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DYKSTRA

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■ NAVAL ARCHITECTS ■

ENDEAVOUR • RAINBOW • HETAİROS • BESTEVAER • BESTEWIND • J CLASS • EXO • KAMAXITHA • PUMULA



NEWSLETTER

DYKSTRA NEWS,
UPDATES & MORE



“ADELA” WINS ST. BARTHS BUCKET 2013

The 55 meter schooner “Adela”, designed by Dykstra Naval Architects and built by Pendennis Shipyard, maintained her regatta-long position at the top of the scoreboard in the Mademoiselles class at this years St. Barth’s Bucket. After four days of racing with thirty-six yachts in four classes, “Adela” was rewarded with the trophy as the regatta’s Overall Winner!



NEW 86 METER CLIPPER SHIP

Following the success of the “Stad Amsterdam” and “Cisne Branco”, Dykstra Naval Architects has collaborated with Damen Shipyard to create a new 86 meter Clipper ship. Designed for the Royal Navy of Oman, the full rigged ship will be used for sail training purposes and can accommodate a crew of 94. Currently under construction at Damen Shipyard, she will join the fleet of present day Tall Ships summer of 2014.



UP TO 70FT

Harman Yachts launched its second 60ft pilot cutter designed by Dykstra Naval Architects in Turkey. Two more new Bestewind 50ft yachts were launched by K&M Yachtbuilders in the Netherlands, and a new “Bestevaer” 66ft is currently under construction. The Bestevaer line has 51ft, 53ft, which are modernized models of Gerard Dykstra’s own “Bestevaer II”, plus a new 70ft is on the drawing board. Also recently launched, “Perseverance,” a Dykstra 60ft pilot cutter with traditional exterior lines built by Claasen Shipyards. All sails can be easily operated from the safety of the deep cockpit and her exceptional, extensive technical equipment on board allows for self-sufficient maintenance.



“HETAIROS”

Transiting the Panama Canal and sailing under the Bridge of the Americas, “Hetairos” proved true to her design brief: “PANAMAX”. Here she is anchored in the San Blas Islands after cruising Islas Perlas, Colba and Costa Rica, the small island and top shark diving spot of Isla de Coco, and the Galapagos Islands with their overwhelming wild life and friendly people. The photo shows the extremes in both directions of sailing yachts and design...



“KAMAXITHA”

Designed by Dykstra Naval Architects and built by Royal Huisman, the majestic 55m Spirit of Tradition Ketch, “Kamaxitha”, was honored with the “Exterior Design and Styling Award for Sailing Yachts” at this year’s Showboats Design Awards in Monaco.

With her classic hull shape, dramatic plumb bow, counter stern and finely sheered topsides uninterrupted by portholes, “Kamaxitha” pays homage to the Bristol Pilot Cutter of earlier times. In keeping with tradition, centre line-planked decks are complemented by teak-clad deckhouses and two beautifully joined skylights inset with beveled glass. Twin helms are positioned to optimize clean sight-lines to both sails and the external environment, while the more contemporary visual note they introduce has been carefully nuanced through traditional styling of stowaway displays and controls.

We believe that a classic yacht’s performance and handling can be more than a match for more contemporary designs. “Kamaxitha”’s advanced low wetted surface area hull configuration features a fine canoe under-body with flatter after sections, a fully ballasted 62 ton lifting keel extending from 4.5m to 6.75m draft and a deep spade rudder fabricated from carbon composite. With the powerful force of a ketch rig designed to deliver fast acceleration and high speeds, the result is a high sail area to displacement ratio with almost all of the keel weight concentrated in the bulb. Tacking fast and precisely, she has powered upwind effortlessly at 14 knots easily reaching her theoretical hull speed of 17.8 knots as she bares away. Up to 25 knots is within her scope.



AWARDS

On May 4, 2013, the eighth annual World Superyacht Awards ceremony was held in Istanbul, Turkey. Dykstra Naval Architects is proud to have been rewarded top honors for naval architecture in each sailing category for the 37.3m classic sloop, "Pumula", J Class "Rainbow", and J Class "Endeavour". Additional recognition was bestowed on "Rainbow" and the 55m Spirit of Tradition ketch, "Kamaxitha", at the Showboat Design Awards held in Monaco on June 21, 2013.



World Superyacht Awards, 2013



"PUMULA"

- Sailing Yacht of the Year
- Best Sailing Yacht in the 30m-39m size range
- Naval Architecture and Exterior Styling, Dykstra Naval Architects
 - * Interior, Rhoades Young Design
 - * Built by Royal Huisman

J-CLASS "RAINBOW"

- Best Sailing Yacht in the 39m+ range
- Naval Architecture and Exterior Styling, Dykstra Naval Architects
 - * Interior, deVosdeVries Design/Dykstra Naval Architects
 - * Built by Holland Jachtbouw

J-CLASS "ENDEAVOUR"

- Best Refitted Sailing Yacht
- Naval Architecture, Dykstra Naval Architects
 - * Exterior Styling, Jon Barrett Associates
 - * Interior, John Munford/Adam Lay Studio
 - * Refit by Yachting Developments

Showboats Design Awards, 2013



"KAMAXITHA"

- Naval Architecture and Exterior Styling, Dykstra Naval Architects
 - * Interior, Rhoades Young Design
 - * Built by Royal Huisman

J-CLASS "RAINBOW"

- Naval Architecture Award, Dykstra Naval Architects
 - * Built by Holland Jachtbouw





“PUMULA”

Recognized as “The Sailing Yacht of the Year” at the 2013 World Superyacht Awards in Istanbul, “Pumula” is the stunning result of another successful collaboration between Dykstra Naval Architects and Royal Huisman.

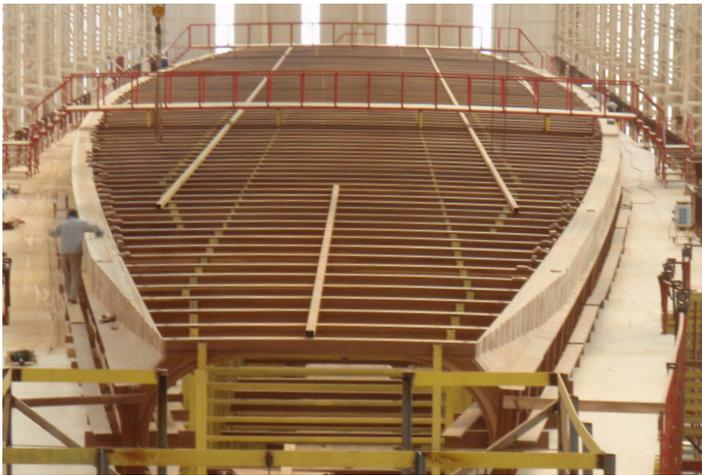
Designed with deliberate, subtle interpretation, “Pumula” is a classically inspired yacht with a fine attention to detail. At 37m, her classic hull profile, sensitive sheer line and single central wheel at the helm capture the understated elegance of the gentleman’s leisure yacht of an earlier era. Low, teak-clad deckhouses and carefully proportioned coamings balance the hull lines, while the tall sloop rig and rollaway boom add a clear sense of purpose.

Her contemporary underwater-ship efficiently hosts a deep semi-spade rudder with a fully-ballasted and retractable bulb keel which extends to 5m for windward traction and lifts to 3m for shoal anchorages. For sailing with a small crew, sail controls were designed to be close at hand for the helmsman, yet out of view in keeping with authenticity.

Below decks, Rhoades Young Design created an environment reminiscent of generations past yet in a light-filled fresh manner giving “Pumula” a home away from home feeling.

She can cruise long distances and address the extremes of weather both of which she did handily her maiden year sailing 12,000 nautical miles from the high latitudes of the Arctic Circle to the warm waters of the Caribbean.





DREAM SYMPHONY

To build the largest private sailing ship in the world, the Dream Symphony design team knew this would be no small feat. The team, Dream Ship Victory, Ken Freivokh Design and Dykstra Naval Architects combined their expertise and successful history of collaboration for the 141m uniquely wooden superyacht Dream Symphony.

Using carefully selected certified hardwoods as a totally renewable resource, the project will maximize purposeful green construction and employ modern technologies in wood lamination and sail control.



“MIKHAIL S. VORONSTOV”

Constructed in laminated wood at the Dream Ship Victory yard in Turkey, the classically styled 53m luxury schooner “Mikhail S. Voronstov” launched spring of 2013. With her deck beams in place and her hull developed along the traditional lines common to the locale, Dykstra Naval Architects was contracted to provide the naval architecture, a modern rig and superstructure in balance with her already existing hull. Designed to allow a generous sail area of 1,500 square meters, her three-masted rig ensures enhanced load distribution and a low center of effort.



THE LATEST EAGLE 44 HAS LANDED

With classic lines and long overhangs designed by Dykstra Naval Architects and built by Leonardo Yachts, the latest Eagle 44 has landed in her new home waters. In late June, the first Eagle 44 arrived in the USA. Customized with a teak transom, cockpit coaming and a stainless steel steering pedestal, she will be turning heads in the waters of Long Island Sound. In July, another of these elegant 13.7 meter performance daysailers proved her versatility arriving on her own keel from the Netherlands to Sandhamn, Sweden.



“TRANQUILO” - NO LIMITS

Frozen in the ice for six months off the coast of Greenland, the Dykstra designed Bestevaer 56 “Tranquilo” is free again and off to her next adventure. Built by K&M Yachtbuilders, the aluminum hulled traditional pilot cutter has a fine entry, shallow canoe body, lift keel and a balanced spade rudder placing no limits on latitudes.

2013, A SEASON OF FIRSTS FOR THE DYKSTRA J CLASS FLEET

With over 25 years of J-Class experience, Dykstra Naval Architects is extremely pleased to be a part of the new era of J-Class Yachts. Designing the award-winning “Hanuman” and “Rainbow”, re-designing the original “Endeavour”, “Shamrock V” and “Velsheda”, and tapped to optimize “Ranger”’s performance during her refit, Dykstra has a hand in six of the seven J Class yachts currently sailing.

2013 marked another year of exciting firsts for the J Class fleet. The season began at the BVI Loro Piana Superyacht Rendezvous in March with Hanuman besting the newly refitted “Endeavour” by just 4 seconds on rating!

One week later and for the first time since the 1930’s, a historic five J Boats lined up at start of the 28th Annual St. Barth’s Bucket. Departing from tradi-

tion, the growing J Class fleet was given their own start and for the first time ever spectators around the world were able to follow “Hanuman”, “Velsheda”, “Ranger”, “Rainbow” and “Lionheart” in real time via tracking equipment carried on board. Under exhilarating and challenging conditions, “Hanuman” won three out of four races on line honors and all four races on corrected time.

Repeating the beautiful spectacle for the first time in European waters, the same five J’s met in June at The Superyacht Cup, in Palma, Mallorca, with “Hanuman” again taking top honors. The season closes with the Maxi Yacht Rolex Cup in Porto Cervo, Sardinia and the popular Les Voiles St. Tropez Regatta. For results, check www.dykstra-na.nl and www.jclassyachts.com.



“EXO”

Seeing the world differently from the inside and out...This is what “Exo”, the new 46 metre concept sailing yacht developed in partnership between Claydon Reeves and Dykstra Naval Architects is all about. By combining their respective expertise in style and lifestyle focused designs with technical reality, the team developed something new in sailing that is exciting, unique, and buildable.

With the primary focus to let far greater amounts of light into the interior and provide ground breaking views from within, the team redefined the hull’s traditional

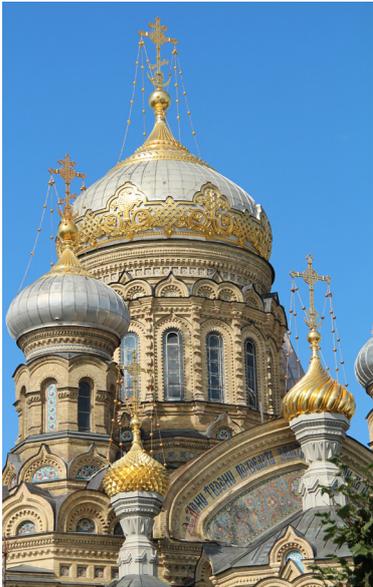
sense of enclosure creating an innovative modern design aesthetic as a result. Huge glass windows wrap over the deck allowing unparalleled views of the passing external and underwater environments and a convex wall of glass separates the saloon from the aft beach club. Complemented by a strong organic curving chassis, her “exoskeleton” divides and dissipates the majority of forces with an appropriate beam maximizing the focal view from within and adds a new element to the experience of performance cruising.



“BESTEVAER II” RUSSIA, BY GERARD DYKSTRA

After “Bestevaer II” spent the winter of 2012/2013 safely moored in Reykjavik, time had come to return to Dutch waters. “Bestevaer II” was launched 10 years ago and she covered more than 30.000 Nm in Atlantic waters. The last stretch of a 3 year cruising period was to take her to waters not often visited by yachts: the system of Russia’s canals, lakes and rivers running from the White Sea in the North to St Petersburg. After crossing from Iceland to the Lofoten archipel, “Bestevaer” cruised up the Norwegian coast where Kirkeness was to be the last Norwegian port of call. Progress along Russia’s North coast was swift, and after just 3 days the bow turned South, into the White Sea. Our first destination in Russia was to be Archangelsk, where not less than two compulsory pilots took “Bestevaer” through the shallow delta of the Dvina River into the city. Not used to these type of visitors the pilots noted that we, the “Bestevaer II”, was the 9th yacht in 4 years! Fortunately, on arrival our worries about Russian bureaucracy proved premature and a number of stamps later, we were welcomed into Russia. Weather in Archangel, with the sun shining and the temperature approaching 30 C, was a stark contrast with Iceland where temperatures were more in the near zero range when we departed. Given our limited time in Russia, soon the lines were cast for the next destination: The Solovetsky Islands in the heart of the

White Sea. These islands house one of Russia’s most impressive Monastery and Kremlin, but also have a grim role in history. Serving as a labour camp, the island was home to thousands of political prisoners. Many never returned. They perished digging the White Sea Canal we were to pass through. During the 150 miles to the Islands, windspeeds exceeded 35 knots, with “Bestevaer”’s pilot-house providing perfect shelter from the heavy seas. The Monastery of Solovki proved interesting, and was made even more memorable by a shipyard finishing a wooden replica of a Dutch yacht from 1693! Sailing South from the Islands we reached the entrance of the White Sea Canal with her 19 locks. The channel took about 3 day trips, motoring through endless stretches of deserted pine forest. Passages through the locks were exciting, with the water level changing more than 10 meters at most locks. The canal exits into Lake Onega. This lake is home to another famous monastery on the island of Kihzi. Via the river Svir and Lake Ladoga the Neva River was reached and with a 2kt current helping the passage we soon waited for the pilot near the first bridge of St Petersburg. The pilot took us in the middle of the night through the center of the city with her 7 opening bridges. A memorable passage not easily forgotten.



OUR DNA

Dykstra Naval Architects brings over 40 years of experience in the design, redesign, naval architecture and marine engineering of classic and modern performance yachts and offers preliminary and concept designs for both pleasure and commercially operated yachts. Founded in 1969 by Gerard Dykstra, and led now by Managing Director Thys Nikkels, the award winning team at Dykstra is comprised of passionate sailors actively sailing our own designs and redesigns using first hand practical experience combined with in-house developed software to provide expertise in spars, rigs, and structural analysis that is current, tested and tried.

Photo onboard Gerard Dykstra’s “Bestevaer II”

From left to right: Jeroen de Vos Naval Architect, Edwin Luijff Naval Architect, Thys Nikkels Managing Director and Naval Architect, Erik Wassen Naval Architect, Loon Dykstra (sitting on boom) Accounts, Anneliek van der Linde Public Relations and Marketing, Mark Leslie-Miller Naval Architect, Thomas van Es Naval Architect, Hilbert ten Have Naval Architect, Gil Wang Naval Architect, Gerard Dykstra Company Founder and Naval Architect

Not on photo: Daan Sparreboom Naval Architect

