

Hakvoort's largest yacht to date





*Delivered in April 2006,
Hakvoort's latest newbuild
JeMaSa was recently
presented at the
2006 Fort Lauderdale
International Boat Show.*

*With a length over all of
50 m, JeMaSa is the largest
yacht to date to come out of
the Hakvoort shed.*

*The layout features entirely
separated crew areas from
the guest areas offering
complete privacy and
maximum comfort for
guests and owner.*

'JeMaSa' has been designed with charter-friendliness in mind. Diana Yacht Design was responsible for the naval architecture while the exterior styling is from the boards of Espen Oeino.

As the yacht was sold while she was still under construction, the interior design received the input from different studios. Espen Oeino and Michela Reverberi designed the interior for the first owner and Barbary Barry from Los Angeles modified it to the tastes of the second owner. Her exterior profile features a white hull and superstructure with unusual accents of brown.

Climatised alfresco area

The main deck foyer is located on the starboard side, analogous to the lobbies above and below. They are connected by an especially striking stairwell conceived by Espen Oeino's team. The central point of each step is fixed to an ellipsoidal strut that winds its way under the middle of the stairway along its entire length. A recessed deck light facing the climber is fitted into the strut above each step, creating a highly decorative safety feature.

The main deck lobby and galley, opening

onto the starboard and port side decks respectively, divide the main deck into a full-beam owner's area forward and a dining space and main salon abaft. The owner's stateroom forward is finished in teak and accessed through a pleasant office and lounge area. This area features a king-sized bed and opens onto a cedar-walled dressing room and beautiful, full-width bathroom with his and her shower rooms and an inter-connecting bath section.

The side decks converge in the aftmost portion of the yacht, which features comfortable seating areas and hot and cold buffets. Wind from the side decks can be closed off with sliding glass screens while air blowers above the seating keep the area heated or chilled according to season.

Spacious galley

The dining room, which can effortlessly accommodate 12 guests, is connected directly to the galley forward. This spacious, convenient working area provides more than sufficient space and facilities for preparing and arranging gourmet meals. A dumb waiter terminating here reaches all the above decks and ensures that food can quickly and easily be served at any of the dining spaces onboard.

Massage room and spa

The accommodation deck below the main is comprised of five cabins. Two VIP suites offer generous, well-appointed spaces with ensuite bathrooms, while two slightly smaller staterooms are set up in double layouts. A fifth cabin with a bunk bed arrangement includes ensuite facilities. Inhabitants of the accommodation deck can enjoy an additional treat in the form of a comfortable massage room and spa adjacent to the accommodation area. The crew section, which includes a mess and five double cabins on the same deck, has its own separate stairway leading up to the main deck.

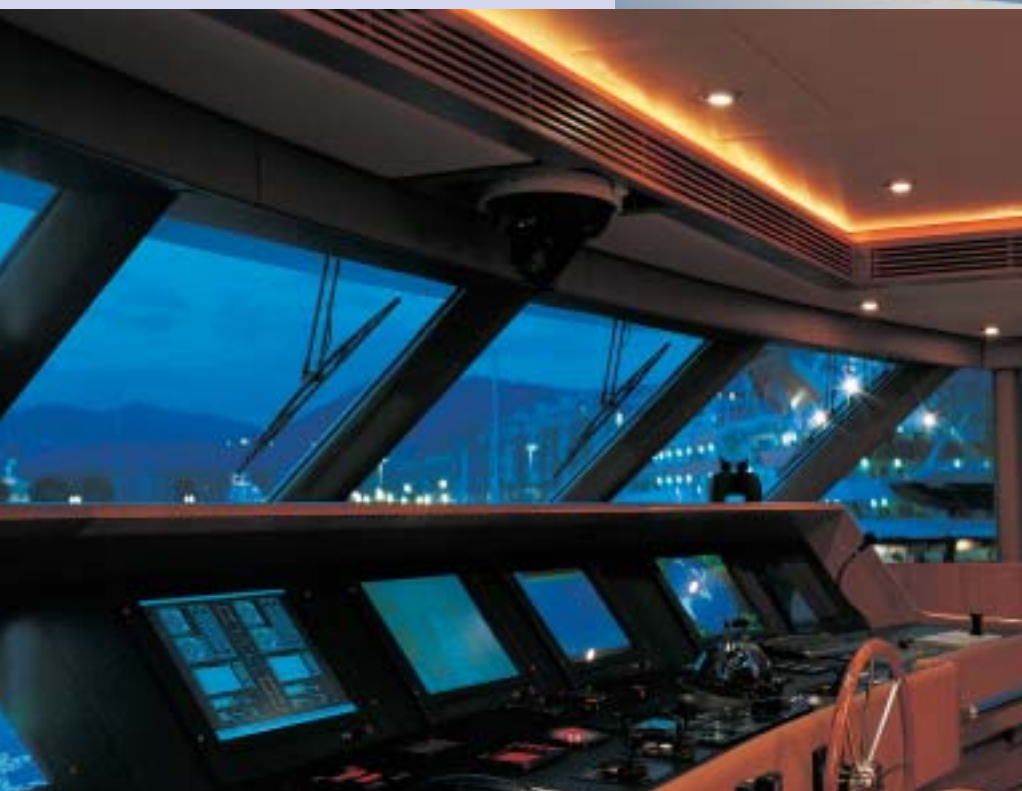
Below the lower deck is a service deck, with

all the tanks, the laundry, and walk-in freezer rooms and cold stores.

Captain's input

JeMaSa's elegant, well-laid-out wheelhouse was designed by Captain Juan Koegelenberg, who was with the yacht throughout her construction time at Hakvoort. Notable features of this area include the simple but effective leaning posts that reduce fatigue and the DekaSis alarm monitoring system. The latter was supplied by the Dutch firm De Keizer and never before seen on a yacht of this size.

The Captain's cabin and office aft from this area lead on to the light and spacious bridge deck salon. Finished in white-painted woods highlighted with naturally stained cherry, this space is divided into three separate seat-



easily transforms into a giant bedroom under the stars or an open air cinema. The entertainment system onboard was supplied by Van Berge Henegouwen.

The forward part of the bridge deck contains the practical mooring and anchoring apparatus and a capacious rope store. On the starboard side is the stowage for the 22 foot long main tender. The Novurania RIB stored here is shielded from outside view by an inventive wing-like structure that opens to serve as a practical launching area. The boat is lowered to the water using two sliding davits.

Helipad

The innovative split-level sun deck doubles as an alfresco dining area with a large table and dumb waiter going straight to the galley two decks below. At the aftmost end, a helipad platform with a cunningly disguised

ing areas, one of which includes the opportunity for intimate dining. There is also a convenient bar and a practical guest office here.

Open air cinema

The side decks running the length of both sides come together in two wide outdoor spaces. The covered aft area comprises a wide seating area as well as a large circular table that can seat 12 or be reduced to a more manageable size using a creative system of quadrants. The open forward space includes an impressive widescreen and an inspired semi-circular settee that can be converted into a wide bed. This arrangement





refuelling apparatus also serves as a rescue boat berth.

One of the modifications the new owner requested, was to convert the touch-and-go landing platform into one where the helicopter can be permanently stowed. This involved additional strengthening.

Further forward, between the masts, is JeMaSa's well-equipped gymnasium that opens onto the whirlpool tub abaft and the sunbathing area forward through glass doors. In addition to all the necessary fitness paraphernalia, the gym also has a convenient steam shower. The huge sunbathing area at the forward end of the deck can be covered for shaded open-air lounging.

Long ranger

JeMaSa's hull is built of steel, while her superstructure is made of aluminium. She complies with the MCA Large Yacht Code and is built to Lloyd's Class rules with notation LR * 100A1 SSC Yacht G6 * LMC UMS. Her round-bilge hull is propelled by twin Wärtsilä propellers of 1700 mm diameter each.

The power is produced by twin Caterpillar 3512B DI-TA engines, each delivering 1014 kW at 1600 rpm. This arrangement gives her a top speed of 15.7 knots while her economical cruising speed of 12 knots offers a range of 3750 Nm. Her fuel tanks store over 83.000 litres of diesel. She has a fresh water reserve

of 15.000 litre and two HEM watermakers with a capacity of 12.000 litre per day to keep the fresh water tanks topped-up. JeMaSa has a maximum occupancy of 12 guests and 12 crew.

In the bow is a Jastram bowthruuster of 120 kW. JeMaSa is equipped with Quantum zero-speed stabilizing fins for stabilization at anchor. Two 170 kW Caterpillar gensets provide on-board power.

The 55 kW emergency generator was supplied by Northern Lights. The emergency generator and emergency steering position are located on the starboard side of the aft-most end of the yacht. This is mirrored on the port side by a locker housing the diving



equipment. In-between the two storerooms, the lazarette is brimming with all types of water toys conceivable. The handy drop-down transom door here also doubles as a swimming platform.

Family business

Providing the ultimate in privacy and comfort for both owner or charter parties, "JeMaSa" marks another milestone in Hakvoort's century-long history. The family business continues to lure the world's rich and famous to the small village of Monnickendam. The clients appreciate the personal approach and short lines in a shipyard where most of the work is still carried out in-house.

At the helm of the company is Albert Hakvoort, who recently found himself in a surprise party for his 50 years of service at the shipyard. The yard has currently 3 more motoryachts from Diana Yacht Design under construction, ranging from 38 to 48 m in length.

Subcontractors and suppliers of equipment fitted on board the 'JeMaSa' (partial list)

- Berge Henegouwen, Van,**
Roelofarendsveen: entertainment system
- Bocean Marine,**
Numansdorp: *Northern Light* emergency generator
- Cramm Yachting Systems,**
Leeuwarden: passerelle
- Diana Yacht Design,**
Haarlem: naval architect
- Heinen & Hopman Engineering,**
Spakenburg: air conditioning

- HEM, Antibes (F)**: fresh water makers
- Hydromar, Wieringerwerf**: lazarette crane
- JVS Scheeps- en Industrie-techniek, Papendrecht**: *Jastram* bowthruster unit
- Keizer, A. de, Zaandam**: *DekaSis* alarm & monitoring system

- Lloyd's Register of Shipping,**
Rotterdam: classification
- Nicoverken Marine Services,**
Schiedam: *Hamann* sewage treatment plants; *Jets* vacuum toilet systems; *Cathelco* anti-fouling and cathodic protection

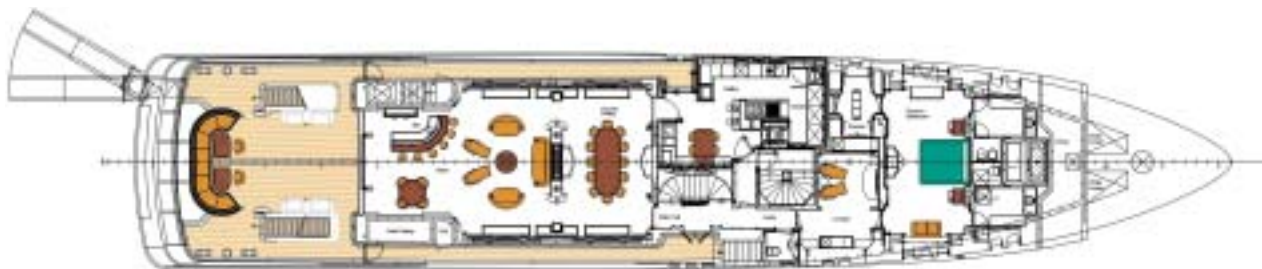
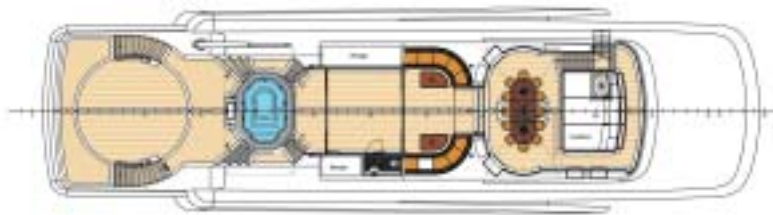
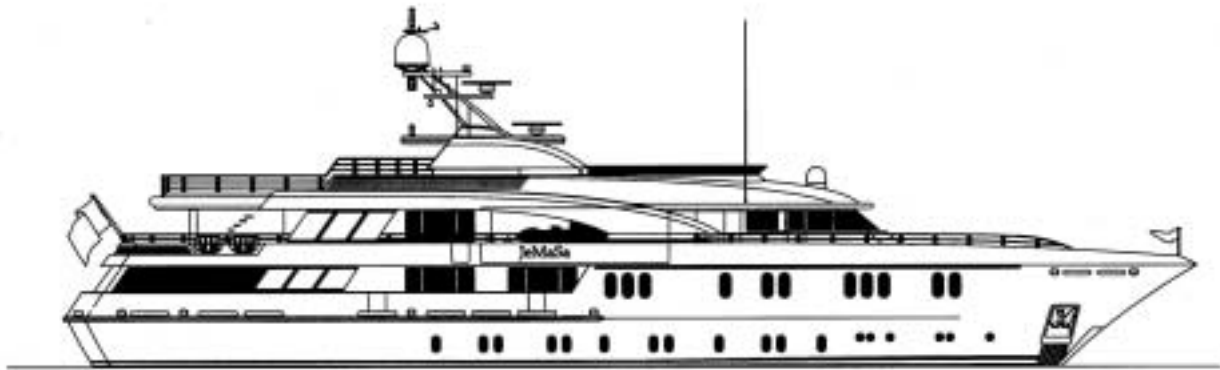
- Pon Power, Papendrecht**: *Caterpillar* main & auxiliary engines

- Quantum Controls, Nuth**: stabilizers
- Rolls-Royce Marine Benelux,**
Pernis RT: *Tenford* steering gear
- Technoship, Apeldoorn**: *Ultra Fog* high pressure water fog system

- Tyco Integrated Systems,**
Woerden: *Thorn* fire control system
- Wärtsilä Propulsion**
Netherlands, Drunen: *Lips* 5-bladed propeller
- Yec, Vollenhove**: *Awlgrip* coatings



Builder: Hakvoort Shipyards
 Naval architecture: Diana Yacht Design
 Exterior design: Espen Oeino
 Interior design: Barbara Barry



Principal Particulars:

LOA 49.99 m / 164 ft
 LWL 43.13 m / 135 ft
 Beam 9.45 m / 31 ft
 Draught 3.2 m
 Displacement 696 gt

Performance:

Cruise speed 13.5 knots
 Max speed 15.7 knots
 Range 3750 nm

Power plant:

2 x Caterpillar diesel engines type 3512B DI-TA
 Engine Output 1014 kW at 1600 rpm
 Propellers Wärtsilä five blade, Ø 1700mm
 Generators (main) 2 x Caterpillar, 170 KW, type 3306B, 60 HZ
 Generator (emergency) Northern Light, M1064F1 55 Kw

Tank capacity:

Fuel 83.300 liters
 Freshwater Tank 15.100 liters
 Grey/black water (capacity) 3.030 liters of lube oil and
 3.03 liters of dirty oil