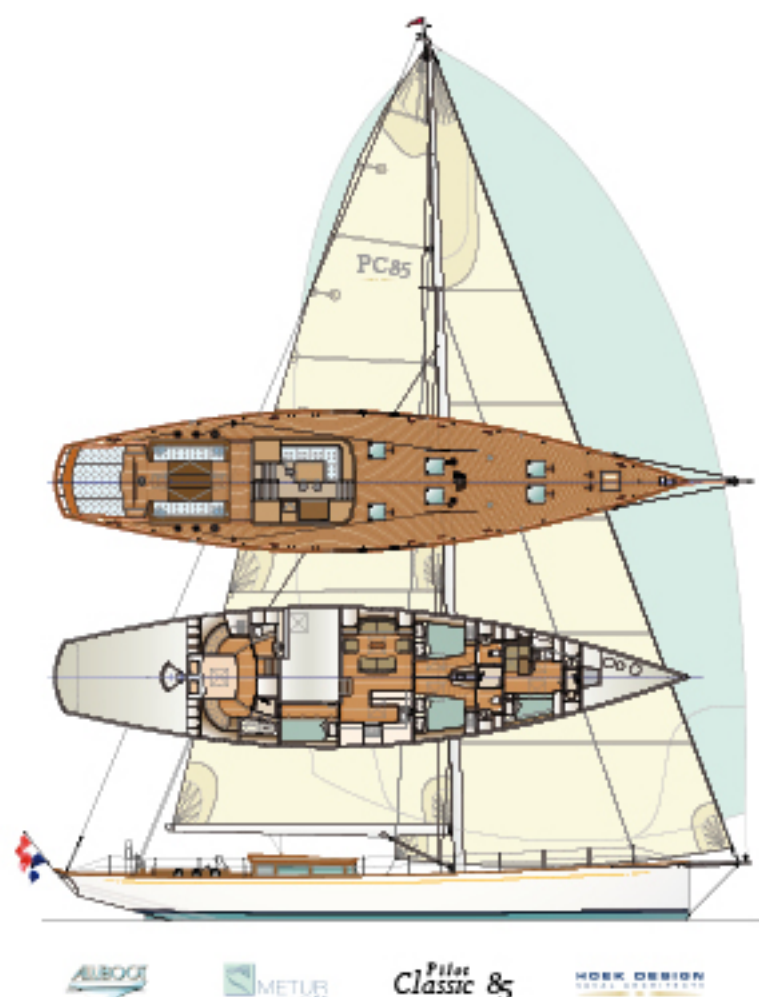
## TC114

This new Truly Classic design, the largest to date, is presently in development by our office and scheduled to enter construction next year at Claassen Jachtbouw. The design was originally realised for an experienced yacht owner who previously had a smaller Truly Classic and integrated his and our latest ideas into this very well thought-through concept.

The notable features of this design include a private owners' deckhouse and cockpit, a central social cockpit with dining tables and helm stations, and a main deckhouse with formal dining area and nav station. The interior layout is flexible and includes the option to place the two guest cabins either aft or forward of the main deckhouse. The standard design has the saloon between the owners' cabin and the main deckhouse in a way that completely reserves half the boat for the owners when onboard without guests.

The TC114 will be built by Claassen Jachtbouw in a semi-series production. The first hull will be prefabricated in order to reduce building time and make it possible for the yard to deliver a yacht within 14 months of the contract signing. Interiors can also be customised in terms of both styling and layout.

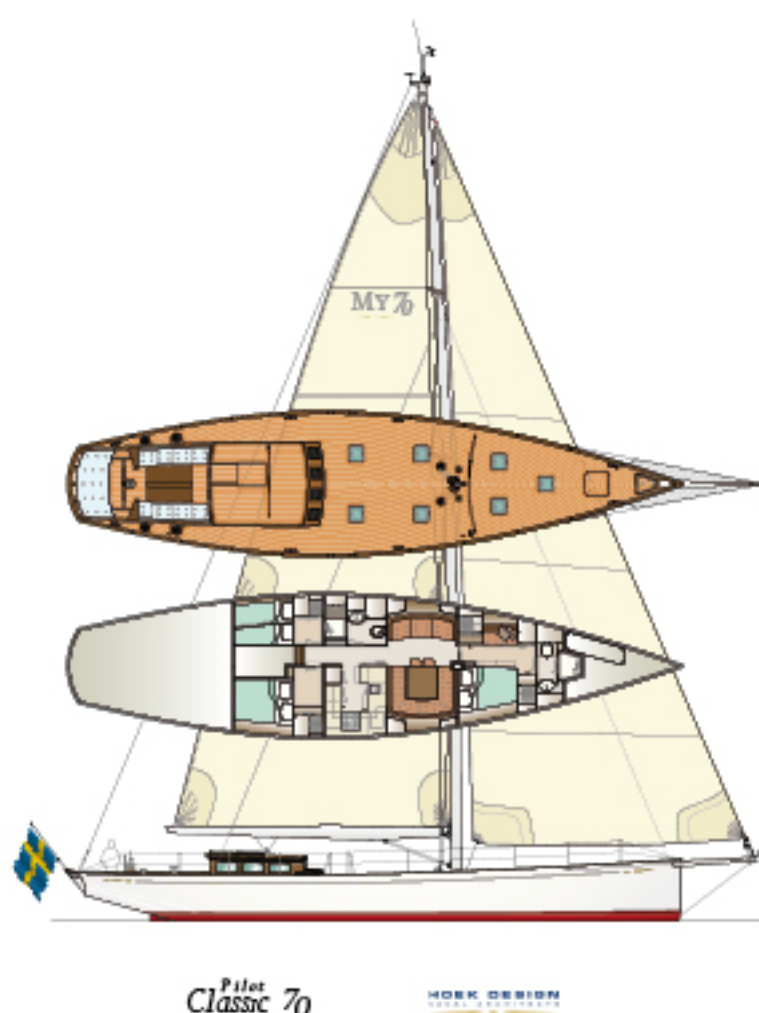




## 85 ft pilot classic

This custom design will be built with an aluminium hull, deck and superstructure, a carbon spar package, and a classic but contemporary interior. While the design will be similar to the other two pilot classic designs, it will incorporate much of the experience our office has accumulated from the ten or more 80-90 footers previously designed. This has allowed us to fine-tune for racing in the Spirit of Tradition class, including a lifting keel with a bulb.

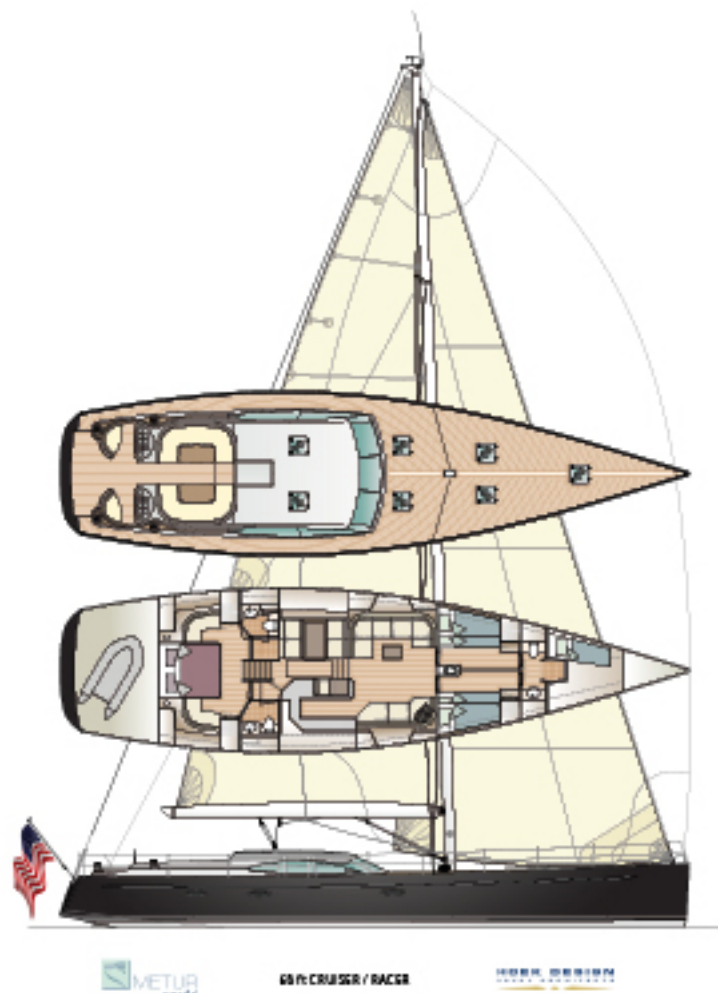
The yacht will comprise a full-beam aft owners' cabin, three guest cabins, deckhouse with dining space, a large open plan saloon with integrated galley, and separate crew quarters. The hull will be built in aluminium at Aluboot in the Netherlands and finished for a Turkish owner at Metur Yacht in Bodrum, Turkey, the yard which successfully built our TC65 *Mozaiek* as well as, more recently, a 51 ft custom yacht designed by our office.



## Marstrand 70

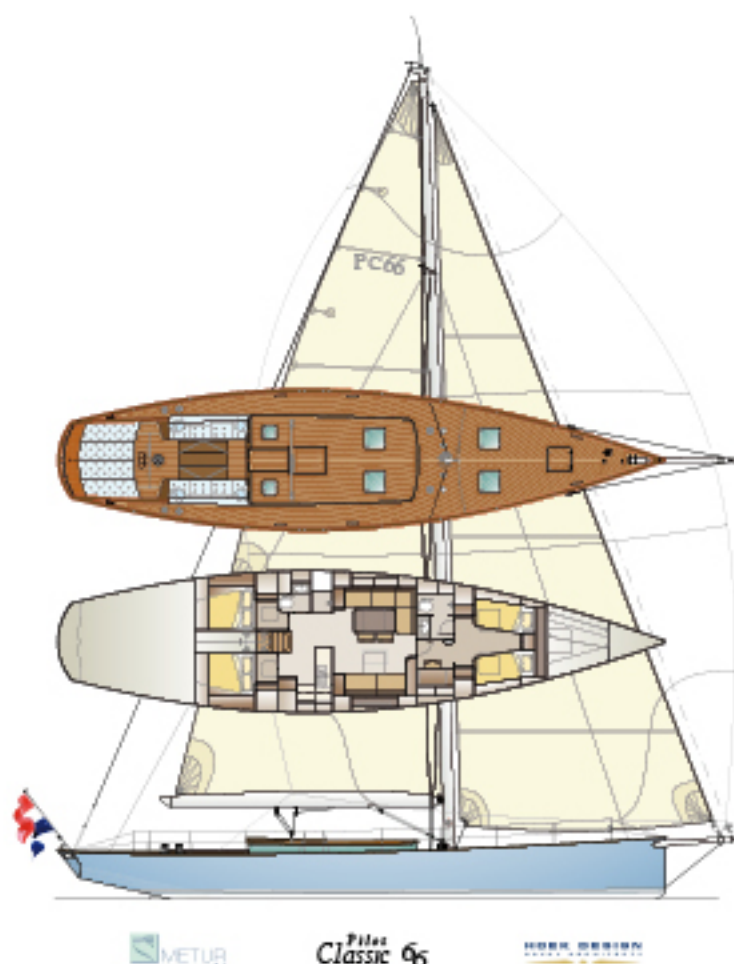
Marstrand Yachts, a new company led by Peter Johansson (well known from his years at Sweden Yachts), is developing a 70 ft version of a pilot classic design by our office. The first two yachts will be built from a female mould in two different versions, one with a deckhouse. This yacht, designed with a broad cockpit layout, will include many new features. The interior layout will incorporate the experience gained from more than 20 series-built Truly Classics.





## 68 ft modern cruiser racer

Another design to be built for a Turkish customer, this 68-footer incorporates many of the features we developed for the 101 ft project described on page 12. She will also be built in cold-moulded epoxy construction and be used for long-distance cruising. Below-deck tender storage, an aft owners' stateroom, large forward guest cabins and a crew cabin forward are just a few of the interesting features planned. The design is presently in development and will probably start construction in 2009.



## 66 ft pilot classic

Presently in development, this stunning new design will be built by Metur Yachts in Bodrum, Turkey. A lightweight cold-moulded epoxy hull, three-metre lead keel, carbon rudder, carbon spar package and long waterline will create a very fast and easy-to-sail yacht with a displacement of just 21 tons.

The interior style will be classic with contemporary elements, while the layout will consist of a forward owners' cabin and two aft guest cabins. The large open plan cockpit will feature a wide-diameter steering wheel, full-length aft sundeck and dining table for eight. A female mould will be produced based on this first yacht, allowing for future series production.





# Traditional Dutch leeboard yachts

## Aphrodite 4

*Aphrodite 4* is the fourth yacht designed by our office for this client. The first one was a 92 ft modern ketch and the second a 150 ft sloop, both built by Vitters Shipyard. The third yacht was a traditional Dutch leeboard yacht used for racing and cruising. *Aphrodite 4* is a 17 metres racing lemsteraak optimised intensively for handicap and line honours. *Aphrodite 3* was sold succesfully by Hoek Brokerage in 2008.

Launched in June 2008, *Aphrodite 4* immediately started her racing career with a winning streak of three major regattas, including the Dutch Open Championships. Like the owner's previous yachts she has a Ferrari red colour, which caused a bit of an uproar in her – still quite traditional – class. Furthermore, she was so successful in her first races that there are now discussions on whether to change the handicap rules. It won't make much difference as *Aphrodite 4* also wins on line honours...

Two 16 metre and a 12,5 metre racing lemsteraak are under construction at present.





## 6.8-metre Frisian yacht

The second Frisian yacht built in solid oak is presently under construction at Erik Slagmolen's highly specialised yard in Andijk (NL).

Historically the very first pleasure craft ever built in our country, these boats may have been the source for the word 'yacht'. During the second half of the 19th century, they were built in solid oak, with grown oak frames and solid hull planking that was 'burnt' into place instead of laminated (see left). Erik's yard is one of the very few places remaining in the world today that can still master this remarkable process. Perhaps not incidentally, Erik also works as a conservator in a shipping museum.

At 6.8 metres LOA, this new project is slightly larger than the first Frisian yacht we designed. The six-metre *Anna* is pictured above and captures the sheer pleasure of relaxed sailing.



Hoek Brokerage has had an interesting and rewarding 2008. In February a new team was formed with Pieter van der Weide at the helm. He is supported by Annet Ent, a young and talented colleague who is responsible for public relations and commercial aspects as well as assisting the brokerage generally.

The financial and human resources administration is in the competent hands of Marjan van Wees. Marjan is respected and well known within the company having been secretary to Andre Hoek in the 1990s. Finally, Dirk Weerstand recently joined the team as junior broker. Dirk has a marine sales background with the family company of his parents, a dealership for seagoing motoryachts.

This lean, highly motivated and effective team has a rare 'hands on' mentality, is keen to serve and enjoys building bridges between parties previously unknown to each other.

Moreover, both the Hoek Brokerage and Hoek Design teams share a rich experience in the design and building process, and have sailed most yachts built to a Hoek design. Intimate know-how of other yachts built at the many yards known to Hoek Design and Hoek Brokerage is also available.

Initially set up as a service to existing clients of Hoek Design Naval Architects, Hoek Brokerage has branched out and gained international repute in the niche areas developed by Hoek Design. Our close partnership with the Hoek design office gives Hoek

Brokerage a privileged position in four specific types of quality sailing yachts:

- Yachts from the boards of Hoek Design, constructed around the world
- The current yacht of owners who are developing a new project with Hoek Design
- Truly Classic yachts
- Premium classic or semi-classic yachts which meet the Hoek Design philosophy

Hoek Brokerage also provides an exclusive matching service for clients looking to charter Hoek-designed yachts.

The first yacht sold in 2008 was the Palma de Mallorca based 55 ft Classic sloop *Tintagel*. The Truly Classic 78 *Drumfire*, also based in Palma, was the second yacht sold and the new owner decided to refit the yacht in order to cater for his personal requirements. This major project is being carried out in Holland and the owner asked Hoek Brokerage to be involved.

Other sales this year include the Truly Classic 56 *Princess of Tides* which was sold only three months after being commissioned to Hoek Brokerage. We also found an owner for the hull of a Truly Classic 90. This yacht is now being finished, winning the client a nine-month head start on the building process. Finally, two typical Dutch leeboard yachts known as Lemsteraken were also sold in the Netherlands. The 16.50-metre fisherman Lemsterak *Aphrodite 3* and the 16.50-metre 't *Vliegende Hart* are both known for their outstanding regatta race results.







# The Hoek Team

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