

# Holland Shipbuilding

MAGAZINE FOR SHIPBUILDING - MARINE ENGINEERING - OFFSHORE - YACHT BUILDING

SEPTEMBER 2008 - VOLUME 57 - NO. 9

## HOS Achiever

FIRST SHIP LAUNCHED OF REVIVED IHC MERWEDE KRIMPEN A/D IJSSEL SHIPYARD

## Beautriumph

FIRST COMBI FREIGHTER 7200 IN A SERIES OF 11

## CSD250

POCKET-SIZED DREDGER SHIPPED TO MALDIVES IN 2 CONTAINERS

## Darsea

A CLASSIC BEAUTY FRESH FROM THE DRAWING BOARD

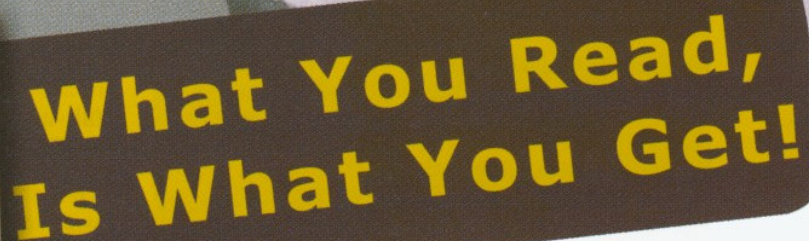
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Photo by Flying Focus-Bussum, The Netherlands

# Darsea

Herald of a new series of Moonen Displacement yachts

Builder: Moonen Shipyards BV  
 Styling: René van der Velden Yacht Design  
 Interior Design: Art-Line Interiors  
 Naval Architecture: Diana Yacht Design  
 Mechanical Engineering: Moonen Shipyards BV

*Starring a glorious and hopeful role as herald for a new series of displacement yachts by Moonen, 'Darsea' will introduce the steel hulled, aluminium superstructure medium sized long range cruising Moonen 97 series to the Cannes Monaco Yacht Show audience this month. Another successful series from Moonen Shipyards is dawning, as the first two yachts have been built and the third is under construction, even before the yacht show début.*

**T**he Moonen 97 is an evolutionary design, derived from two recent yachts by Moonen. The custom built Moonen 96 Clementine, launched 2005, was one of the yachts that set parameters for the new design. The shipyard's most successful model, the Moonen 84 was the other source of inspiration. The eighth yacht in this semi-custom series has been launched this year. The strong attraction of the Moonen 84 has been its practical four-cabin layout. The equally strong attraction of Clementine is the considerable volume she offers on a waterline about four meters longer than that of the 84. Combining and rearranging the outstanding features of both designs, Moonen has created the new 97-foot model to satisfy a clear market need for

a medium-size, long-range cruiser between its smallest model, the Moonen 72, and its new "Queen of the Fleet," the Moonen 124. René van der Velden sculpted the Moonen 97 to have a close family resemblance to the Moonen 84, with a harmonious - somewhat classical - profile comprising a nicely flared bow, sloped stern with twin stairways, graceful sheerline, and bold fashion plates. The greatest apparent difference in the Moonen 97 is that the raised pilothouse of the 96 has been replaced by a long open flying bridge and sundeck with whirlpool bath, resulting in a somewhat lower profile, maintaining the recognisable exterior profile that marks the Moonen Displacement Series image.

In harmony with the exterior profile,

#### Principal Dimensions:

Length overall: ..... 30,00 metres  
 Length waterline: ..... 27,20 metres  
 Beam moulded: ..... 7,00 metres  
 Beam maximum: ..... 7,30 metres  
 Draught maximum: ..... 2,18 metres  
 Displacement full load: ..... 185 metric tons

#### Performance:

Twin Caterpillar C 18 DI-TA engines rated 448 bkW (600 hp) at 1800 rpm  
 Maximum speed: ..... 13,0 knots at 10% load  
 Continuous speed: ..... 12,0 knots at 50% load  
 Range at economical speed: . 4.000 nm at 9 knots

#### Tank capacities:

Fuel (4 tanks): ..... 27.650 litres  
 Fresh water: ..... 6.700 litres  
 Black water: ..... 700 litres  
 Grey water: ..... 800 litres  
 Used lub-oil: ..... 280 litres



Diana Yacht Design has created an underwater body that also combines classic and modern elements, applying best hydrodynamic capacities of both worlds. The round bilged hull form ensures smooth sea keeping abilities, the modern propulsion train generates power at moderate fuel consumption. Comfort aboard is further achieved by extensive sound reduction. The rattle of the propellers rotating just below the hull is minimised by creating a much bigger clearance between the screws and the bottom of the hull. This approach reduces sound at its source, making sound reduction by the use of absorbing materials much more effective. This practice of sound reduction was developed during the conception of the Moonen 84 series, it is applied again with the 97.



The first completed yacht in the Moonen 97 ft. Displacement Series, 'Darsea', was launched in June. The second, to be named 'Sofia', will be splashed by the end of September. The two sister ships look alike, but they are far from identical. Each yacht is being customized by their clients to a high level. 'Darsea' has a fixed bimini top, a single bridge-deck tender crane, a walk-through galley opening to the wheelhouse, two staterooms with double berths and two with twins. The second, Sofia, has a folding bimini top, two smaller tender cranes, an extended bridge-deck overhang, a U-shape galley, and two twin staterooms below. The saloon and dining area configurations are quite different as well.

Technology aboard is identical to the extent of main engines, generators and stabilisation systems. The twin Caterpillar engines generate 600 horsepower each, total propulsion power is rated 1200 horsepower. The four-tank fuel capacity of 27.650 liters ensures a





cruising range of 4,000 nautical miles at a cruising speed of 9 knots. In the aspect of instrumentation, the first and second yacht in the series are quite different. The captain of 'Sofia' chose total security and ordered the yard to install complete back-up systems for 75 per cent of all navigation, communication and other technical systems on the yacht.

The contemporary Art-Line interior features ample use of leather, bamboo, panelling and built-in furniture of fine cherry veneers. On 'Darsea' richly classical wengé trim adds drama to the interior, while aboard 'Sofia', lighter more contemporary maple trim creates a contrasting mood. Below, the considerably greater volume has enabled Moonen to augment the four-cabin layout by enlarging the owners' and guests' suites and the crew quarters, increasing stowage for long-range cruising, and adding sufficient fuel for transatlantic capability. Layout is typical Moonen. All state-rooms are on the lower deck. Owner and guest rooms are in front of the engine room and crew quarters aft. This offers the crew a comfortable living area, and provides owner and guests with four spacious cabins. A minor disadvantage caused by this lay-out is that the crew have to enter their accommodation either via a stern door on the bathing platform, or climb a ladder that leads up to a door under the stairs of the aft deck.

Both 'Darsea' and 'Sofia' are built to Lloyd's Register Class and MCA certification. The Moonen 97 Displacement is configured to be a grade 'A' steel hulled, twin screw round bilged motor yacht with aluminium superstructure, transom bathing platform, duct keel and double-bottom tanks integral with the hull.



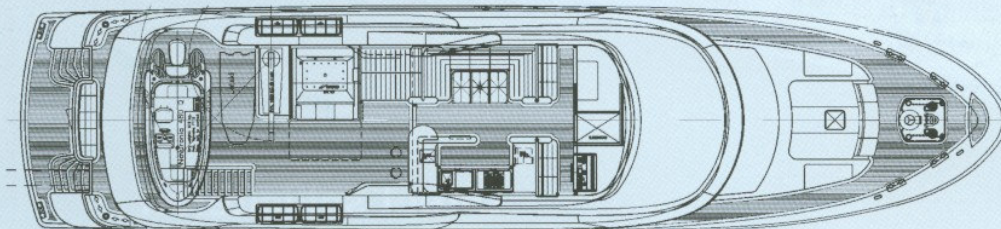
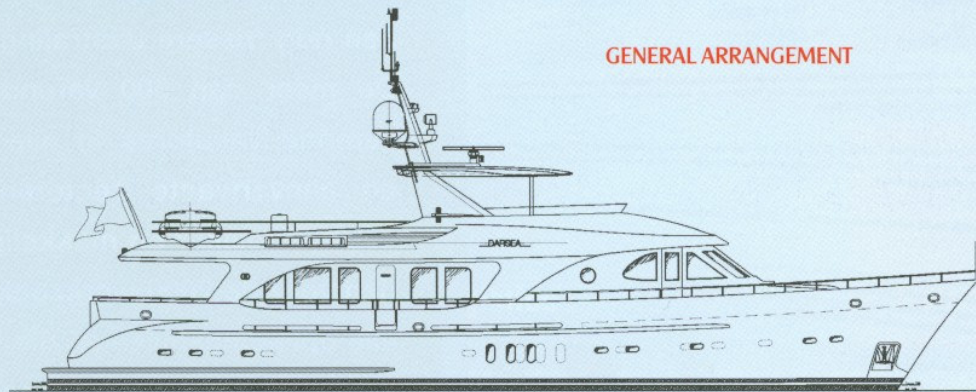
**Subcontractors and suppliers of equipment fitted on board the 'Darsea' (partial list)**

**Alfa Laval Benelux, Breda** ..... fuel oil separator  
**Angst & Pfister, Rotterdam** ..... Racor filters  
**Artline, Arnhem** ..... interior design  
**Awlgrip Europe, Grobbendonk (B)** ..... paint  
**Beekmans rvs, 's-Hertogenbosch** ..... Freeman water & weathertight doors & hatches  
**Bloemen de Maas, Niftrik** ..... teakdecks  
**Blokland Non Ferro, Sliedrecht** ..... anodes  
**Bosch Rexroth, Rotterdam** ..... Marex DSII electronic remote control system  
**Cosalt, Rotterdam** ..... life rafts  
**Cramm Yachting Systems, Berlicum** ..... deck crane; gangway; hydraulic installation  
**Econosto Nederland, Capelle a/d IJssel** ..... valves & fittings  
**Esco Aandrijvingen, Alphen a/d Rijn** ..... Twin Disc gearboxes; Centa flexible couplings  
**Freeman Marine, Oregon (USA)** ..... pantograph doors  
**Heinen & Hopman, Spakenburg** ..... air conditioning & fresh air

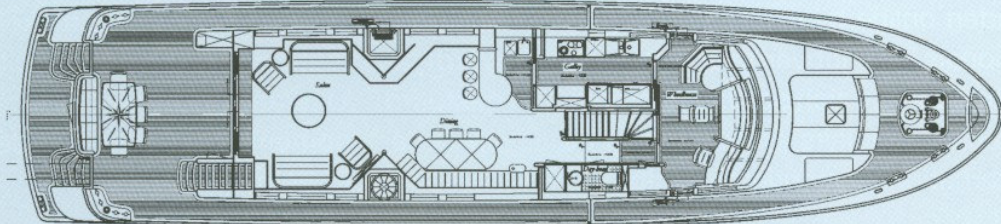
**Idromar, Milano (I)** ..... watermaker  
**IHC Lagersmit, Kinderdijk** ..... Supreme stern tube seals incl. ceramic coated liner  
**Inoferro, 's-Hertogenbosch** ..... stainless steel  
**Jong Scheepstoffering, De, Eindhoven/Drunen** ..... upholstery  
**Klaver Yachtpainting, Vollenhove** ..... painting  
**Kroon, Technische Groothandel, Hoogeveen** ..... ship's hardware; CF-systems  
**Lloyd's Register of Shipping, Rotterdam** ..... hull classification  
**Muir Engineering, Australia** ..... anchor winches  
**Nicoverken Marine Services, Schiedam** ..... Hamann sewage treatment plant  
**Nieuwburg & Zn. L., Krimpen a/d IJssel** ..... sound & thermal insulation  
**Noordene, Handelsmij. B.M. van, Hardinxveld-Giessendam** ..... steel  
**Observer Instruments, Ridderkerk** ..... Hepworth window wipers  
**Pon Power, Papendrecht** ..... Caterpillar main engines  
**Rafa Ship Windows and Marine Glazing, Leusden** ..... windows

**René v.d. Velden, Amersfoort** ..... exterior design  
**R.P.M., Bodegraven** ..... stern door & anchor hatch  
**Hoefnagels, Tilburg** ..... sliding door  
**Rubber Design, Heerjansdam** ..... propeller shaft- and rudder shaft installation  
**SIM Holland, Papendrecht** ..... ONAN generator sets  
**Snijtechniek Brabant, Raamsdonkveer** ..... cutting and forming superstructure  
**Spraybest Europe, Zwijenburg** ..... mist eliminators  
**SPX Process Equipment NL, Johnson Pump brand, Assen** ..... pumps  
**Technica Nova, Breda** ..... LINN & Loewe entertainment  
**Tijssen Elektro Zeeland, Zierikzee** ..... electrical installation; navigation & communication equipment  
**Trinnox, Rotterdam** ..... hatches and manholes  
**Van Voorden-Promac, Zaltbommel** ..... propellers  
**VT Naiad Marine Holland, Heerlen** ..... stabilizers  
**Wortelboer, Rotterdam** ..... anchors & anchor chains

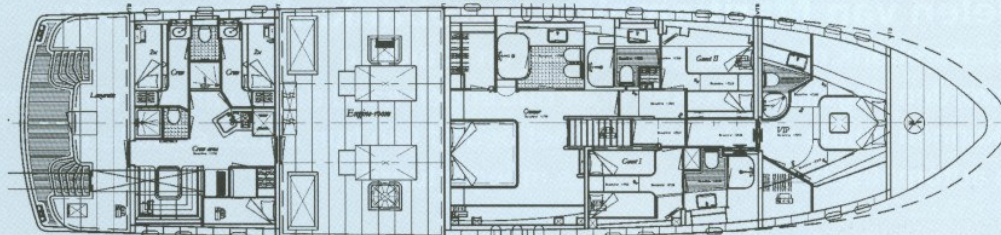
**GENERAL ARRANGEMENT**



**Flying Bridge Deck**



**Main deck**



**Lower deck**