ISSUE 147
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# The Superyacht REPORT

TRUTH • OPINION KNOWLEDGE • IDEAS AND EXPERT INDUSTRY ANALYSIS

## SAILING YACHTS REPORT

We examine buying patterns and gather industry opinion on this small but dynamic sector of the market.
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## A LESSON IN CRAFTMANSHIP

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## A HYBRID THAT MAKES SENSE

With its racy exterior styling, Palumbo's new Columbus Sport Hybrid looks set to make an impact.
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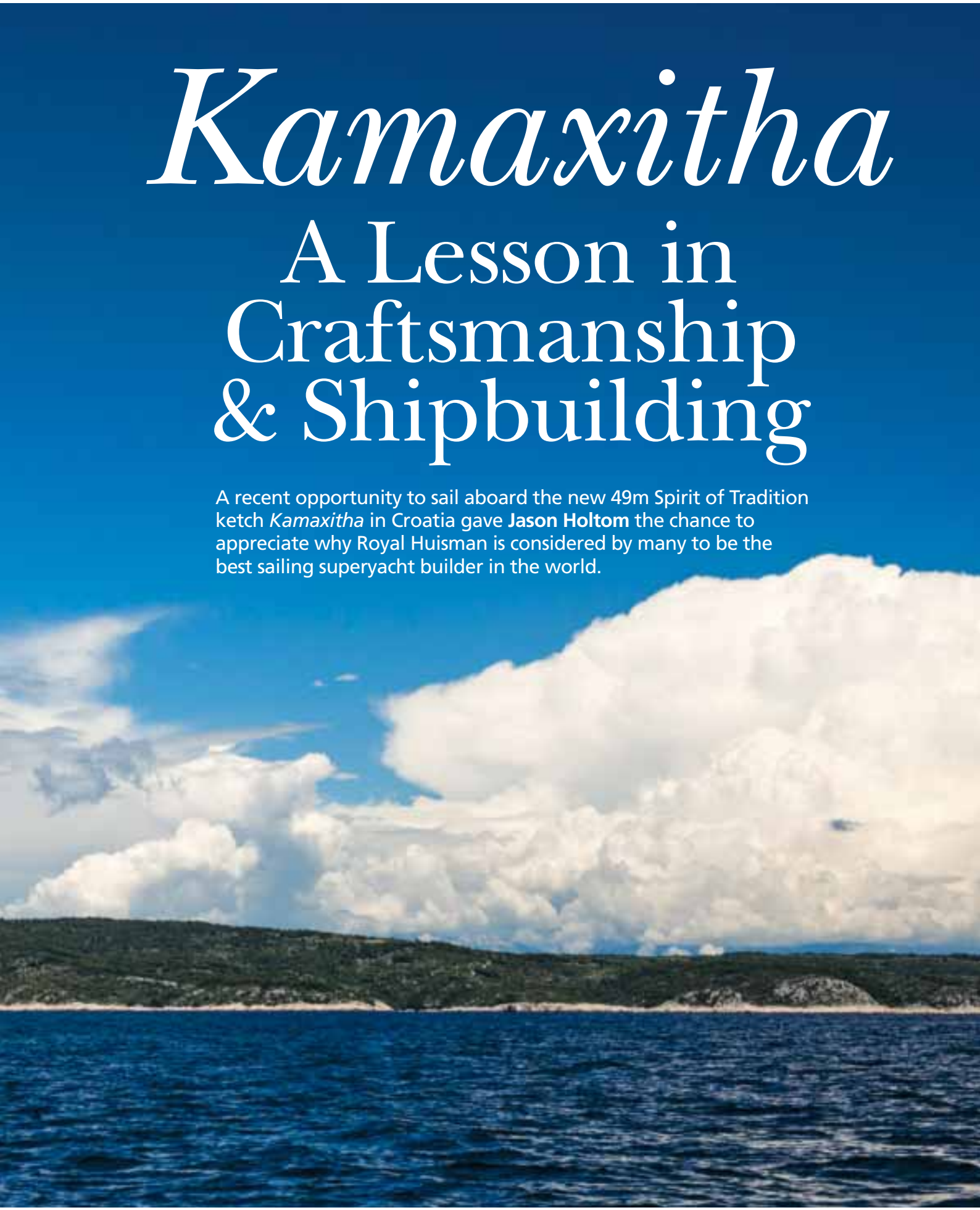
# *Kamaxitha*

## A Lesson in Craftsmanship & Shipbuilding

A recent opportunity to sail aboard the new 49m Spirit of Tradition ketch *Kamaxitha* in Croatia gave **Jason Holtom** the chance to appreciate why Royal Huisman is considered by many to be the best sailing superyacht builder in the world.



Completed in January 2012, *Kamaxitha* brought together the same team, led by owner's project manager Jens Cornelsen with Erik Wassen from Dykstra Naval Architects and interior design by Dick Young from Rhoades Young, that worked on a similar 67m pilot cutter design – a team with a proven record of working well together.

As the requirements for the interior accommodation were developed the boat grew from 40m to 49m, just inside the 50m limit, saving on some classification rules, although she is 55m with the bowsprit. Approaching her sitting at anchor, witnessing her sleek classic lines with purposeful bowsprit, plumb bow and counter stern with low raised bulwarks and an uninterrupted teak cap rail she can be seen to pay homage to the working boats of a former era such as the Bristol pilot cutters and the Brixham trawlers. In the Spirit of Tradition theme of offering exceptional sailing performance Dykstra combined classic hull lines above the water with a fine canoe underbody, a fully ballasted 62-ton lifting keel and a deep spade carbon rudder in place of the long full keel that defined her forebears.

## LOOK! NO PORTHOLES

After being used to seeing every modern sailing yacht with every shape and size of porthole you forget how much nicer it is to appreciate the lines of a yacht with a clean sweep of uninterrupted topsides – especially with a light colour or white topsides where portholes really stand out.

Erik Wassen said the question of portholes was central to some of the early discussions with the owner. For a classic styled yacht, what would be the appropriate shape and size? Should they be small and circular, or oval; certainly not large and rectangular? In the end, aesthetics won the day, as small circular portholes seemed hardly worthwhile and the combined efforts of Dick Young and Erik Wassen came up with an interior that was flooded with natural light through the raised deckhouses and bevelled skylights.

Beyond the clean look there is, of course, the saving in time and cost of engineering the hull integrity.

## SIDE-BOARDING PLATFORM

*Kamaxitha*'s classic counter stern has space for little more than a moveable passerelle and so Royal Huisman custom-engineered a retractable hydraulic side-boarding platform with self-adjusting gangway. The platform is in the optimum amidships position, minimising the yacht's pitching movement, compared with stepping on and off the transom into a tender when at anchor in a seaway. The platform is wide and stable, so ideal for swimming, with a warm shower ready when you come out of the water.

The classic theme continues on deck with two low varnished teak deckhouses with sympathetic period features and skylights with bevelled glass. They allow a clear 360-degree view from the twin wheels and are a very useful height for sitting on or as a steadying handhold when moving around the deck when heeled.

The teak decks are laid parallel to the centreline, running without interruption, with concealed Rondal


*Kamaxitha* can be seen to pay homage to the working boats of a former era such as the Bristol pilot cutters and the Brixham trawlers.

THE OWNER'S PRIVATE COCKPIT AFT CAN BE TRANSFORMED FROM A SEATED AREA AROUND AN ADJUSTABLE HEIGHT TABLE TO A RELAXING SUNBED.

A SIDE-BOARDING PLATFORM IS RECESSED INTO THE HULL AMIDSHIPS TO STARBOARD, ALLOWING FOR EASY ACCESS TO THE SEA FOR SWIMMING & A STABLE AREA FOR TENDERS WITH LESS PITCHING THAN TRANSOM BOARDING.

DECKHAND TRISTIN BOWDLER TRIMMING THE MIZZEN TRIM (LEFT) AND FIRST MATE TIM URWIN TRIMMING THE MAIN.

custom hatches that show no visible margin. Wide parallel planks are a feature of working pilot house schooners and were also the trade mark of Max Oertz, the German naval architect who designed the Kaisers' *Meteor*s vessels.

## LIFTING KEEL

Sailing starts with lowering the keel, which takes just two minutes and 15 seconds, taking the draught from 4.5m down to 6.75m, with a total stroke of 2.25m. The keel has been engineered so that it can be raised or lowered at up to 10 degrees of heel and must be either fully down for sailing or fully raised when motoring, at anchor or in port. Ideally, the crew try to avoid any degree of heel when raising or lowering as the extra friction can significantly increase the load. It is not engineered to be adjusted whilst sailing like *Hetairos*'s keel (67m Dykstra pilot cutter launched by Baltic Yachts 2011), which is designed to be sailed in intermediate positions for racing performance like a sailing dinghy.

An inspection hatch on deck reveals three lifting hydraulic cylinders inside the keel for the 65t lift (52t in the lead bulb). There is a neat simple system to prevent movement when lowered with fixed vertical locating cone-shaped lugs that the plate at the top of the keel drops down on to rather than a more complicated solution with mechanical locking rams. Using three rams rather than two means there are smaller-diameter pistons and so a slimmer high tensile Duplex 20/25 steel fin plus some redundancy in case of problems. There is a simple latch pin at the top when raised to suspend the keel and unload the cylinders for maintenance.

## SUBMARINE ANCHOR

Raising the submarine anchor is effected using a very neat solution where the anchor is suspended under the forefoot of the hull with a profiled hatch below where the chain exits vertically from the hull. A passive corkscrew arrangement rotates the anchor when it is raised to ensure that it aligns perfectly and is secured each time.

The pilot cutter plumb bow is too fine for the standard flip over deck system typical on large performance sailing yachts. A side pocket was considered beside the bow, but apart from the aesthetics, the problem is that as soon as the yacht swings on the anchor the chain rubs on the vertical stem of the plumb bow.

The only real disadvantage of the submarine system is that when you accidentally pick something up like another chain or a mooring warp it is not so easy to clear. There is a watertight glass inspection hatch for viewing to check the anchor as it comes up. Typically, because of the loads on a superyacht anchor, it is usually necessary to get a diver and a float bag to free the chain anyway. If not, then the hatch can be opened for access to the chain to set a trip line around the offending chain or warp, lead the trip line to the bow and then lower away your own chain to free it.

## HYDRAULIC SUPPLY

Setting the sails is effortless, with the crew unfurling and then trimming and tacking remotely as they walk around the deck with yellow wireless control boxes hanging from their necks or with the duplicated controls at the twin helm stations.

An efficient hydraulic power supply is critical on all the latest sailing superyachts for setting and trimming the sails as well as operating the keel plus the usual requirements of bow and stern thrusters and boarding passerelles. The sheet loads are too great for safe manual winch operation and so Royal Huisman have developed custom hydraulic supply systems since they built their first Rondal captive reel winches for the 43.58m Ron Holland ketch *Juliet* in 1993.

*Kamaxitha* has a 240kW supply from a manifold with a four-way multi-pump drive (MPD) working off the main 600Kw MTU engine. The two Northern Light generators each have a 65kW hydraulic pump and there is an additional 9kW back-up from an electrically driven pump.

LOUNGE AREA WITH FAUX FIREPLACE.

Peak hydraulic supply is required for the 103kW Hundested FT4 retractable bow thruster and 73kW FT3 retractable stern thruster. In addition there is the side-boarding platform and the submarine anchor system. For sailing there are two Rondal in boom furlers, two Reckmann headsail furlers, 10 Rondal captive reel and feeder winches and 13 Lewmar drum winches. The Reckmann furlers require 75 litres per minute, the Lewmar 122s require high flow rates of 80 litres per minute and the Rondal captive winches up to 53 litres per minute.

## BASIC/ SIMPLE PLC

Central to the whole operation of *Kamaxitha* is PLC control working with BASIC/SIMPLE systems architecture. Royal Huisman have been continuously developing this system since launching *Anakena* (40.28m Ted Hood ketch) in 1992.

As long as there is a data connection, by wifi or 3G in the marina or by satellite, the shipyard support team have 24-hour access to log in remotely and monitor and adjust all the systems, diagnose faults, reset sensors and alarms and upload software updates. This gives the captain and engineer a confidence that they can safely operate the yacht anywhere in the world. This remote support requires a high level of trust to be built up between the shipyard service team and the crew, and, of course, the crew can always shut down the satellite link.

## SAILING AWAY

It's once the sails are set that you can really appreciate what Royal Huisman and the project team have accomplished. The concentration of the ballast in the lifting bulb keel, lightweight carbon masts and booms and the high-aspect ketch sail plan results in a high-sail-area-to-displacement ratio, offering responsive acceleration in light winds, so that in just eight to 10 knots of wind *Kamaxitha* is sailing close to the wind at eight to nine knots and is balanced on the helm. As the wind speed increases she can sail at up to 14 knots upwind and once the sheets are eased her theoretical hull speed is 17.8 knots; add a few waves to surf and more than 20 knots are possible.

Moving around the flush teak deck is easy, even when heeled, with the low deckhouses making safe hand-holds and foot supports. The main cockpit with a fixed sun awning is well protected with excellent views and easy to service from below, as well as offering social interaction with the helm just behind.

Young said the objective of the brief for the interior was to "create a calm, reassuring ambience based on traditional design and furnishing elements ... The owner sought to achieve a rich environment, maximising the use of the woods and pursuing a great level of authentic detail." The lower salon has been laid out to create more intimate spaces rather than a large expanse, making it easy to move around when heeled. There is a formal dining area and a 'gentleman's bar' with leather

CLASSIC PILOT CUTTER LINES ABOVE THE WATER WITH LOW TEAK DECK HOUSES AND MODERN PERFORMANCE UNDERWATER PROFILE, SHOWING HER ORIGINAL GREEN ANTIFOULING, WITH LIFTING BULB KEEL & CARBON FIBRE SPADE RUDDER.

TOP: GOOD VISIBILITY FORWARD FOR THE HELMSMAN ACROSS THE WELL-PROTECTED MAIN COCKPIT.
ABOVE: OWNER'S SUITE AFT WITH BOX BED AND STAIRWAY TO PRIVATE UPPER DECKHOUSE AND COCKPIT.

stools complete with beer pump and a fold-down serving seat so that the owner and his friends have the option to serve their own drinks and chat without calling the crew. The bar overlooks a relaxed lounge area around a faux fireplace, complete with smoke/steam and lighting effects, with seating for seven.

The full-beam owner's suite aft has a large double classic curtained box bed to port and an office with casual seating to starboard. All the guest bathrooms and the owner's suite have underfloor heating for comfort and to reduce fan noise. A wide banister stairway leads up from the owner's suite to an upper deckhouse with comfortable winged armchair and foot stool, and direct access to the aft private cockpit.

Throughout the lower accommodation you are never aware of the lack of any portholes. Natural light floods down into the salon from the raised pilothouse with the additional use of strategically placed skylights and traditional deck prisms.

## SOLUTIONS NOT PROBLEMS

*Kamaxitha* is a lesson in craftsmanship and shipbuilding of exceptional quality and complete attention to detail at such a large scale. The inside of every locker is immaculate, as is the bilge. Royal Huisman has a stable and diverse concentration of expertise and experience as any custom yard in the world. The average period of employment among their 380-strong workforce is 12 years and among management 20 years. "Our clients are our ambassadors and our commitment to them is to build the finest boats we know how to," said managing director Alice Huisman, who represents the fifth generation of family ownership since 1884. "Everyone is driven by a belief in quality, functionality, craftsmanship, reliability and aesthetics. Every task is subjected to the same question: 'Could it be done even better?' "

THE KETCH SAILPLAN OFFERS EXCELLENT OFFWIND PERFORMANCE WITH THE ADDITION OF A MIZZEN STAYSAIL.

# THE CAPTAIN

## Captain Adam Williams

[Williams originally joined *Kamaxitha* for the last six months of the build as first mate. Sadly, the owner's captain, Captain Bernd Ehinger, was diagnosed with leukaemia before the boat was finished and so Williams stepped in to take over his role.]

My previous position was as first mate on the old *Hetairos* (40m wooden Bruce King ketch from Abeking & Rasmussen 1992). Before that I was on *Adela* (55m schooner). *Adela* proved to be a great way to learn about large sailing boats as she is campaigned hard on the racing circuit and most of the sails have to be manually handled so you get to appreciate the loads. As soon as you change to all remotely controlled captive reel winches it is easy to forget as you are usually not close to the winches or the sheets. Every day is a school day working on sailing superyachts; you never stop learning and there is always the next ticket to pass.

Handover was in January 2012. We sailed about 16,000 miles in the first seven months crossing the Atlantic with the owner and then returned to Holland for warranty work. After Croatia we will refuel in Montenegro and then move on to Palma where we will be based this summer and the plan is to head over to the Caribbean to race for the first time at the St Barths Bucket next winter.

We have identified a few things that we have already changed or could be changed, but nothing that has affected our plans during our first year. The majority of the decisions had been made by the time I joined and it is not until you have sailed a few thousand miles with the owner that you can look at how everything has come together. Overall, it is a custom build and so the first year or so is always going to be pretty much an extended sea trial.

We are planning to make some adjustments to the communication systems. Specifically we are going to change the satellite antennae from KVH to Seatel to get more flexibility [with the contract]. We will also be rearranging the antennae and then have two internet domes on the spreaders so that when we are sailing we don't have any mast or sail blockage on either tack; then we have a better chance of maintaining a good internet connection. The data connection is important for the owner and also for the shipyard since much of their assistance is through the internet with a direct connection with the on-board PLC as the boat's systems are very sophisticated.

The automated sailing systems have worked very well, allowing us to sail most of the time with a relatively small crew of seven for a boat of this size. The sailing crew is just three – me, the first mate and bosun – with our engineer as back-up and the chef and the two stewardesses helping when we are berthing.

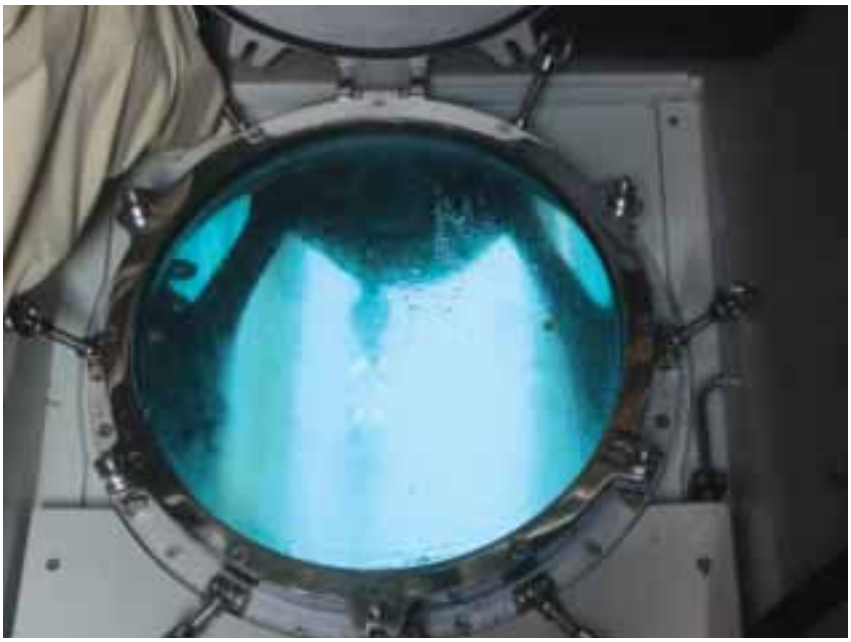
The Huisman shipyard is immaculate. It is the cleanest shipyard environment I have ever seen and there is an amazing skill-set in the workforce. In conjunction with Rondal for the spars and custom deck gear and their own joinery shop they have everything covered. I am sure there are cheaper yards, but I think you really get what you pay for. When you look at the marquetry and the custom stainless-steel work you can really appreciate what you are paying for.

Fortunately, Captain Bernd Ehinger did manage to come on board for some of the sea trials while he was still mobile.

"The Huisman shipyard is immaculate. It is the cleanest shipyard environment I have ever seen and there is an amazing skill-set in the workforce."

CAPTAIN ADAM WILLIAMS

INSPECTION HATCH FOR THE SUBMARINE ANCHOR SYSTEM CAN BE OPENED FOR ACCESS TO THE CHAIN.



"*Kamaxitha* is a big boat for one engineer. Compared with a motoryacht there is more to look after with the hydraulic supply and extra equipment required for the sail handling, including 10 captive reel winches, the lifting keel and the submarine anchor system."

RYAN COOPER

## THE ENGINEER

**Ryan Cooper**

I was based in the Netherlands for the last year of the build and so was able to see the systems going in. Ideally, I would have liked to have been involved earlier in the specification and to have worked with the owner to see how he uses his boat, although I do understand that it is not always practical or cost effective for an owner to have all the senior crew based ashore for the three years of a new build, particularly if he is still running his existing boat.

I had some input into the systems such as extra valves to isolate areas of the vacuum system for ease of maintenance and changes in the oil drain system. I also asked the yard to add a simple override button on deck for the sewage-treatment plant so that the crew can quickly shut down the automatic clean discharge into the sea if guests decide to go for a swim or if the underwater lights are on at anchor when the guests are on deck dining or relaxing. Normally this operation would have required the valves being closed down in the bilge by the engineer. I felt that the shipyard appreciated working with a crew member who has practical experience of the systems out at sea over a long period of time.

*Kamaxitha* is a big boat for one engineer. Compared with a motoryacht there is more to look after with the hydraulic supply and extra equipment required for the sail handling, including 10 captive reel winches, the lifting keel and the submarine anchor system. The whole boat is run on a sophisticated PLC system, which is more advanced than I have ever used before and so I was fortunate to attend a PLC course with Beckhoff in Holland during the build.

The advantage of working with Huisman is that I do not feel alone as the yard has a 24-hour back-up service and the ability to log in remotely to the on-board PLC system wherever we are in the world. This allows them to diagnose faults, monitor all operations, adjust alarms and settings on load sensors and carry out any software updates.

THE ROYAL HUISMAN SUPPORT TEAM HAS 24-HOUR REMOTE ACCESS VIA SATELLITE TO THE ON-BOARD PLC SYSTEM FOR MONITORING, MAINTENANCE & SOFTWARE UPGRADES.

## THE NAVAL ARCHITECT

**Erik Wassen**
**Dykstra Naval Architects**

Initially the project started with classical overhangs like a J Class. When the owner saw our pilot cutter design for the 67m *Hetairos* (67m Dykstra pilot cutter launched by Baltic Yachts in 2011 with Rhoades Young interior) on a visit to Baltic Yachts he said he liked the profile with the plumb bow and wanted to know what it meant to the design and we explained that the plumb bow gives a longer waterline and so higher speed potential and carries a bit more volume forward.

As *Hetairos*'s owner wanted to be the first on the water with the pilot cutter lines we had an agreement not to offer a similar boat of similar size within two years or so after the launch. I checked before starting drawing to see if he minded and it turned out he was OK. In some ways it is a form of flattery and affirmation when another owner follows your ideas.

Despite its traditional looks a pilot cutter design performs as well as any modern yacht with a modern underwater profile. The performance also depends on the interior volume, the sail plan and the weight of the construction. We looked into a sloop rig option but decided on a ketch, which makes it easier to carry more sail area for the same length. When you have very large single sails like those on *Aglaia* (Dubois 66m sloop with an 83m mast) you are working

"The owner wanted good sailing performance in lighter winds, so *Kamaxitha* has quite tall masts with quite high aspect sails, but we chose in-boom furling as there are just three sailing crew."
ERIK WASSEN

at the leading edge. A sloop is faster upwind, but as soon as you crack sheets the ketch works well and you can hoist a mizzen staysail more quickly and safely than a spinnaker to increase offwind sail area.

A ketch rig gives you a little more redundancy in case of problems and the sails are of a 'manageable' size, manageable even though you are not manually handling anything any more because of the high loads. *Kamaxitha* is designed within the proven technology as the owner wanted. The Rondal captive winches are on deck, with easy access for inspection. Some builders prefer to hide them away in the bilge, but we consider any extra weight above the waterline is worth the trade-off with the quick and easy access.

*Kamaxitha* has a cutter rig profile with two furlers forward, but she is not designed to sail with both sails set as the two head stays are too close together. The aft furler with the 391sqm blade jib for sailing upwind does not need furling through a tack. The forward furler has the 629sqm reacher and if you want a cutter sail plan the 218sqm staysail is set on a furler set into the deck. For offwind performance there is with a North's 1,358sqm gennaker set on the front of the bowsprit.

We designed a lifting keel, which is more performance orientated than a swing keel. A lifting keel has a more efficient profile with a lead bulb to get the centre of gravity much lower. A swing keel is safer because when you ground it will swing up, but you can't add a lead bulb because it wouldn't fit inside the case. The owner wanted good sailing performance in lighter winds, so *Kamaxitha* has quite tall masts with quite high aspect sails, but we chose in-boom furling as there are just three sailing crew. The furling mandrel in the boom does limit the ability to outhaul the foot of the sail; however, the latest laminated sail designs make it easier to build in and hold shape in the sails.

Like both Jens and the yard, we prefer the direct feel of cable rather than hydraulic or electronic 'feedback' steering. With cable you get instant feedback when the sails are not trimmed properly as you can feel it in the balance of the helm. As she is a cruising yacht the additional "0.4 per cent" performance of carbon over stainless-steel rod standing rigging was not considered important. Still, we decided on the option for a carbon forestay because of the extra length and the momentum of the additional movement in a seaway with the catenary curve created by the headsail load. We also used composite rigging for the main mast running backstays, which are lighter and so are easier to handle when tacking. *Kamaxitha* is the owner's first sailing yacht; once he gets to race in St Barths next year and sees a similar size yacht sailing 0.2 of a knot faster he might well decide to change to carbon standing rigging.

"The owner was looking for safe and proven systems rather than working at the leading edge and this is reflected in the interior brief to create a timeless traditional yacht feel."
DICK YOUNG

ABOVE: CREW ACCESS TO DECK FORWARD
BELOW: OWNER'S 'GENTLEMAN'S BAR'

## THE INTERIOR DESIGNER

**Dick Young**
**Rhoades Young**

The interior accommodation is always under pressure in a sailing yacht because of the limitations imposed by the curvature of the hull and the importance of keeping weight low to aid stability for sailing performance. There is always a level of 'horse trading' to maximise the accommodation space. The yard always starts with a plan to maintain a minimum distance from the bare aluminium to the interior joinery. If I can demonstrate that the boat will be better with my design, then Huisman always listen to me and find a way of fitting everything in.

I can see how the Royal Huisman experience can be really enjoyable for an owner who is encouraged to become part of the process and can really learn about just what it takes to build to the highest levels of craftsmanship and engineering in the industry. I love moving around inside the aluminium hull before the interior accommodation starts being fitted. The metal work, piping and wiring is immaculate – like the precision movement inside a Swiss watch. The joinery shop at the yard is a pleasure to work with. Each joiner has a single component to build and the joy is seeing how it all comes together inside the boat. More and more we are seeing mechanised woodworking processes, which lose some of the fine attention to detail as yards try to reduce labour costs.

We had many meetings with the owner during the design stage and then the owner came to the project meetings at the yard every four to six weeks during the build. Typically, we would arrive on the first day and look around the progress on the boat, make any changes to the agenda and then have supper together. The project meeting would last for most of the following day chaired by the yard project manager.

The owner was looking for safe and proven systems rather than working at the cutting edge and this is reflected in the interior brief to create a timeless traditional yacht feel. The owner is very social and so was particular in wanting details like the 'gentleman's bar', complete with beer on tap to create a sort of cosy den to enjoy with friends. I think the interior makes it a very sensible boat that embraces you like an old friend.

## THE OWNER'S PROJECT MANAGER

**Jens Cornelsen**

*Kamaxitha*'s client is new to sailing, although he has owned motoryachts. The client was already aware of and liked the new *Hetairos* project and so we met at the Dykstra studio. For the interior we looked at pictures of boats like *Maria Cattiva* (39.92m Bruce King sloop launched by Huisman in 2003 with Rhoades Young interior) and the old *Hetairos*, and he told me that he liked traditional styling with wood and raised panels. He first talked to Dick (Young) and he knew we were all working together on the new *Hetairos* and so he just said 'Why don't we do it?'; there was no more discussion and so he was pretty clear in his choice.

The choice of the yard was fairly straightforward. The client wanted to know where we would get good people, who have the best reputation, who do solid work. We went on a tour of some yards and he decided he liked Vollenhove (Royal Huisman). I first met the client in February 2008 and in April we signed the contract with Huisman. With a custom boat you need at least six to eight months' lead time on the design. The advance planning is very important before construction starts to save time and costs later.

Classification was straightforward – full MCA LY2, no exemptions. In the beginning, when the classification became more demanding with the MCA in 1999, it was pretty hard to integrate everything into our boats with watertight bulkheads and fire regulations, etc. You can easily build an aluminium hull without any structural bulkheads. At the beginning the MCA surveyors told us that we needed a steel box enclosing the galley, but the MCA have now got used to us and we have got used to them and it's OK. *Kamaxitha* started as a 40m and grew during the first interior meetings when the client came up with his wishlist and we ended up 49m on deck, just under the 50m classification and so saving in some areas of the regulations, like more complicated steaming lights.

He knew very much what he wanted and once the design was finished and we started the build we had almost no changes, just a few details. He was very actively involved on the interior with Dick Young. He wanted a classic wood-panelled interior. What he liked looking at other boats was the aft owner's cockpit, like a private balcony for the owner's cabin where you walk first into your own upper deckhouse and then into the aft cockpit. We tried to keep the crew as far as possible away from the aft-end owner's suite in the stern, by giving them a forward staircase, not just a ladder. I always like to specify a proper crew staircase where the crew can carry up a tray or the shopping without using their hands. There are so many boats with just vertical ladders and as soon as the owner has left the crew use the main access through the salon.

"I always like to be in the interior design meetings, not to look at the interior, but to check that the interior designer is not stealing space from the systems and engineering. There is always a battle for space."

JENS CORNELSEN

ABOVE L-R: TWIN HELM STATIONS WITH SAIL CONTROLS AND RETRACTABLE SCREEN FOR NAVIGATION; RONDAL CAPTIVE REEL WINCHES IN DECK LOCKERS FOR EASE OF ACCESS; INSPECTION HATCH FOR THE LIFTING KEEL SYSTEM WITH TRIPLE HYDRAULIC RAMS TO KEEP A SLIM PROFILE AND ALLOW REDUNDANCY.

"We find that every one of our owners brings something to add to our expertise. Some want to invest in their own special vision and that becomes their contribution and part of their fun in creating something unique that also adds to our continuous learning curve."
EVERT VAN DISHOECK

Every boat is a challenge to balance the accommodation with the engineering spaces as every engine room is basically still too small. That is why I always like to be in the interior design meetings, not to look at the interior, but to check that the interior designer is not stealing space from the systems and engineering. There is always a battle for space. Dick has learnt well and I think he goes further than other interior designers; he tries to solve the problems that he has created by finding other ways of fitting the systems, like hiding air ducts within the beams. The carved roses in the ceiling of *Kamaxitha* are not just decoration, they are also air ducts. The owner of *Kamaxitha* very much preferred to stay with natural air flow as long as possible rather than air conditioning and so we have the special mushroom vents on deck instead of dorades to assist flow.

For the carbon mast and booms, even though they are part of the Royal Huisman group, we treated Rondal just like a normal supplier when we got the quotes. The owner made the final choice and said he preferred to have a Dutch product as he has a Dutch boat, and factors like the ease of integration and the logistics of transport must have been part of his decision.

There is always something new to learn and new products and most shipyards tend to be very conservative. For instance, for lifting keel systems we normally work with APM from Italy, but on this project after a full evaluation we mutually agreed on Brandjes a Dutch manufacturer. The Brandjes system means that the keel is a little wider, which does affect the interior, but I like the way the whole keel locks onto a big flange with cone-shaped pins. It is very safe and simple and does not rely on a mechanical lock.

I represent the owner when we are working with the shipyard and sometimes it can get pretty heated, but we always keep it private; I learnt that from Jon Bannenberg. He said, "Never argue in front of the owner. You can argue with the owner, but not with each other in front of him." It's easy to see how an owner can lose confidence in his team if he hears them arguing.

## THE BUILDER

**Evert van Dishoeck**
**Royal Huisman**

The Spirit of Tradition has inspired owners and created a large sailing fleet in recent years, which has the performance of a modern yacht and still the atmosphere and traditional looks of the old era of sailing. The first drawings of *Kamaxitha* had a spoon bow until the owner saw the lines of *Hetairos* with the plumb bow. I remember him saying that it was too modern until we showed him old sailing books with pictures of the Brixham trawlers and the Bristol pilot cutters from the 1850s. Whether Spirit of Tradition or modern styling, sailing performance is increasingly becoming important. *Kamaxitha*, for instance, has a modern underwater body, lifting keel, carbon fibre spade rudder and carbon spars and booms.

# SPECIFICATION

**Naval architect** Dykstra Naval Architects
**Interior design** Rhoades Young Designs
**Project manager** Jens Cornelsen
**Builder** Royal Huisman
**Year of delivery** 2012

**ACCOMMODATION**
**Owner and guests** 4 double cabins
**Crew** 4 (1 x double, 3 x twins)

**PRINCIPAL DIMENSIONS**
**LOA, incl. bowsprit** 55.42m/181.8ft
**LOD** 48.97m/160.7ft
**LWL** 42.08m/138.0ft
**Beam max.** 9.06m/29.7ft
**Draught (keel up)** 4.50m/14.8ft
**Draught( keel down)** 6.75m/22.3ft
**Displacement [LS]** 245 tons/ 540,131lb

**RIG DIMENSIONS**
**Main mast** 56.80m/186.4ft
**Mizzen mast** 42.51m/139.47ft

**Hull** Alustar Temper H32 aluminium
**Lifting keel** Brandjes
**Main engine** MTU 12V 2000 M60/600kW
**Propeller** Hundested VP9½, 1,400mm four blade
**Thrusters** Hundested FT4 bow 103kW, FT3 stern 73kW
**Tenders** 2 x Williams 505110HP jet-driven
**Paint system** AkzoNobel
**Spars** Rondal carbon masts and booms
**Furlers** Reckmann
**Sails** North Sails 3DL

**CLASSIFICATION**
Lloyd's Register EMEA and MCA (Cayman Islands flag, LY-2 compliant))
<500 GT
✠ 100A1, SSC, Yacht, Mono, G6, ✠ LMC, UMS and SOLAS

We are very well geared to build very individual personal boats to a high level of customisation. Some owners pass quote packages to different yards, some stay with the yards they know and have built up a relationship with. In the end it is the chemistry, the people and the level of technology on offer. Every boat we build benefits from the previous one, making it a continuous learning curve. For instance, our custom alarm and monitoring system started in the 1990s with *Anakena* (40.28m Ted Hood ketch launched 1996), our first boat with PLC-controlled electrical systems. That system has been improved in every boat since.

We find that every one of our owners brings something to add to our expertise. Some want to invest in their own special vision and that becomes their contribution and part of their fun in creating something unique that also adds to our continuous learning curve; all the following boats and owners benefit. For instance, *Kamaxitha* benefits from the fact that on *Juliet* (43.58m Ron Holland ketch launched 1993) we developed our first reel winches because at that time for that owner Lewmar could not fulfil what we wanted so we decided to do it ourselves.

Our team becomes deeply involved in every project, and always looks for the best solution like the side-boarding platform amidships on *Kamaxitha*. The traditional counter stern did not offer the easy stepped access of a modern wide reverse transom so we built a recess for a stable fully retractable custom-built hydraulic side-boarding platform with self-adjusting gangway by C-Quip.

*Kamaxitha*'s owner came to the yard every six weeks for a project meeting, bringing his consultants, friends and family, enjoying the whole creative process, which we feel is part of the pleasure of the whole Huisman experience. ■

**Images: Cory Silken and Jason Holtom**

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