



DYKSTRA

■ NAVAL ARCHITECTS ■

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NEW BENCHMARKS

SUPER YACHT HETAIROS
J CLASS RACING

ENDEAVOUR • RAINBOW • HETAIROS • BESTEVAER • BESTEWIND • J CLASS
EXO • KAMAXITHA • PUMULA • DNA UPDATES

BESTEWIND 50 TO WIN CAM-RACE 2012

Performance is key in Dykstra Naval Architects' designs. It was shown by Team *Kooi Aap*, racing a Bestewind 50 built at K&M Yachtbuilders. They won the recently held Colin Archer Memorial (CAM) Race from Lauwersoog/Netherlands to Stavern/Norway. *Abel T*, also a Bestewind 50, finished fourth out of ten competitors. The GRP Bestewind 50 is designed by Dykstra Naval Architects

and based on the *Bestevaer II*, Gerard Dykstra's own aluminium custom-built sailing yacht. There is more to come, as the following yachts are currently under construction: Bestevaer 50, 53 and 49 at K&M Shipyard, a Dykstra 49, Dykstra 55 (Aluboot), Dykstra 60 (Claasen Jachtbouw) and Dykstra 60 (Harman Yachts). A Dykstra 68 classic Sloop and Bestevaer 63 are on the drawing boards.



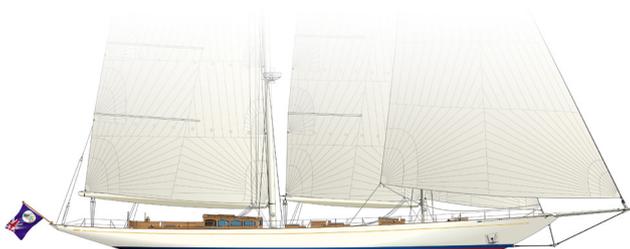
DREAM SYMPHONY AND MIKHAIL S VORONTSOV

These two major projects are well underway their building process. The 63 meters *Mikhail S. Vorontsov* is currently being outfitted at Balk Shipyard in the Netherlands, and will be launched in the end of 2012. Furthermore the world's largest wooden sailing yacht, the 141 meters Dream Symphony, is under construction at Dream Ship Victory in Turkey. Dykstra Naval Architects have undertaken this design challenged in 2010 Monaco Yacht Show and has been working closely with Dream Ship Victory ever since to create this unique vessel. This project was approached with a sustainable school of thoughts using optimized wood-building technology and certified wood.

Ken Freivokh Design shaped the styling for this 141 meters four mast schooner. The launch is planned for 2016.

47 M CLASSIC SCHOONER

Windrose of Amsterdam, winner of the St. Barths Bucket 2008 and many other races, was the inspiration for a new Classic Schooner. The 47m schooner by Dykstra Naval Architects is currently under construction at Ada Yacht Works in Turkey. This superyacht will have the same stunning classic appearance and modern rigs as *Windrose of Amsterdam* and the possibility to reach up to 23 knots under sail. She is being constructed to RINA class. Four cabins accommodate eight guests. In addition, there will be a crew of six aboard.



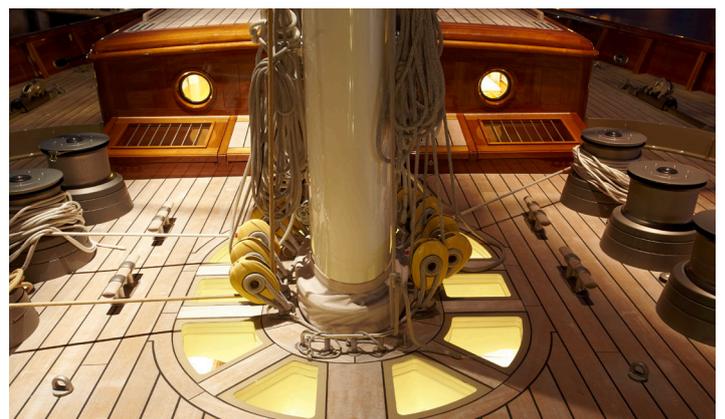


SUPER YACHT HETAIROS SETS NEW BENCHMARKS

Designing a super yacht, able to perform around the cans and to explore the world at remote places as well, is what you call a real challenge. It has driven Dykstra Naval Architects to go beyond the beaten path, resulting in the 66,9 meter long *Hetairos*, built by Baltic Yachts. She is a fine balance between modern technology, functionality, classic look and she is unique in its kind.

The experienced owner asked for technical advancement, which has recently been rewarded with the World Super Yachts judges' Special Award 2012 in the 40m+ size range. *Hetairos* had to be light, fast and still with classic looks. Intensive towing tank and wind tunnel tests have been carried out to

increase performance with the largest composite standing rigging to date. The minimum draught had to be 3,5 meter to be able to reach more exotic and shallow places, but 9 meters were needed to meet the required righting moment. A lifting keel with three levels was the solution. Speed also comes with reducing weight and the biggest gain came from the advanced carbon pre-preg composite construction. Even the stylish interior with fireplace, all designed by Rhoades Young Design, is made out of carbon. All of this makes *Hetairos* the only Maxi-Racer with an IRC rating of 2.0. And she still fits underneath the 62,5 meter high Panama canal 'Bridge of the Americas', a yardstick for the height of the mast.



THE YEAR OF THE J'S

CLOSE RACING AT J CLASS
REGATTA SERIES 2012

The currently sailing J Class yachts designed and re-designed by Dykstra Naval Architects are *Endeavour*, *Shamrock V*, *Velsheda*, *Ranger* (performance refit), *Hanuman* and *Rainbow*. 2 more J Class projects are on the drawing board. *Endeavour* underwent an extensive refit in New Zealand that was finalized in 2011, with for the 2nd time Dykstra as the refit Naval Architects. She won the first J Class race, held during the Saint Barth's Bucket in 2012.

While the Olympic sailors were in their final preparations, the J Class Regatta got underway in Falmouth at the end of June. Four impressive J Class yachts lined up for this close battle: *Velsheda*, *Ranger*, *Rainbow* and *Lionheart*, each around 140 feet in length, weighing around 185 tons and with a crew of up to thirty. For the Dykstra designed *Rainbow* it was her first appearance in the J Class racing field. *Rainbow* was built at Holland Jachtbouw and launched early 2012.

The Falmouth series started off with variable conditions, four out of five scheduled races could be sailed. *Velsheda* was on 2 wins and 1 second, *Ranger* on 1 win and 2 seconds. A win for *Ranger* would see her on equal points with *Velsheda* and the result of the final race would be the decider. It was *Ranger* that won on corrected time, which left them as the overall winner of the J Class Falmouth Regatta 2012.

By the end of July, the four competitors met again, this time on the Solent. Racing was very close, as the four yachts finished the first race within 137 seconds from each other. After three races, *Velsheda* beat the other J's in the Queens Cup Overall Results.





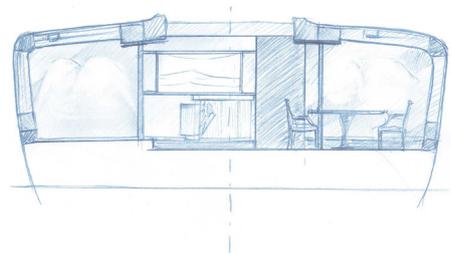
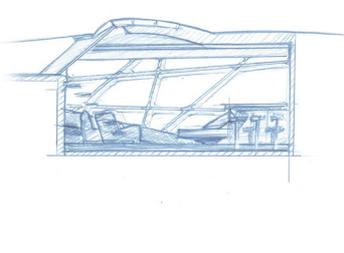
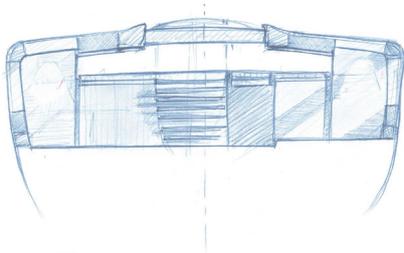
EXO...INSPIRED BY LONGTERM EVOLUTION

Thousands of years of evolution inspired Claydon Reeves and Dykstra Naval Architects to design the 46m Concept Sailing Sloop – Exo. The eye-catching styling is based on natural forms, that have never been used in yacht architecture before. By setting aside some of the established thinking of past projects, Claydon Reeves and Dykstra Naval Architects strived for a new aesthetic that was both attractive and buildable.

It all comes down to adding a new element to the experience of performance cruising. Stunning views of passing seascapes are no longer to be missed by people downstairs, due to large windows in the living and dining saloon's. Forward of the saloon there are three twin crew cabins and

a double captain's cabin, while aft there are three guest cabins, an owner's suite and towards the stern, a light-filled 'beach club pavilion'. The main objective with Exo was to allow far more light to come inside, which enables the owner to use the interior as much as the exterior.

All exterior technical and structural elements are integrated into the design so that the typically engineered solutions such as boom, helm stations and spreader bars share a consistent organic aesthetic. And again, the natural and organic approach to this project can be found in the deck caulking, that is based upon the radiating growth rings of a tree trunk, which illuminate at night.





KAMAXITHA HIGH PERFORMANCE IN TRADITIONAL STYLE

The 47 meter The Spirit of Tradition Ketch *Kamaxitha* (53.70 meters with bowsprit) shows much resemblance to early pilot cutters. She is a stunning combination of classic traditional lines, comfort and lightweight construction. An elegant look above the water line comes with a modern, easily driven, hull shape below. A gentle sheer, open deck space and neatly-proportioned deckhouses are mixed with the latest high performance sailing features. Dykstra Naval Architects are responsible for the naval architecture and styling of *Kamaxitha*, built at Royal Huisman. The Rhodes Young Design office took care of drawing the luxurious and characteristic mellow interior.



DAY SAILERS & WEEKENDERS

The Flyer 33 is a state of the art weekender that combines performance, comfort and style. She sails like a dinghy, is easy to handle, fast, features a spacious and comfortable interior and she has a timeless beauty. She is a high quality weekender with the feel of a daysailer. The Flyer 33 is designed by Dykstra Naval Architects and is under construction at Schaap Composites. The inaugural launch will be in fall 2012. Dykstra Naval Architects also designed the 13.30-metre long Eagle 44, which is a fast day sailer with classic lines built by Leonardo Yachts. She is an elegant lady with long overhangs, inspired by the J Class Yachts, a teak deck and a large open cockpit. Modern materials and a contemporary keel make her impressive speedy. A double bed, electric toilet and outside shower give good comfort to stay overnight.



PUMULA CLASSIC DESIGN MARRIES PERFORMANCE

The 36.6 meter Classic Cutter Rigged Sloop *Pumula* is designed by Dykstra Naval Architects and built at Royal Huisman. *Pumula* features 2 deckhouses on a clean, open deck above a sensitively sheered hull with an elegant transom stern. Underwater, a fully ballasted and retractable bulb keel will marry performance with shoal draft cruising.



RAINBOW JH2

Redesigned and optimised by Dykstra Naval Architects, based on the original design by William Starling Burgess, *Rainbow JH2* has pushed the boundaries in terms of technology on all fronts. She has been built by Holland Jachtbouw to Lloyds A1 and MCA class so she can be raced as well as chartered out.



THE MAIDEN VOYAGE OF SY PUMULA...NORTH

BY MICHAEL VAN BREGT, CAPTAIN OF *PUMULA*

During the last stages of the build at Royal Huisman, it was being decided where our maiden voyage would go. It should be a good shakedown, before departing for a 5-10 year circumnavigation. We decided on Norway, to tour the Lofoten area, as it would offer spectacular fjord scenery and with the different islands, might also allow for some sailing opportunities. Mid-June we headed North.

Beside of the fact that it is not very warm in the Arctic Circle ("There is no such thing as bad weather, just bad clothing!"), the sailing, the colors, pureness and 24 hour per day sunshine all make more than up for any discomfort. We found many very secluded anchorages and loveliest little fishing ports with typically Norwegian multi colored wooden houses and quays. With so few cruising boats in the area, it really felt like we had the world to ourselves. We ended the first week of cruising in the "Paris of the north" Tromsø, before we left across

the Barents Sea.

As soon as we reached north of North Cape, the moderate gulfstream temperatures took a dip. The wind strengthened from the north east, straight from the polar ice cap. We were all happy with our double layers of thermals, Norwegian arctic sweaters, hats, gloves and wet weather gear, whilst *Pumula* was beating up against 35 knots of breeze and the steel grey near to freezing seas. After 350 miles we spotted Bear Island on the horizon and decided to take a break from the bad weather and anchor until the depression had passed, we entered the empty bay of Sørhamna. After some hours of rest the skies cleared and the sun came out, revealing a treasure of nature. In July it is the major breeding season there for millions of birds. We continued our sail north to Svalbard and decided to carry on to the end of the world. With the log showing 3380 (from the yard to the North Pole pack ice) we could go no further at 80°30.318'N 009°16.154'E. Abundant wildlife, with whales, seals, walruses and polar bear, we anchored in dramatic peaked mountains and glacier bays with deep bass concerts of calving ice in the midsummer night sun. Yes, too many superlatives, but it has been an unforgettably great expedition maiden voyage.

ABOUT DYKSTRA NAVAL ARCHITECTS

Dykstra Naval Architects was founded in 1969 by Gerard Dykstra and has become a leading specialist in the design, re-design, naval architecture and marine engineering of classic and modern performance yachts. All members of the Dykstra team are passionate sailors with experience on different types of yachts, including our own designs and redesigns such as *Athena*, *Adix*, *Adela*, *Stad Amsterdam*, *Christoffel's Lighthouse*, *Windrose*, *Borkumriff IV*, *Maltese Falcon*, *Meteor*, *Hetairos*, *Kamaxitha*, *Pumula* and the *J Class* yachts *Endeavour*, *Velsheda*, *Shamrock V*, *Ranger*, *Hanuman* and *Rainbow*, etc..

The company offers preliminary designs and concept designs for pleasure and commercially operated yachts. Dykstra Naval Architects is also an expert in spars, rigs and structural analysis, using in-house developed software as well as first hand practical experience. Furthermore we offer general arrangements and space allocation for interiors plus interior design, styling and detailing.



From right to left: Gerard Dykstra Naval Architect/founder, Thys Nikkels Naval Architect/Managing Director, Anneliek van der Linde PR/Marketing, Hilbert ten Have Naval Architect, Jeroen de Vos Naval Architect, Erik Wassen Naval Architect, Edwin Luijf Naval Architect, Mark Leslie-Miller Naval Architect.

Not on Photo: Gil Wang Naval Architect, Thomas van Es Naval Architect and Loon Dijkstra Finance.

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