

# *JeMaSa*

Striking Design &  
Exceptional Comfort



Photo courtesy of Hakvoort Shipyard taken by Stef Eravin

## **JEMASA**

BUILDER	Hakvoort Shipyards
NAVAL ARCHITECT	Diana Yacht Design
EXTERIOR DESIGN	Espen Oeino
INTERIOR DESIGN	Michela Reverberi & Barbara Barry

*A century of shipbuilding experience, traditional values of craftsmanship, the latest technology and the finest equipment and fittings... these are the elements that make JeMaSa so special. The 50-metre yacht represents another impressive achievement by Hakvoort Shipyards. The new build yacht is a floating showcase, comprising an abundance of comfortable features and ingenious design details.*

One of the unique particulars about Hakvoort is that most aspects of the design, engineering and construction processes are kept in-house. Today the yard has an experienced staff of more than 90 employees and building utilities include two closed, temperature-controlled docking and construction halls, a metal workshop and a large quayside operation area. Under the name Unlimited Interiors, Hakvoort has its own joinery workshops with a total area of 2,500 m<sup>2</sup>, in which some 30 dedicated carpenters create perfect superyacht interiors for Hakvoort yachts and work on a sub-contractual basis for other yards and independently on customised projects. Hakvoort even offers purpose-built facilities for major refits. A recent rebirth is, for instance, 'Sea Eagle'. Recent activities include maintenance and upgrading work on board 'Happy Dolphin'. Highlights of the refit include a two-metre transom extension, a complete paint job, replacement of the engineering systems, and a complete re-engining of the propulsion plant with two new 3,700 hp MTU 16V4000 M90 engines, generators, pumps, watermaker, airco units, hydraulic systems, digital audiovisual equipment, navigation equipment. Also a whole new interior and teak deck were part of the rebirth. The result is a stunning, all-aluminium, high-speed, sports yacht capable of over 40 knots.

### Spirited Teamwork

Together with the yard's sound reputation, the aesthetic and technical qualities of Hakvoort's yachts have grown worldwide. This is the result of spirited teamwork with clients, designers, and naval architects, and thanks to close cooperation with classification societies and the MCA to meet or exceed all structural and safety requirements. A significant added value of all this dedication is the recognition Hakvoort has received from the International Super Yacht Society (ISSS) and ShowBoats International. Since 1994 eight Hakvoort yachts have been nominated for awards, and five of them have won in their class: Lady Marina (1994), Freesia (1998), Spada (1999), Saga

(2002) and Tigre D'Or (2005). A future candidate for nomination is without doubt the recently delivered JeMaSa.

### Attractive Design

In terms of volume, JeMaSa is the largest yacht to date from the Hakvoort shipyard. She has a striking design and the brown accents are undeniably attractive; a rather different stern but it certainly suits the overall design. Apparently the name is from the first two letters of each of the owners' children's first names. Built to Lloyd Register's 100A1 specifications, with naval architecture penned by Diana Yacht Design, her exterior profile originated on the drawing board of designer Espen Oeino. Although the interior was also originally by Oeino and Michela Reverberi, the second owner's family implemented changes devised by designer Barbara Barry, who is based in Los Angeles. According to Oeino, the yacht maximises





the space available and has a high volume for her length both in and outdoors.

### Striking Stairwell

The main deck foyer is situated on the starboard side, en route to the lobbies above and below. They are connected by a particularly 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 person climbing the stairs 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 side decks converge in the aft most 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 the season.

### Owner's Stateroom

The comfortable main salon and dining room are stylishly finished in a variety of neutral brown and beige tones. The dining room, which can easily accommodate twelve guests, is connected directly to the forward galley. This spacious, convenient working area provides more than sufficient space and facilities for preparing and catering for gourmet meals. A dumb waiter reaches all the above decks and ensures that food can be quickly and easily served to any of the dining areas onboard.

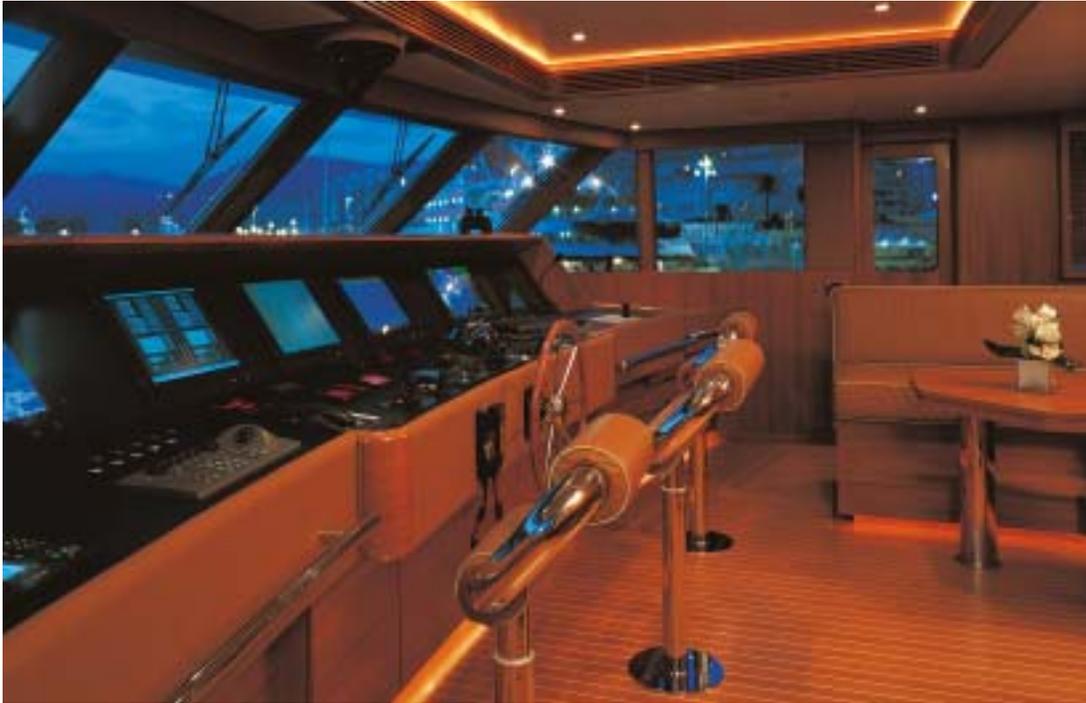
The owner's forward stateroom is finished in teak and accessed through an elegant office and tasteful lounge area. This area features a king-size bed and opens onto a cedar-walled dressing room and beautiful, full-width bathroom with his and her shower rooms and an interconnecting bath section.

### VIP Suites

The accommodation deck below the main deck comprises 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.







Those accommodated on this deck can enjoy an additional treat in the adjacent, relaxing spa and massage room. 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.

### Bridge Deck Salon

JeMaSa's elegant and ergonomic 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 and monitoring system. The latter was supplied by the Dutch electrotechnical company De Keizer and has never been seen before on a yacht of this size. The decentralised system enables you to remotely operate on board systems from various locations by using touch screens. The decentralised system allows reduced cabling and weight reduction and to undertake work in a more

flexible manner during and after construction. Main components in the network, such as PCs and PLCs, are all redundancy-based; in the event of a fault in the main system, a back-up system automatically takes over all operations.

The Captain's cabin and office aft from this area are entered via the light and spacious bridge deck salon. Finished in white painted wood, highlighted with naturally stained cherry, the bridge deck salon is divided into three separate seating areas, one of which includes the opportunity for intimate dining. Additional amenities include a convenient bar and a practical guest office.

### Outdoor Spaces

The side decks running the length of both sides come together in two, wide, outdoor spaces. The covered aft area comprises a spacious seating area as well as a large circular table that can seat twelve guests or be reduced to a more manageable size using a creative system of quadrants. The open,



**Half a Century of Dedicated Services**

Earlier this year Albert Hakvoort celebrated half a century of dedicated service to the yachtbuilding yard carrying his family name. This achievement – and the many great vessels built during his time at the helm – was celebrated with a surprise party with the employees of the yard. Having started work at the yard at the age of 15, Albert Hakvoort has become a yacht builder of international fame. Located in the picturesque village of Monnickendam, close to Amsterdam, the Hakvoort yard has been a family-owned company since 1919. Albert's sons, Klaas and Albert Jr. occupy senior positions in the company. Even after 50 years of service, Albert Hakvoort is renowned for his dedication to the day-to-day activities of the yard. Since taking on the position of managing director in 1981, he has developed his yard from a small fishing boat operation to purveyor of some of the world's finest, luxury motor yachts. Albert Hakvoort has always had an unrelenting drive to increase the aesthetical and technical qualities of the yard's yachts. He has actively encouraged teamwork with clients, designers, and naval architects, as well as a close cooperation with classification associations and the MCA to meet or exceed structural and safety requirements.





space forward includes an impressive widescreen and an inspired semi-circular settee that can be converted into a wide bed. This arrangement easily transforms into a giant bedroom under the stars or an open air cinema.

The forward part of the bridge deck contains the practical mooring and anchoring equipment and a sizeable rope store. One of the many special features that underline JeMaSa's exceptional design is housed on the starboard side where the main tender is stowed and shielded from outside view by an inventive wing-like structure that opens to serve as a practical launching area.

### Al Fresco

The innovative, split-level sun deck doubles as an al fresco dining area with a large table and dumb waiter going straight to the galley, two decks below. At the aft most end, a helipad platform with a cunningly disguised refuelling apparatus also serves as a rescue boat berth. 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.

### Propulsion Plant

Twin-screw JeMaSa operates extremely quietly and handles very well in close quarters. Her engine room houses two, Caterpillar, main diesel engines, each with an output of 1,014 kW at 1,600 rpm. Twin Wärtsilä five-blade propellers generate a maximum speed of 15.7 knots and a cruising speed of 13.5 knots. Combined with a fuel capacity of 22,000 US gallons, this adds up to a range of 3,750 nautical miles at an average speed of 12 knots.

There is an emergency generator and an emergency steering position 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. To further ensure exceptional comfort levels, she is equipped with special, Quantum Marine, active, fin roll stabilisation-at-anchor systems. The active fins generate the lifting force required to control vessel roll underway by the flow of water over the fins. The system moves the right fins at the right speed reducing vessel roll, even when the vessel is anchored or drifting.

### Under Construction

With the delivery of JeMaSa Hakvoort still has three other twin-screw ocean-going, motor yachts under construction, ranging between 38 and 48 metres in length. Other activities include maintenance work on board the sailing yacht 'Mandarine', built at Hakvoort and delivered in 2000.

### Perle Bleu

New build projects include the order for a new motor yacht 'Perle Bleu'. This 38-metre, twin-screw, ocean-going, motor yacht has the ideal length and layout for chartering, carrying ten guests including the owners and offering accommodation for a captain and six crew members. The yacht is built to Lloyd's Register classification and MCA rules. 'Perle Bleu' has been designed by Donald Starkey Designs, with an interior in traditional, wood panelling style. Naval architecture is by Diana Yacht Design. Completion of the new 'Perle Blue' is planned for mid 2007.

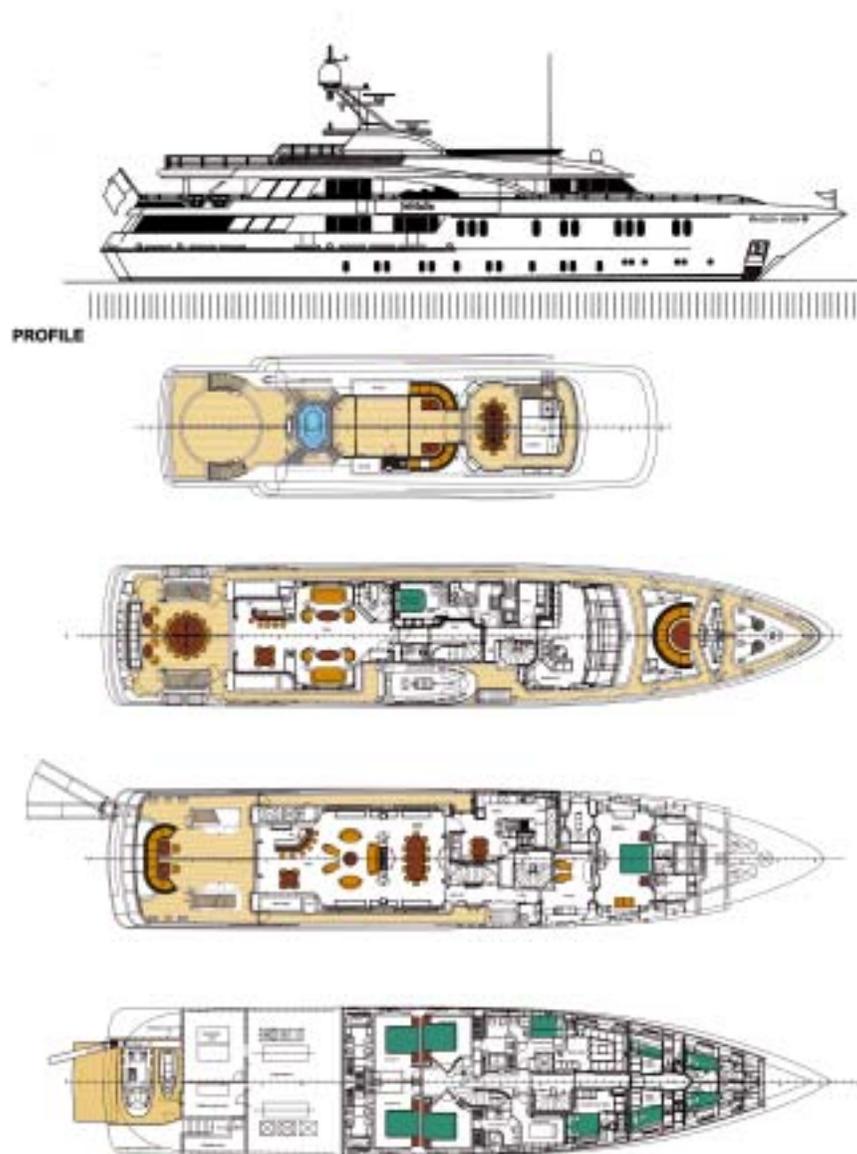


## Going Dutch

Also under construction is a stylish 45-metre, motor yacht bringing an entirely new meaning to the expression "Going Dutch". Built to the highest Dutch standards by Hakvoort, yard number 241 has been designed by Cor de Rover. Responsible for the interior design brief is Felix Buytendijk and naval architecture was carried out by Diana Yacht Design. She will be the first yacht to be built for chartering under the new Dutch government rules for Commercial Cruising Vessels (CCV). This all-in-one, governmental package for yachts of 24 metres or over in load length, includes construction and safety standards, commercial exploitation, manning and registration under the Dutch flag. Designed for long range ocean cruising, BN 241 is also built to the rules and regulations of Lloyd's and MCA. The yacht features the perfect length and layout for chartering, carrying ten guests, including the owners, and offering accommodation for a captain and eight crew members. Her main deck features a master stateroom plus owner's office, saloon and dining area. A lounge with a large LCD TV screen installed on to the forward wall and a game table is located on the bridge deck as well as the captain's cabin. A wealth of outdoor relaxation facilities include large, open seating areas on the aft decks and a sun deck with bar, Jacuzzi and pads. Her aft decks are equipped to be enjoyed throughout the year with side screens and infra red heaters in the ceiling. Luxury accommodation for up to eight guests and eight crew is found on the cabin deck, which also houses the engine room in the aft part. The yacht is due for completion at the end of 2007.

## Atlantis

Hakvoort has meanwhile signed a contract for the building of yard number 243, the visualization of another dream. The hull of the yacht will be transported to Monnickendam as soon as yard number 241 has been completed. To merit the name of 'Atlantis', this new yacht will be stunning and the ultimate in luxury in terms of both interior comfort and sailing performance. Interior and exterior drawings are penned by Glade Johnson and originate from the drawing table at Diana Yacht Design. The 47.63 metre new build yacht will be as ingenious as she is beautiful, featuring an inviting sky lounge, a wealth of open areas and panoramic views, an elevator, and a dumbwaiter serving all decks. Providing accommodation for up to ten guests the luxury motor yacht will be fully optimized for chartering and blue water, ocean cruising in all weather conditions. Her round-bilge, displacement steel hull with favourable dead rise, transom, level keel, and flared bow with a fine, entrance angle guarantee a stunning form and excellent performance. Last but not least, watertight bulkheads and a double, bottom tank construction over the entire length will provide optimum safety and a practical layout complying with Lloyd's regulations for special service craft (class +100A1 SSC Yacht G6 Mono +LMC UMC).



i. [www.hakvoort.com](http://www.hakvoort.com)

## Facts & Figures JeMaSa

L.o.a.	49.99 metres (164 feet)	Cruise speed	13.5 knots
Length on waterline	43.13 metres (135 feet)	Maximum speed	15.7 knots
Beam mld	9.45 metres (31 feet)	Range at 12 Knots	3,750 nm
Draught full load	3.20 metres (10.5 feet)	Range at 10 knots	5,200 nm
Engines	2 x Caterpillar 3512B DI-TA	Fuel oil capacity	83,300 litres
Generators	2 x Caterpillar 3306B DI-T	Fresh Water	15,000 litres
		Classification	LRS +100A1 SSC Yacht Mono G6 +LMC UMS

**Main engines & main generators Caterpillar | Five-blade propellers Wärtsilä | Bow thrusters Jastram | Steering engine Tenfjord | Stabiliser system Quantum Marine | Emergency generator Northern Lights | Watermakers HEM | Sewage system Hamann AG | Fire detection system Thorn | Security system, Dekasis alarm & monitoring system A. De Keizer Elektrotechniek | Air conditioning Heinen & Hopman Engineering | Communication & navigation aids Advanced New Technologies | Lighting system Lite Touch | Tenders Novurania | Cranes Hydromar | Passarelle Cramm | Paint system Awlgrip | Classification Lloyd's Register | Yacht management Wilson Yacht Management | Frequency convertor Atlas | Entertainment Custom Video | Recreational equipment Novurania | TV Lift Audipack**