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# DYKSTRA

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■ NAVAL ARCHITECTS ■

51M SCHOONER • NEW 105M DYNARIG • BESTEVAER • J-CLASS RACING • 48M PILOT CUTTER SLOOP • ADIX • PUMULA



## NEWSLETTER

DYKSTRA NEWS,  
UPDATES & MORE

## NEW CLASSIC 51M SCHOONER

From the drawing boards of Dykstra Naval Architects, a new 51m classic schooner will be built to modern certification by Holland Jachtbouw. Displacing 343 tons, she will have an aluminum hull and wooden rig, including a 52m main mast with a 25m boom. Launch is scheduled for spring 2016.

With a hybrid drive similar to the system developed by Holland Jachtbouw for the Dykstra J Class JH2 "Rainbow", she can generate sufficient power while sailing to run all the systems silently and efficiently overnight.

Designed to race the classic circuit, compete in the Transatlantic and cruise remote parts of the world, she will accommodate six guests and seven crew, with a classic interior from deVosdeVries design.



## NEW 105M DYNARIG

Combining our experience in the design of large yachts such as the award-winning three-masted 87m, "Maltese Falcon" Dynarig, the 90m "Athena" and the 56m custom campaigning vessel "Rainbow Warrior III" Dykstra is excited to continue to shape the next generation of Dynarigs

and green superyachts. Slated for delivery in spring of 2016, Oceanco's 105m embraces the movement towards environmentally conscious yachts using less fuel and more power from the wind and sun.

With a Dykstra-designed Dynarig and full naval architecture, this yacht will boast a steel hull, aluminum superstructure, Nuvolari Lenard's Interior and Magma Composite Spars.



## SHABAB OMAN II

Designed by Dykstra Naval Architects for the Royal Navy of Oman and built by Damen Shipyards, the 87m sail training vessel "Shabab Oman II" sets sail this summer. Combining design principles of iconic tea clippers with today's modern technology and comfort, the three-masted full rigged clipper ship features a fully unfurled sail area of 2,700m<sup>2</sup>. Accommodating 34 navy trainees and a crew of 58, the latest tall ship addition will continue the tradition of maritime training while promoting Oman's seafaring culture globally. "Shabab Oman II" is the third successful tall ship collaboration between Dykstra Naval Architects and Damen Shipyards, joining the Solas >36 passenger vessel Clipper "Stad Amsterdam" and her sister ship "Cisne Branco", the sail training ship for the Brazilian Navy.



# J-CLASS RACING

Regattas on both sides of the Mediterranean showcased Dykstra designs sailing competitively in spectacular scenery. Setting the stage for the J-Class summer regattas, the ancient Spanish city of Mahon hosted its first Menorca Maxi in May. Two of Dykstra's J-Class yachts, JK6 "Hanuman" and J5 "Ranger" (performance refit) competed with "Lionheart" there before joining other Dykstra J's: JH2 "Rainbow" and JK7 "Velsheda" and the 51m schooner "Borkumriff IV" in Palma, Mallorca's Superyacht Cup in June. Italy's Porto Santo Stefano provided the historical backdrop for Argentario Sailing Week in June, where JK3 "Shamrock V", one of three of the original J-Class yachts refitted by Dykstra Naval Architects sailed in the company of other vintage classics.



## ADIX

It's August 1991, and "Adix" emerges from a ten month re-design by Dykstra Naval Architects and refit from Pendennis Shipyard and heads to the Mediterranean, stretching her legs for the first time. Clocking speeds of 15 knots in total security and comfort, trade wind sailing is what she was made for. With a long time planning, "Adix" makes her way through the Suez Canal in November 1993, leaving the Mediterranean behind for the next four years. Eastbound she's off across the Indian Ocean, affording the crew a chance to have Christmas dinner at the table on deck whilst sailing, all the trimmings, even shirt and tie! Bound for the Maldives we make landfall on January 2nd, 1994.



In March, we continue east to Thailand, Singapore, and Indonesia. Here, we were joined by Gerard Dykstra who guided us from Bali to Komodo, Flores, Lombok and Sulawesi. The voyage finished in Irian Jaya, where "Adix" meandered up a 40 mile river to visit a mission.

In Agats, we took part in an "Asmat" tribal ceremony and bartered for goods like others from a bygone era. Heading south to the remote, Queen Charlotte Bay, we drop Guests off in crocodile-infested waters of north Queensland then cruised the Great Barrier Reef and Whitsundays, visiting some crew hometowns.



Next, a stop in Sydney then onto the 50th Anniversary of the great Sydney Hobart race for our first taste of the "Roaring Forties," as there was a lot of work on deck! After a Tasmanian New Year, onto Wellington and Auckland to prepare for the Pacific. First stop, Tahiti followed by the Marquesas and the Tuamotus, whose clear water provided some of the best dive sites. Casting leis into the waters of Moorea, we hoped they would wash ashore allowing us another visit on a future voyage as we headed for Hawaii. Next we're off to Juneau, Alaska. Some 250 nm from land, we see what appears to be an iceberg but over the next 12 hours, it's not getting closer. We continue on seeing the most amount of ocean life from anywhere previous...humpback and sperm whales, marlin, turtles and the mighty Orca who lead us into the lush protected inlets of to find our anchorage for the next few weeks. Ashore later comes confirmation of what we thought we saw... Mt. McKinley's Peak with the best visibility ever! Brimming with halibut, King Crab, and salmon, and running out of film for our "old school" cameras, we head south through the islands of the Canadian west coast, the Johnson Straits, Nanaimo, Victoria and Vancouver. Pushing further south, we sail into San Francisco, where "Adix" receives a new teak deck.

After a trip to Baja Mexico to see humpbacks with newborn calves, it's off to San Diego to prepare for our second voyage to the South Pacific. Landfall in Tahiti, then to Western Samoa where we bought copies of "Treasure Island" from the house where Robert Louis Stephenson wrote the book. Hitching a ride on the trade winds, we cruised the beautiful tropical islands of Fiji and Tonga. Now it's 1996, and we look to the east with Chile in our sights setting all sails for Pitcairn Island...

Fletcher Christian's descendants greet us as we deliver supplies and post, and ashore we see the cave where he hid from the British Navy. Looking to sea, "Adix" lies at anchor close to where "The

Bounty" was scuttled and we snorkeled over her wreckage. Running eastwards with a fair breeze we see Easter Island and the great "Moai." Next, we arrive in Puerto Montt, Chile and cruise South through the cold, crisp coast of Patagonia seeing many Glaciers and stunted trees bombarded by countless low pressure systems. On Christmas Day 1996, we leave under full sail to round Cape Horn.

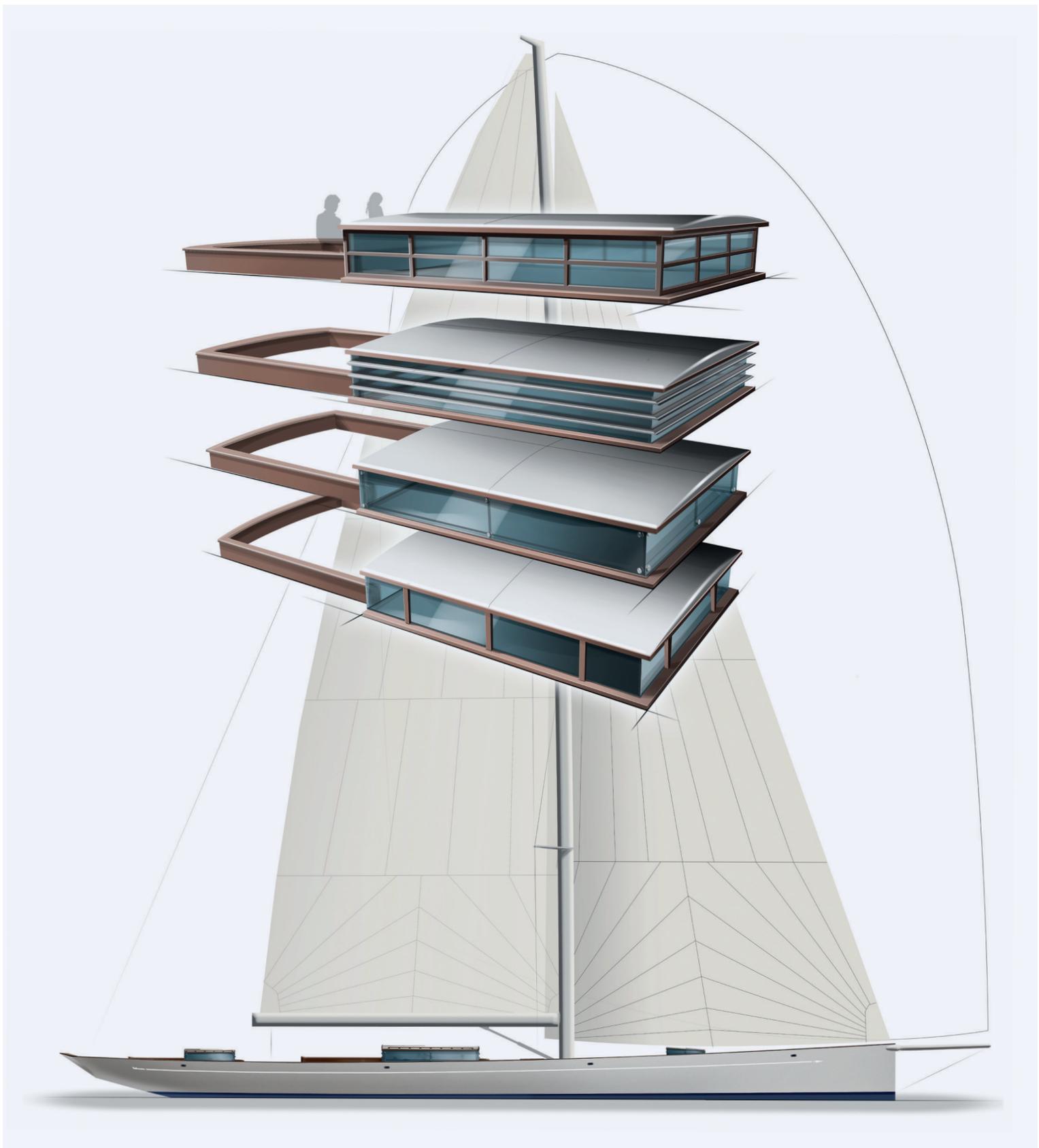
After visiting the Monument of the Lost Sailors on Cabo de Hornes, we dig south into the howling fifties, spinnaker set, blast reaching across Drakes Passage to Antarctica at 18 knots. Icebergs ahead, we drop sail in the eerie moonscape of Deception Island. Spending a week below 60 degrees south, we sail north through some of the highest wind speeds seen on the circumnavigation - 70 knots with gusts of 90! Once again we head north to warmer climates, stopping in the Falklands and Rio as we head up the Eastern Coast of South America. On May 1997, "Adix" departs New York for Falmouth, trying to beat the transatlantic race record set by "Atlantic". She doesn't get it this time, but it was a fitting end to her first circumnavigation.

To this day "Adix" is still cruising the waters of the world.

### 2ND CAPTAIN SEAN WHITNEY (DECKHAND AT THE TIME)

Dykstra Naval Architects is proud to announce their involvement in the extensive refit for three masted schooner "Adix" at Pendennis Shipyard. "Adix" was converted from Jessica at Pendennis Shipyard back in 1991, and has since seen many miles cruising and racing, including three Trans Atlantic record runs, bettering the old record of Charlie Barr on SY Atlantic that stood since 1905. The current refit includes a new, taller carbon rig for the vessel and upgrade in systems. She will be back in the water for the 2015 season.





## 49 METER CONCEPT

Classic lines, clean decks, open spaces, and a natural light-filled interior, Dykstra Naval Architects' new 49m concept yacht is timeless with a modern twist. After having success with the award-winning ketches "Hetairos" (66.9m) and

"Kamaxitha" (55m), we designed this contemporary take on tradition with a pilot cutter sloop rig. She is optimized for upwind performance in super-yacht racing and less crew for sail-handling. Her characteristic plum bow allows for increased waterline length and sharp entry, increasing the speed potential while reducing the impact of head waves. The retractable bowsprit enables

her to carry light air and downwind sails, adding speed when desired.. A lift keel accentuates her abilities, providing ultimate performance down at 7.5 m and more accessible cruising up at 4.8m.

Different options in the modern window styling on the deckhouses let the light flow in and give the 49m concept a signature style all her own.



## PERSEVERANCE

Designed by Dykstra Naval Architects with an aluminum hull and built by Claasen Shipyards, the 60 ft pilot cutter yacht "Perseverance" is a comfortable performance yacht with traditional exterior lines. Her carbon mast provides the stability needed to achieve a maximum draft of 2.6 metres without the need for heavy ballast. 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 cruising. Below deck, deVosdeVries Design created a luxurious and spacious modern interior.

## UNLIMITED CRUISING

Custom built by KM Yachtbuilders, the aluminum Bestevaer designs are based on Gerard Dijkstra's personal yacht and love for unrestricted, safe, short-handed sailing. Varying in length from 45 to 70 feet and sporting spoon, clipper or straight bows, each Bestevaer is custom designed for individual owner's preferences. Launched this summer, the Bestevaer 66ST "Annabel" has a large set of batteries, solar panels and two telescopic wind generators to fulfill her owner's desire for self-support cruising. The new 49ST "Zwarte Raaf" is built with a conventional cutter rig, maximum draft of 2.1m with minimum technology on board and a modern interior. "Seasquare", a Bestevaer 53, and a Bestevaer 57 are currently under construction.

Currently under construction at Holland Jachtbouw is the Dykstra 62ft Pilot Sloop as pictured left. She will feature a green hybrid propulsion system.





67m Dynarig Concept



## DYNARIGS

From 19th century clippers to the revolutionary 88m “Maltese Falcon”, the principles of the square rig have come of age with the modern Dynarig. Conceptualized in the 1960’s and further developed by Dykstra Naval Architects, the Dynarig’s advantages are equally suited to a new two-masted 67m superyacht as well as a 130m Ecoliner ship that can compete with conventional cargo vessels. The Dynarig’s free-standing, rotating carbon masts have inmast furling sails fully supported by purpose-designed curved yards, plus no shrouds or sheets to obstruct decks or accommodation.

Allowing safe, high average speeds in ocean conditions with less heel under sail than conventional rigs, the Dynarig’s performance assets are matched by its efficiency, economic and environmental savings. Easily handled by single instrument panel operation with sails that can be set in seven minutes. Trimmed by automation and under the control of only one person, while harnessing wind power to reduce fuel costs with less expensive Dacron sails and emitting lower carbon emissions, the Dynarig of the 21st century is an idea whose time has come.





## GOING SOUTH ON PUMULA

With the end of the Caribbean season approaching and most yachts either sailing North to the USA or going trans-Atlantic to sail another summer in the Mediterranean, SY Pumula sailed to Rio de Janeiro. The cruising and passage guides offered only two choices of route. Motor sailing along the coasts of Venezuela, Surinam and French Guyana, just avoiding the North Equatorial Current and dodging coastal debris pockets of piracy and burning lots of fuel; going around the Atlantic by reaching Brazil via the Azores, Canaries and Cape Verde Islands. I could see no reason why we could not just tack up against the northern edge of the trades and once the right wind angle appeared, cut a diagonal straight for the equator. After only a couple of long tacks, we found a good path South East, about 700

miles off the coast of South America and except for a few bouncy days, made fine and reasonably comfortable progress. It was all very easy and straightforward, with 10 days of beating upwind, 36 hours of motoring through the doldrums and across the equator, 7 days close hauled to Cabo Frio and a lovely downwind run along the coast to end the trip tacking into the large bay of Rio de Janeiro. The log read 4067 nm after a fine sail of about 20 days. Arriving in the Baía de Guanabara of Rio at sunrise is quite something, entering the narrow passage under Sugarloaf and overlooked by Corco Vado, with the spread eagled saviour above the city. Super yachting is virtually unknown in Brazil and we were welcomed by cheering fishermen and waving boatmen coming in, something that has long been lost in Mediterranean cruising.

After some time in the beehive of Rio, it was time to seek out the relatively unknown (outside of Brazil) area of Ilha Grande, which lies around 60 nm to the West of the city. Beside

the one large island the whole area has many smaller islets and countless other inlets and bays to explore. There is the charming working town of Angra dos Reis and also the uniquely historic Portuguese gold rush town called Paraty to vary any cruise. Venturing up some of the "Brazilian Fjords" we found some native Indian settlements, quite happy with the very few visitors that come and visit.

Before we arrived there were many features and opinions about Brazil being polluted, criminal and outright dangerous. If one is ignorant one might easily find all these elements (as in many areas of the world), yet with a little research, sensible vigilance and expert guidance, all we have found so far has been welcoming, exotic and refreshingly different from any other previous destination.

**CAPTAIN MICHAEL VAN BREGT,  
SY PUMULA, JULY 2014**

### ABOUT DYKSTRA NAVAL ARCHITECTS

## 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 Luijf 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, Gerard Dykstra Company Founder and Naval Architect **Not on photo:** Daan Sparreboom Naval Architect



Photo credits: Maria Muiña, Onne van der Wal, Peter Nieuwstraten, Damen Shipyards, James Robinson Taylor, Jesus Renedo, SY "Adix", Pendennis Shipyard, Flying Focus, Claasen Shipyard, Michael van Bregt, SY "Pumula"