

Yacht première

N°5

THE INTERNATIONAL QUARTERLY OF 100' PLUS YACHTS

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Pretty Woman

The contemporary interiors clearly emphasise the comfort and elegance that has always distinguished the vessels produced by this shipyard. Michela Reverberi has given them a look as clean and fresh as a sea breeze. The designs illustrate graceful and luminous furnishings in wood and fabrics that delicately play on rustic hues and subtle contrasts, almost tone-on-tone. The private areas on board *Pretty Woman* are extremely attractive, with elegant and absolutely luxurious accommodations that welcome the Owner and his guests in quiet intimacy and comfort. The main deck houses the splendid stateroom that occupies the entire width of the hull at the bow, offering the Owner a maximum of space and luxury in absolute privacy. The splendid furnishings include a king-size bed and spacious walk-in closet, low storage cabinets, a coffee table with armchairs, a private living area with a sofa and writing table plus bookshelf, as well as a compact yet complete personal office, so that the Owner may do business as usual thanks to advanced IT equipment - even while on the high seas. Last but not least, the suite offers a particularly spacious bathroom with a large Jacuzzi, a separate shower stall, and twin washbasins, all tiled in marble. The lower deck contains four vast double cabins for the guests, each with two twin beds that may be combined into one king-size bed. Each cabin boasts roomy wardrobes and a full bathroom in marble. If required, the two stern cabins can be easily transformed into a single spacious VIP stateroom with a large double bed and living room furnished with a commodious divan, thanks to a sliding wall. This interesting characteristic was conceived to multiply the functionality of the yacht during cruises, a flexible solution calculated to transform the environments quickly and easily thereby satisfying all possible demands. The social areas on board *Pretty Woman* are impressively spacious and bright, with a relaxing yet austere atmosphere of refined and harmonious luxury that allows guests to be entertained in grand style. On the main deck we find a vast covered and furnished cockpit that leads to a grandiose salon of breathtaking size flooded with natural light, with a lovely lounge invitingly furnished with long, comfortable divans and several enticing armchairs. The exquisite dining area with its large dining table promises gourmet meals impeccably served by the crew from the adjacent hi-tech galley. On the bridge deck, the spacious and brightly lit lounge area is furnished with comfortable divans and armchairs and the full-length sliding glass doors open on to a delightful aft deck terrace equipped with an enormous and fully-shaded dehors for outdoor dining on a large table and a spacious stern area with tables and chairs for conversation. On the sun deck there is plenty of open space for sunbathing and relaxation, to the stern there is a fabulous panoramic terrace equipped with a host of sun beds; to the bow, two large circular divans and two adjustable teak tables, not to mention a barbecue installed in the granite-topped counter. In the stern section of the hull, the tender garage holds a rigid keel, 6-metre dinghy as well as other onboard toys, including a powerful jet ski and complete scuba equipment. The lowered transom forms a swimming platform for practical direct access to the sea. This new *Pretty Woman* now under construction in the Hakvoort yard has an overall length of 39 metres with a water line of almost 33 metres, a width of 8 metres, and a maximum full-load draught of two and a half metres. For this new unit, as dictated by the long-standing tradition of this shipyard, steel is used for the construction of the main hull while aluminium is used for the superstructure. The hull is a round-bottomed displacement hull with a considerable dead rise. The keel line is level with the horizontal plane, while the ample prow is flared from the base to the peak with an inlet flow angle to the base. The craft has a cross-beam structure with four watertight bulkheads including a forward one in case of collision, >



▲ The main salon ▼ The Owner's apartment



Pretty Woman

while the dual-layered hull holds the fuel tanks, the lubricant tanks, the used lubricant tanks, as well as the fresh water tank and waste water/sewerage tanks. The yacht is being constructed in full compliance with strict certification standards in order to obtain the maximum classification from Lloyd's Register of Shipping, Maltese Cross 100 A1 SSC YACHT MONO G6 – LMC UMS. The propulsion system planned for the new 39-metre Pretty Woman consists of two modern and reliable C18 DiTA Caterpillar diesel marine engines, each accredited with an impressive maximum continuous rating of nearly 450 kilowatts distributed at an average of 1800 rpm, and both connected directly to the twin propellers driven by a straight-shaft engine. The cruising speed is calculated to be around 11 knots while long-range fuel capacity estimated at the conservative cruising speed of 9 knots is about 5,500 nautical miles. The large inboard fuel tanks contain 45 thousand litres of fuel, while the lubricant and used lubricant tanks for motors and generators each have a capacity of 1000 litres; in addition, a desalination system daily refills the 10-thousand litre fresh water tanks. Electrical energy for the various needs of various onboard users is provided by two efficient M10066A1 Northern Lights generators, each with a maximum continuous rating of more than 100 kilowatt at 1500 rpm. The new unit is equipped with a powerful bowthruster, an efficient stabilizing system with a pair of fixed stabilizing fins at the centre of the ship, and a wheelhouse system with two main pumps and hydraulic cylinders located between the twin rudder blades.

Hulls under construction: News from the Hakvoort Shipyard

Each year this shipyard produces numerous luxury yachts in the 40- to 50-metre segment, working at full pace with a portfolio of decidedly high-profile orders due to their excellent standing; numerous other units - including three new ultra-powerful oceanic motor yachts - are now being constructed and fitted at Hakvoort, the historic Dutch shipyard. • Perle Bleue is a 38-metre beauty that can easily accommodate 10 guests. Designed by the Dutch studio of Diana Yacht Design International, it has interiors by the English Donald Starkey Design studio in refined and warm wood panelling; delivery of the new vessel (to the same highly satisfied owners of Campbell Bay) is foreseen for the month of September of this year. • Known by yard number 241, an elegant 45-metre vessel is the fruit of the efforts of a three-man professional team, all Dutch: Cor D. Rover Design, Diana Yacht Design International, and Felix Buytendijk Yacht Design. It will be the first unit produced for chartering according to the standards and prescriptions of new Dutch government regulations for CVV (commercial cruising vessels); the end of construction and delivery are set for March 2008. • Atlantis is a highly prestigious 49-metre gem with a strong aesthetic impact. Her interior and exterior were designed by the American firm of Glade Johnson Design, while the naval architecture was designed by the Dutch Diana Yacht Design International studio. The propulsion system consists of a pair of powerful MTUs capable of powering it to a maximum of 13.5 knots; the steel displacement hull and the aluminium structure guarantee safe performance during long-range navigation under all atmospheric conditions. The vessel has been conceived expressly to accommodate ten guests in the total luxury of its generous spaces, enveloping them in an extraordinary atmosphere of comfort and relaxation and offering many areas designed for entertainment while cruising.

Flaviano Perelli

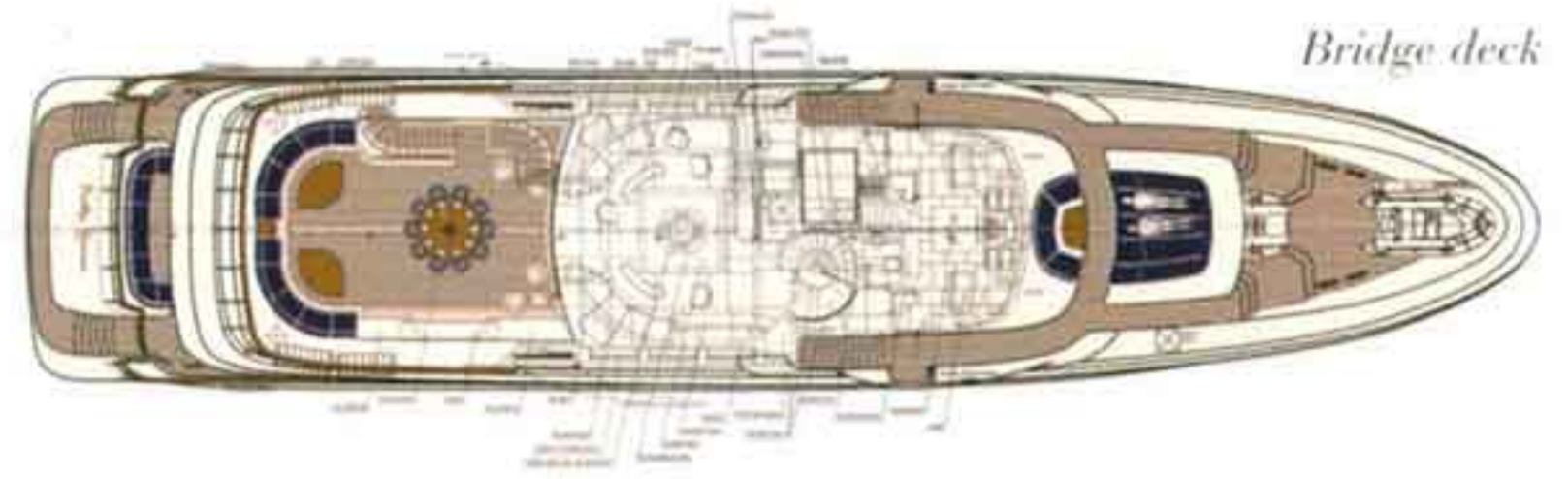


▲ The Owner's apartment private living area ▼ The lower deck VIP cabin

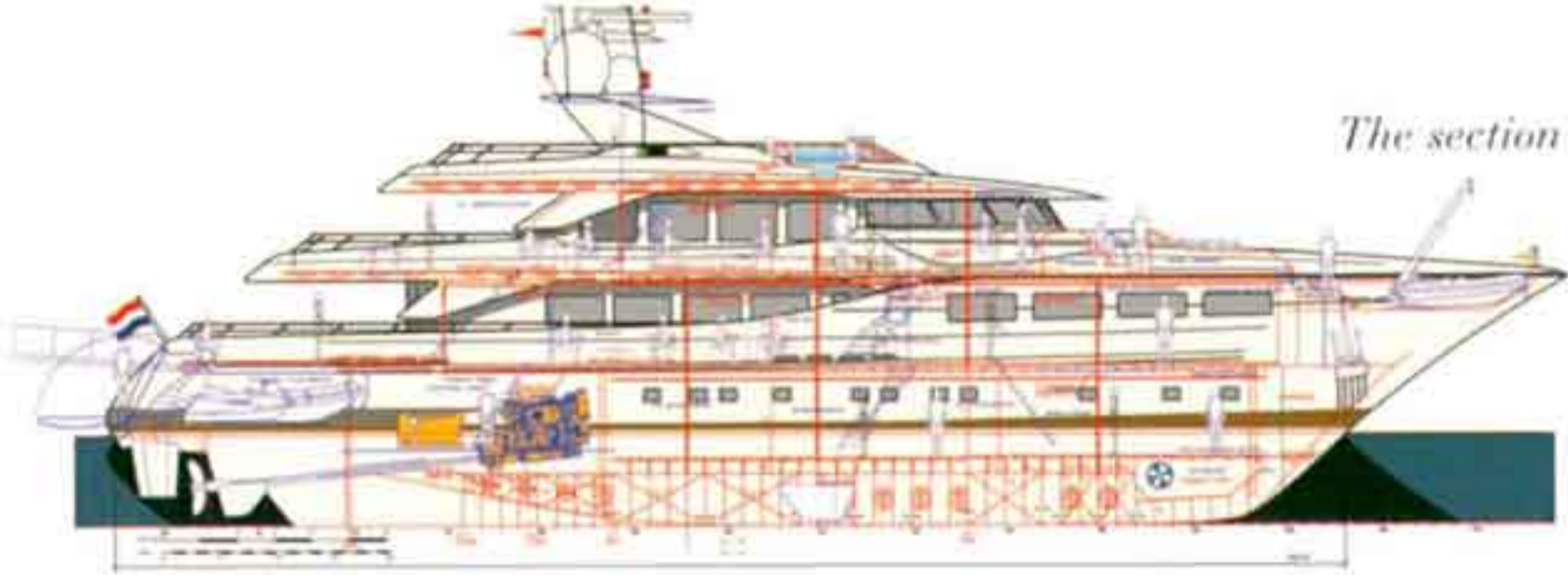




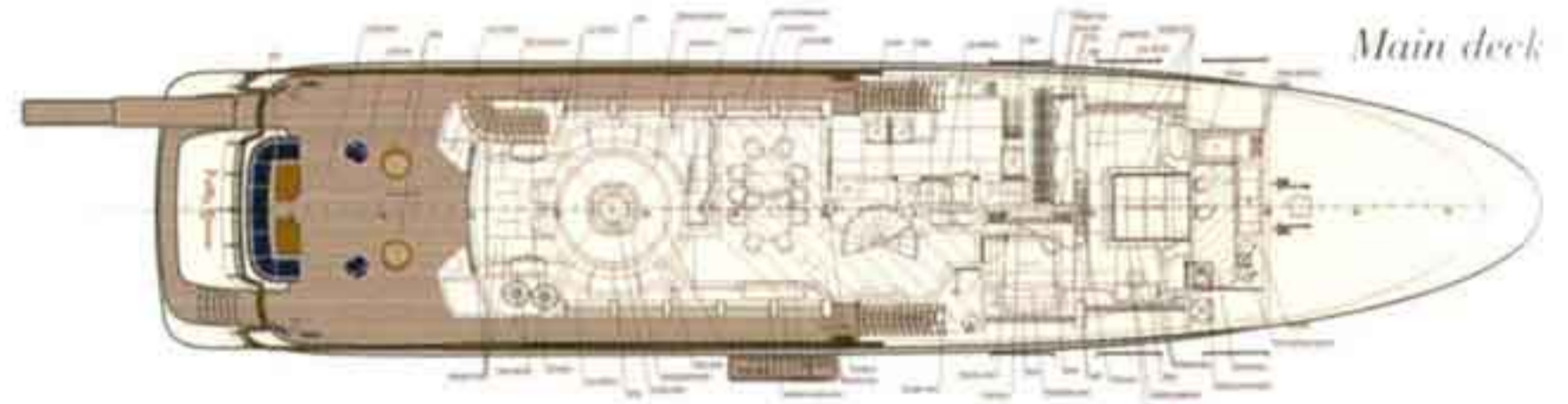
The hull



Bridge deck



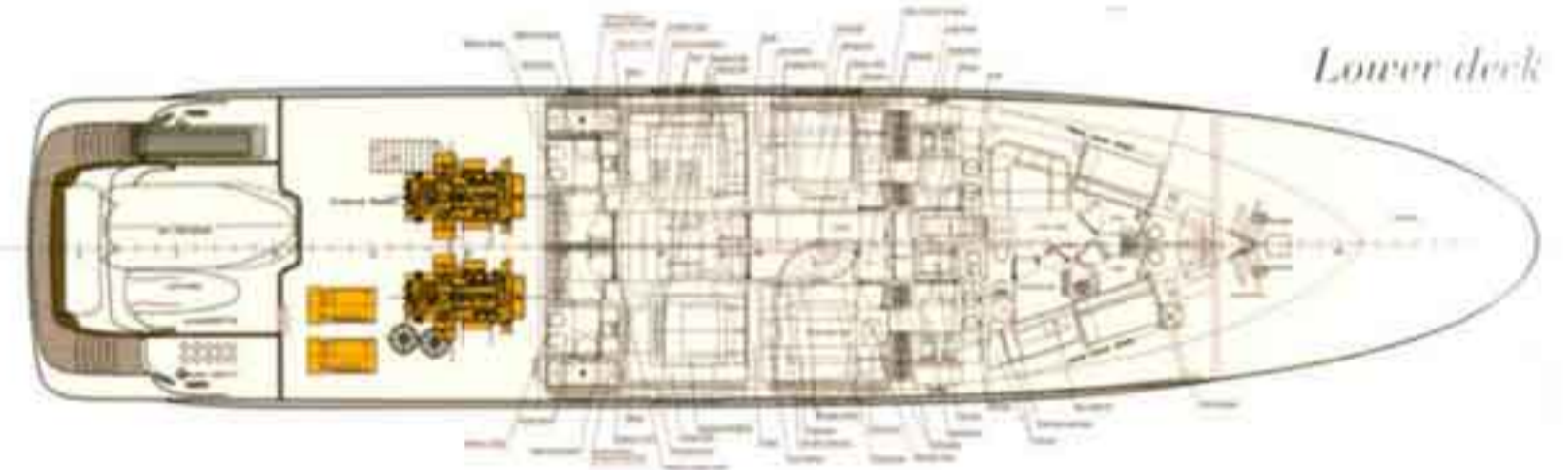
The section



Main deck



Sun deck



Lower deck

TECHNICAL SPECIFICATIONS

LOA	127'95" / 39.00 m
LWL	107'93" / 32.90 m
Beam moulded	26'24" / 8.00 m
Beam max with fenders	27'23" / 8.30 m
Depth moulded at LR	14'10" / 4.30 m
Draft at full load (max)	8'03" / 2.45 m
Type of vessel	Round bilge displacement hull with good dead rise, transom, level keel, flared bow with fine entrance angle and 4 watertight bulkheads; fuel, water, lube oil, sanitary, etc. tanks to be double bottom tanks.
Engine room	positioned in the aft part of the ship
Classification	Lloyd's +100A1 S.S.C. Yacht Mono G6 +LMC UMS regulations, see 014.
Main engines	Two Caterpillar diesel engines type C18 DITA, MkI, Tier II, each with an MCR (maximum continuous-rating) of 447 kW at 1800 rpm, see 411.
Propulsion system	Straight drive, oil lubricated shafts, two Fixed Pitch propellers, see 414.
Generators	Two Northern Lights generator sets, type M1066A1; rating 105 kW at 1500 rpm, see 421 and 513.
Electric system	European constant frequency parallel system, automatic paralleling and load sharing, system voltage 230/400 V - 50 Hz; see 511.
Steering system	Hydraulic cylinder between twin spade rudders, two main pumps.
Tank capacities	Minimum 38,5 tons = 45000 l marine diesel oil, 10.000 L fresh water and 1.000 L of lube oil and 1000 L of dirty oil.
Cruising speed	Approx. 11 Knots
Range at 9 kts	5500 nm incl. 54 kW generator output
Exterior styling	Cor D. Rover Design Shoonhovenseveer 19, 2964 GB Groot-Ammers, The Netherlands telephone: +31 184 609 333 - fax: +31 184 609 444 www.cor-d-rover.com - cdrd@euronet.nl
Naval architecture	Azure Naval Architects Herenweg 133, 2105 MC Heemstede, P.O. Box 409 2100 AK Heemstede, The Netherlands telephone: +31 23 5483 010 - fax: +31 23 5471 760 www.azure-na.com - info@azure-na.com
Interior design	Michela Reverberi Via Ridolfino Venuti 14, 00162 Roma, Italy telephone: +39 06 8620 6304 - fax: +39 06 8638 1742 Reverberi.id@fastwebnet.it
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