SHAPING THE FUTURE OF MOTORYACHTS...

OUR FIRST YEAR AT SEA: INTERVIEW WITH BIJOUX’S OWNERS

THE MAKING OF MARTINIQUE

GO ANYWHERE WITH THE NAVARINO
RELAX IN MOONEN STYLE

AND PONDER WHERE YOUR DREAMS MIGHT TAKE YOU...
As he approaches 20 years at the helm of the good ship Moonen, Managing Director Emile Bilterijst can look back on a range of successes that have helped ensure the yard a global reputation for quality. But what exactly does quality entail? And how does Emile see the next decade unfolding for Moonen and the wider superyacht industry?

Much has changed in the superyacht world since I joined Moonen in January 1998. I came from a naval architecture background and had built up considerable experience working at two of the leading lights in Dutch yachtbuilding, Damen and Royal Schelde. We achieved some good things in the offshore and commercial shipping sectors but one thing I yearned to do was become involved in the large yacht world and lead my own shipyard. Taking up the management role at Moonen almost two decades ago therefore fulfilled a life-long ambition. I also committed to becoming a shareholder, such was my confidence in the yard’s future.

Niche market

I am still a 20 percent shareholder today and remain quietly confident in Moonen and its fantastic craftsmen. Over the past 20 years we have built up and maintained a very clear niche for premium quality motoryachts between 25 and 45 metres. What we see now in the wider market is a seemingly relentless march to ever larger motoryachts. There are only a limited number of yards capable of building yachts of that size at the top quality level and these yards will be occupied now for the foreseeable future in doing just that. We would of course always build a bigger Moonen if someone insisted. However, our specialism is in serving clients who do not want an 85-metre superyacht, even though they can probably afford it. Moonen owners tend to prefer a more manageable size and not to be responsible for 20 or so crew members. In addition,
a lot of the larger yachts are also at least partly used for business and corporate entertainment purposes, and most Moonen owners elect to have a yacht that they keep much more personal. A boat you can take out with your friends and go diving, a yacht on which you can have a real family holiday and visit more places, not hampered by a lack of marina facilities or shallow harbours.

**FIT FOR PURPOSE**

You don’t get to be a multi-million/billionaire in the first place by wasting resources on something you rarely use or is not fit for purpose, and the ultra-large yachts that have become the fashion for some do not serve the interests of the type of people Moonen builds boats for. They want a top-quality superyacht in the size range of between 25 and 55 metres, understand what that means in terms of financing and are prepared to pay the price for the absolute best quality money can buy in that length.

I would also like to emphasise the benefits of staying under 500 gross tonnes – operational costs increase significantly above that figure as does the price of the vessel. One of those operational costs by the way is the bewildering array of crew compliance regulations that apply once you go above 500 GT. Captains of very large superyachts often share their frustration that they don’t get the chance to skipper in the traditional way, spending most of their time being a people manager.

**QUALITY CONTROL**

Another major change in my time at Moonen is the over-use (some might say abuse!) of the term ‘quality’. Twenty years ago people were much less likely to throw this word around unless they could really prove it. So when I describe Moonen as a top-quality builder, I am aware that I need to be able to demonstrate what that quality means in practice and why an additional investment in such quality makes sound business as well as personal sense.

In this my task is made easier by the fact that Moonen owners become informal ambassadors for our brand by inviting other wealthy individuals on board and allowing them to experience the difference. You can actually sense and feel premium Dutch quality when sailing on a Moonen. When I ask clients to define quality, they usually talk about sound levels, vibration, fuel consumption, seakeeping and the like… parameters that are related to naval architecture, engineering and construction. Moonen can definitely match the very finest superyacht builders in the Netherlands and abroad in these areas.

For instance, our most recent custom build, the 42-metre Sofia, has noise levels in her suites that are as low as 40 db at cruising speed. The suites and lounges have a maximum vibration level of 0.3 to 0.4, compared to an acceptable Class 1 level of 1.8. These figures are a testimony to the engineering excellence that went into the design of this custom vessel, the superior construction skills on hand at Moonen and our recognition that, ultimately, it is the details that make all the difference. The owners of Bijoux also describe the first Moonen Matica yacht as ‘super-quiet’ (see page 18), so you can rest assured that the same level of quality has certainly been added to our new Caribbean line.

**THE INSIDE STORY**

Bijoux’s owners are also delighted with their interior, a part of a yacht for which it can be very difficult to define what constitutes a good price-quality ratio. There are of course a wide variety of finishes and facilities. If you order marble with a waste percentage of 90%, it is not surprising that the interior becomes far more expensive than when fitting corian or caesar stone, which still looks great and is but a fraction of the cost. Is real marble a higher quality? Yes of course it is. But that’s an issue of specifications and the choices you’re prepared to make, not of build quality.

In a similar vein, there is obviously a difference in sound if you spend a million on your audio-visual system or 200,000 – but this too is an issue of specs not the quality of the yard. Don’t get me wrong here; we can install the most mind-blowing sound system your bank balance can imagine. But that is not the defining issue of quality.

**AL FRESCO PLEASURES**

Linked to this expenditure on peripheral items inside a superyacht is the fact that you are actually far more likely to be spending your time outside: another clear change during my time at Moonen.

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Emile’s love of all things maritime goes beyond his work overseeing the design and construction of some of the world’s finest motoryachts. He and his wife are keen sailors in their spare time and proud owners of a 15-metre tug, Oude Waal III. Originally launched in 1942, she’s been brought back to life with experts at the Moonen yard. Emile even managed to track down one of the five original engines from the series of which she is a part.

Oude Waal III was a forward-looking boat for the 1940s, with all horizontal seams, including the superstructure, being welded and not riveted. That said, it’s the deep sounds of her powerful engine which turn people’s heads when Emile takes her out on the waters.

Moonen has been the increasing emphasis on the alfresco outdoor life. This was one of the key reasons behind our development of the Caribbean line - to ensure Moonen owners will enjoy maximum fun on the water where everything functions exactly as it should when it should. Being assured of a hassle-free time on board in comfort is a true sign of yard quality, not the grains of the marble in your suite (although again, our masons can certainly add some serious stone to your Moonen yacht should you wish: they are after all completely custom inside).

We came up with the idea of the Caribbean line after lengthy talks with owners and brokers. I love this type of brainstorming process... In fact, if I’m proud of anything as a legacy after 20 years at this shipyard then it is that there have been very few yachts built in which I was not involved in the conceptual stage. The first semi-custom series for me was the Moonen 72, and the Moonen 84 grew out of this. There have been eight of these launched to date and I still adore them from a design point of view. Very much a family yacht, the Moonen 84 has served as the template for the new and more contemporary looking Moonen Marinas (see page 30).

Another favourite boat of mine is the explorer yacht My Issue, which we launched in 2001. I love her masculine lines and tug look, something that speaks to me personally as I restored my own tug from 1942. However, if I could take the time out to go around the world it would be My Issue for me. She is inspired by those iconic hydrographic research vessels (NOAA ships from the 1970s for example) with A frames on the back for dining equipment. I’d always imagined how good it would be to build them as yacht.

When the owner of the first My Issue, a 89’ aluminium fast Moonen which we built for him in 2001 was considering building a larger explorer type yacht, I showed him the images of these research vessels and my ideas to transfer this into a yacht. He was instantly captivated and that’s how the whole project started. It’s interesting that our new take on the explorer yacht concept, the Navarino featured on page 38 of this magazine, has been so well received. This is yet another example of how Moonen continues to move with the times while retaining that certain Moonen magic that is our yard’s hallmark.
The first Pocket-sized SuperYacht in our Caribbean Line, the Moonen Matica Bijoux, was launched a year ago. Her owners spent several months cruising their Brand-new 30-metre yacht and also gave permission for her to star at last year's Cannes and Monaco Yacht Shows. Prior to embarking on a new Summer of sailing, the owners explained to Moonen Magazine the many ways in which they enjoy spending their time on board this accomplished yacht.

As launch clients who were instrumental in helping the first Moonen Caribbean Matica to see the light of day, the owners of Bijoux had a major influence on the design and layout of this striking model. They had an excellent relationship with all members of the project team, having regular meetings at the London offices of Camper & Nicholsons with the Moonen project team, exterior designer René van der Velden and the interior designers from the Adam Lay Studio.

Tell us a little about your first season of sailing in 2016

It was August before we went sailing in earnest. We started in Malta and came back through Sicily, the Aolian Islands, Corsica and the south of France. The seakeeping performance of the boat was exemplary and she was very comfortable even when we encountered some fairly big seas. She’s also super-quiet: you never notice when the engines rev up and it’s often a surprise to find yourself on the move! This is typical for the expert way that Moonen approaches the whole issue of noise and sound attenuation.

The interior works very well too. Our aim with Bijoux was not to have one of those boats where you feel that you don’t dare sit on anything because it’s all white and minimalistic. We wanted Bijoux to be modern but not in a chic way that would be out of fashion next year. Thankfully, designer Adam Lay and the Moonen team did a superb job on creating a welcoming and comfortable ambiance. The yacht feels fresh and is a great place to live. In fact, we have everything we could have wished for – a contemporary design combined with Moonen’s excellent reputation for building solid boats. I think it’s successful and the market certainly seems to agree.

What are your favourite features?

Yes, as the yacht took shape we had many opportunities to come to Holland. These visits were always a pleasure, and the craftsmen at Moonen were delightful to work with. We’ve dealt with business people and manufacturers from other countries, and we especially loved the way the Dutch combined a humble approach with the ability to impress with a truly remarkable feat of design and engineering. We saw this illustrated many times during the build of Bijoux, and now she is finished we are experiencing it in reality.

You also came to the yard on a number of occasions?

There are so many: Bijoux is exactly how we wanted her. I’m really pleased with the grey-and-white colour scheme with key lines of black. The bathing deck and the way the transom folds out to create a huge space is great. I was particularly keen that we would have a clean stern to the boat, not a bunch of steps and doors. I can say without reservation that we succeeded: the way that the transom stern garage door comes back up to create Bijoux’s sleek stern is very neat.
OWNERS' STORY

We are also really pleased that we opted to locate the owners' suite on the lower deck, which is kind of unusual at a time when many boats are putting the space in front of the wheelhouse to various uses. While this might make for great views, we don't spend a lot of time in our bedroom and we felt that we could enjoy the vistas in a better way. Our full-beam owners' suite is really expansive and gives the impression and reality of a big space when you walk in.

Bijoux is a superb family boat too. The accommodations are just right for us: we have four teenagers and the layout allows us to have guests on board with the kids. In fact, with Pullmans in the children's cabins we can have three in each room.

The Matica design connects very well to the sea. She has huge windows all around and it's fantastic to sit in the saloon with nearly 360-degree views. The way that the cockpit and bathing deck work really makes you feel close to the water. And Bijoux has a huge amount of space, allowing everyone to enjoy their own idea of what real relaxation should look like – whether you're on the foredeck, the cockpit, the upper decks, the bathing platform, the saloon or the rooms, you never feel on top of each other.

Our kids are teenagers and they simply adore the boat and all the facilities it offers them. One of our favourite things is to anchor somewhere, go ashore, take a walk or a cycle ride and leave the kids to bust a blood vessel doing watersports. We were in a fantastic bay this year where we were pretty much on our own – the joy of Bijoux is that you can go pretty much wherever you want – and we had a spectacular time.

In terms of looks, by the way, we personally think that the Matica is the prettiest in the Caribbean line…. but then we would say that, wouldn't we!

MOONEN has done a really good job. It's a business that runs like a family enterprise and you can really tell – not least with the warranty work. We set up what needed doing at the Monaco Yacht Show and, according to the captain, who's been with the boat throughout the winter, the yard did even more than it originally agreed. That's a typical example of Moonen's generosity. They come over sometimes as being a bit obstinate, which I actually think is a charming Dutch trait, and then they go ahead and exceed your expectations. It's a nice contrast to our experiences in the past with certain other parts of Europe where people promise you the moon and the stars and then you get the boat back and they don't seem to have done anything.

HOW DOES THE CARIBBEAN LINE'S 'FUN ON THE WATER' CONCEPT WORK IN PRACTICE?

WHAT ARE YOUR PLANS FOR THE NEW SEASON?

We're starting with the Scandinavian fjords, then going down to Brittany, Portugal, Mallorca, Montenegro and back to Antibes. We won't be on the boat all the time as passengers, but we do expect the season will be quite full: the boat will be used by the family pretty much throughout the warm months. We are excited to see what else Bijoux has in store for us all!

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THE MAKING OF MARTINIQUE

SHAPING THE FUTURE OF MOTOR YACHTS

AS CONSTRUCTION OF THE FIRST EVER 37-METRE MOONEN MARTINIQUE CONTINUES IT HAS BEEN FASCINATING TO SEE HER CURVACEOUS HULL AND STRIKING SUPERSTRUCTURE TAKE SHAPE BEFORE OUR EYES. THROUGHOUT ANY BUILD THERE ARE VARIOUS MILESTONE MOMENTS AS A SUPERYACHT STARTS TO LITERALLY COME TO LIFE. HERE ARE SOME OF THE KEY ASPECTS OF THE TIMELINE OF THIS SECOND MEMBER OF THE MOONEN CARIBBEAN FLEET.

BUILDING IN SECTIONS

The hull of the Martinique was created in large sections. This is efficient in terms of time and cost as more people can work simultaneously on the construction. It also means we can build parts upside down, which in some cases is easier, while optimising quality. Building in sections requires a complete focus at all times as the connection line has to be 100% correct to avoid any deflections in the hull. With the right people on the job, it is an excellent method to build a superyacht with a steel hull.
As the hull is prepared for sandblasting and primer, attention turns to the superstructure. It is made of aluminium and its light weight helps keep the centre of gravity of the Martinique as low as possible given that the hull is made of steel. The superstructure is built by a specialist subcontractor on a heavy and super-strong steel building frame. This makes it possible to keep the dimensions and shape perfectly in tune with the dimensions and shape of the hull so that the two can later become one.

The hull of the Martinique is very innovative as she is made of high tensile steel, offering a construction that has the same strength but is lighter in weight (see page 18). After our specialist hull builders completed their work the entire structure was transported from Rotterdam to our first-class outfitting facility in Groot-Ammers. Such a move requires some serious heavy equipment and experience to ensure the boat is placed in a perfectly level position on the supports... After all, this is the foundation of all that comes next.

The proof of the pudding is in the eating they say and the marriage of a hull and superstructure is a big moment. As you can see, both are already in primer when they’re joined together, except the small connection line. You can check and measure everything, but it’s not until the day of the wedding that you see if everything was right in the design, drawings and construction process. Needless to say, the two parts of the Martinique fitted like a glove and we raised a toast to their future life together.

No time for a honeymoon

The day of the marriage is the first point where a superyacht is completely visible and you get to appreciate her true shape from a distance. But then the window of opportunity closes as the entire structure is moved into the finishing hall. We are now busy with the interior, finishing & painting, decking, technical installations and all the other aspects that will make the Martinique a truly magnificent sight inside and out when she comes back into the light next spring.
In combination with a slender hull design, the use of high tensile steel will allow the Martinique to reach speeds up to approximately 17 knots and enjoy low fuel consumption at cruising speed. But what is high tensile steel and why did we opt to be a pioneer in yacht building with this metal rather than using the normal and well-known mild steel.

**Strong and Lightweight**

In a nutshell, the largest advantage of high tensile steel is that it is stronger than conventional shipbuilding steel thanks to its production process. The difference in mechanical properties allows for the use of thinner steel plates, directly resulting in a lighter construction without losing strength. The reduction in hull weight opens up the possibility to optimise the hull design of the yacht and reduce its resistance compared to a normal steel hull with the same length.

While having an innovative hull in terms of both material and design is nice, it should also give benefits when in operation. The most important of these is a reduction in fuel consumption, which not only means lower costs and less impact on the environment, but also an increase in range without requiring additional tanks. Furthermore, a relatively shallow draught is possible in comparison to the yacht’s lengths without compromising on comfort. Taken as a whole, these assets make the Martinique a genuine go-anywhere yacht.

Another reason that other yards have been reluctant to use high tensile steel may be that extra attention is required during the build to ensure the high quality. After an in-depth study, the Moonen R&D team opted for the AH36 grade of high tensile steel as this gives the best results looking at weight reduction and ensuring the material is suitable for construction without compromising on quality.

Using AH36 for the Martinique made it possible to reduce the plate thicknesses of the hull by 1 mm in most locations. The diagram above shows on the left side the plate thickness required when normal steel is used and on the right when HTS 36 is used. Although 1 mm may not sound like much it actually gives an overall weight reduction for the hull of 16%. The table below gives an overview of the relative hull prices based on the Martinique and reinforces the benefits of using high tensile steel compared to other materials.

**In Summary**

While retaining the safety and strength of steel which Moonen clients appreciate, high tensile allows us to save weight and – combined with a clever hull design – offer a fast displacement yacht with higher speeds than traditional full displacement hulls. The Martinique therefore becomes one of the strongest and most efficient motoryachts available on the market today and the experience gained will be used in future hull designs. Especially when you look at the limit of <500 Gt, the use of high tensile steel gives major benefits including stretching the steel hull to the maximum without exceeding 500 Gt.

<table>
<thead>
<tr>
<th>Material</th>
<th>Hull Weight (ton)</th>
<th>Hull Price (€/ton)</th>
<th>Hull Price</th>
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</thead>
<tbody>
<tr>
<td>Mild Steel</td>
<td>95</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>HTS 36</td>
<td>80</td>
<td>84%</td>
<td>92%</td>
</tr>
<tr>
<td>Aluminium</td>
<td>64</td>
<td>100%</td>
<td>118%</td>
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So why hasn’t any other yachtbuilding yard used high tensile steel? One reason is that the purchasing price of raw high tensile steel is higher. This is compensated for by the fact that less steel is required due to the thinner hull. Add in the fact that any extra expenses are easily outweighed by the cost/benefit ratio when combined with a Moonen hull and the financial argument for using high tensile steel is made.
LET’S TALK INTERIORS

Now that we’ve established the technical sides of the Martinique, it’s time to turn to some more aesthetic elements. On the next spread you’ll find just two of the options for the interior... how might your Martinique look like?
ECO CHIC

This interior style revolves around gorgeous grey hues, executed in rich materials and carpeting. An eco-ambiance arises from furniture made of sustainable natural materials such as wood, marble, glass and leather. Organic forms are also seen in elegant features like the coral vase.

WARM LUXURY

This interior style offers all the comfort of a warm blanket. In addition to a warm colour palette of red and orange blended with golden detailing, you will love the soft and caressable cashmere, wool and linen fabrics. Design classics serve as luxury eyecatchers to add to the interior allure.
Ready to head for the ocean in the spring of 2018...
Interior builder and co-foreman Tom Jansen started as a carpentry apprentice at Moonen Shipyards in 2005. He continued his education while learning at the yard, achieving a degree as all-round ship interior builder.

“I had already made the choice at secondary school to work in the woodwork sector, and, as my education progressed, I became increasingly fascinated by furniture making. I even enjoyed creating pieces of furniture out of scrap wood and was instantly sold the moment I came to look around the Moonen facility as a place to serve my apprenticeship. They were halfway through building the explorer yacht My Issue, which was the largest Moonen to date at the time. I couldn’t wait to get started!”

**LEARNING CURVE**

Tom says that the past 12 years have been a wonderful learning curve, enabling him to focus on his love of fine detailing and finishes. “Moonen is one of the top yards when it comes to building a complete luxury yacht from scratch. a lot has changed in my time here: the yachts have become larger, technology is constantly advancing and there are many innovations. I’m still proud to work here and have been lucky enough to be part of some incredible projects. The competition is fierce and it’s a great feeling to know that every Moonen we work on could soon be sailing anywhere from Monaco to Miami.

“Every interior is completely different from the last and that is both challenging and a privilege. I am currently busy with the interior of the Martinique, which features a new concept with different types of wood and detailing. It is a great experience to create such an innovative yacht, especially on this scale. There is also the added complexity of ensuring that we keep as many options open as possible for the new owners once the yacht is purchased. This demands a high level of flexibility which, thankfully, Moonen has in abundance.”

Another aspect of his work that Tom particularly enjoys is the interaction with clients. “They regularly visit the yard to be part of the build and I love the way owners mingle with the workforce during the launch parties. They can see that the people at this yard are a close-knit group who are all working together to create the best possible yacht on their behalf.”

Noes de Senerpont Domis has been working at Moonen for two years as an apprentice installation mechanic. The Martinique is his second new-build project after the Moonen Matica Bijoux. “It has been an exciting new venture for me to be involved in the hull work as we built it in high tensile steel for the first time. The Martinique is a beautiful yacht with stunning lines and has a lot of unique features, such as a tender garage on the side of the yacht which I worked on.

“Before joining Moonen I studied to become a mechanical engineer. I’d always been attracted to shipbuilding because it involves products built from start to finish and there’s such a wide variety of work involved. I was born and raised in Den Bosch so knew the Moonen yard very well. Since starting in January 2015 I’ve learned a great deal about yachts and my colleagues have taught me so much. Moonen has a rich history in terms of the generations of people who have worked at the yard and you really feel that. As the youngest of the bunch it’s great to benefit from their enormous experience.”

Noes particularly enjoys the fact that that there is no such thing as a standard Moonen. “Everything we do here has to be of a very exclusive quality. It’s actually even better working here than I expected and nothing can quite match the feeling of seeing a superyacht come together into one unified whole. The Moonen yard is a great place to work, where we are encouraged to follow our passion every day. Moonen owners have placed all their trust in us and it is wonderful to showcase what the Netherlands is capable of despite being such a small country.”

**EXCITING NEW Venture**

Noes de Senerpont Domis

MOONEN CRaFTSMEoN

MOONEN CRaFTSMEoN
At Moonen we are happy to build you a completely bespoke super yacht, a one-off totally custom project that is based solely on your ideas and our expertise. The famous submarine carrying 42-metre Sofia is a fine example of that approach.

At the same time, we also have many clients who prefer not to start completely from scratch, instead ordering a Moonen that is based on tried & tested engineering and a preconceived lines plan. We have done this successfully with the Moonen 84 and Moonen 97 in the past, leveraging on a proven platform and design to offer a reduction in delivery time as well as significant cost efficiencies.

Now, we have taken all this experience to the next level with the Caribbean line. Designed in partnership with René van der Velden, the Moonen Caribbean showcases a cool and contemporary twist on the classic Moonen look. This distinctive and timeless style has been combined with all the attributes that have made the Moonen brand so well known in terms of comfort at sea and premium Dutch quality construction, naval architecture and engineering.

PERSONAL CHOICES

After that, however, it’s really up to you. A Moonen Caribbean is still very much a custom boat built upon a proven hull and lines plan. You get to choose everything else – to make all the choices regarding the outdoor and interior layout, and to select the on board technical systems, facilities and equipment. Needless to say, you can also bring in your own interior designer to ensure that the style, furnishings and decoration is entirely to your taste… The work that the owners of the first Moonen Caribbean Bijoux have done with the Adam Lay Studio shows what a fantastic bespoke result can be achieved.

There are very few shipyards that can offer you such an incredible amount of choice in the 25 to 55-metre range. You could call the Caribbean line three-quarter custom, leveraging on technologies that have been fine-tuned based upon the experience of Moonen as a yard and that of our many sophisticated clients. It’s truly the best of all worlds.

THE HEAT IS ON MOONEN’S MARVELLOUS CARIBBEAN COLLECTION

MOONEN HAS AN UNRIVALLED REPUTATION FOR BUILDING PREMIUM QUALITY MOTOR YACHTS IN THE 25 TO 55-METRE RANGE, BACKED UP BY DECADES OF EXPERIENCE AND SATISFIED OWNERS AROUND THE WORLD. ALL THIS AND MORE WAS POUR ED INTO THE DEVELOPMENT OF THE NEW MOONEN CARIBBEAN LINE, AVAILABLE IN FOUR SIZES AND WITH A RANGE OF OPTIONS AS WIDE AS YOUR IMAGINATION.

Our style is your style

The Caribbean line is available in four different versions. The Marina is the entry model, synthesising everything that made the Moonen 84 so popular in an up-to-date form. You can read more about this 25-metre family boat on page 30. Meanwhile, we have already launched the first version of the 30-metre Matica (see owners’ report on page 10), which is available in two and 2.5 deck raised pilothouse configurations. The first Martinique is due to be launched in early 2018 and as the first super yacht with a high tensile steel hull, this 37-metre masterpiece is set to change the way people see luxury motoryachting. Last but certainly not least is the flagship Monito, the largest fast displacement model at 49 metres (see page 32).

These four Caribbean yachts serve different types of requirements while sharing an overall philosophy of maximising the pleasures of being in close proximity to the water. That’s why we chose the name Caribbean for the overall line and different Caribbean islands for the four models… To reflect the fact that their owners will spend the majority of their time enjoying the good life and relaxing vibes in the world’s warmer locations. They will do so on a yacht with a superior seakeeping performance, low fuel consumption, industry-leading noise and vibration values and exquisite finishing.

FAMILY FRIENDLY AND GOOD FOR CHARTER

In addition to their contemporary design, the Caribbean line yachts have been optimised to ensure they reflect the latest thinking in comfort and style. We consulted many owners and brokers about what they felt might be missing in the market. The concepts have been designed from the inside out so that the Marina, Matica, Martinique and Monito will be an absolute pleasure for owners and guests to spend time on, incorporating different areas to which people can retreat. We deliberately chose to make the Caribbean line both family-friendly and good for charter should clients wish to make the most of these opportunities.

We can use the Martinique as an example of how the al fresco lifestyle is emphasised. The first model has a large garage in the lazarette which can store a 5.5-metre tender inside the hull. There is an option to have a crane installed on the bridge deck to store all kinds of water toys. In terms of outdoor relaxation there’s something for everyone with distinctive areas for private relaxation and family fun: the sun deck, two lounging/seating areas on the flybridge aft and fore, a very pleasant breakfast/dining zone on the main deck aft and a superb sunbathing/swimming platform aft. The clear connection between the latter two makes it easy for the entire on board party to spend time together when they choose.

LOW OPERATIONAL COSTS

Another crucial factor for keeping owners and crew happy is when a yacht is efficient in terms of maintenance and operational costs. This was also a clear area of focus during the development of the Caribbean line from the layout of the engine room to the user-friendliness and ease of access to all the equipment, efficiency of operation has been given a priority. And, like all Moonen yachts, you can expect a high resale value that will make your investment in pleasure more worthwhile.
The Moonen Marina brings together all the finest aspects of our multi-award-winning Moonen 84 series within a contemporary Caribbean line jacket. Offering you four good-sized suites and comfortable crew accommodation, the Marina’s size makes it possible to enter smaller bays and harbours that larger yachts simply cannot reach. In addition, the Marina’s eminently manageable size means operational costs are relatively low, and she can be easily run with two crew members (or three if you require more service).

**GO ANYWHERE WITH THE FAMILY**

A true family boat in every respect, the Marina’s steel hull will take you pretty much anywhere, unlike GRP boats of the same length. In fact, various Moonen 84s have crossed the Atlantic under their own steam on a number of occasions, quite a rare feat for 25-metre motoryachts. But there’s more to the Marina than her long range – the smart design and engineering assures you of low fuel consumption and an exceptional degree of seagoing comfort in every respect. And then there is the fact that all eight of the highly successful Moonen 84s have kept their value, an integral sign of quality. Moonen Sales Manager Johan Dubbelman is fully confident that the Marina will do the same.

"The competition in terms of price is very fierce for motoryachts around the 25-metre mark,” Johan says. "While many yards can build you a vessel in this range, they’ll do so at a different quality level. At Moonen we take the same approach to the Marina as with a yacht twice the size. It might cost you a little more initially but if you appreciate quality you’ll swiftly recognise that the Marina is easily worth the investment in your pleasure. Moreover, as this is the entry-level for Moonen owners who are likely to remain our clients for years if not decades, we will do everything possible to ensure that the price-quality ratio is at an all-time high.”

**IN THE DNA**

Ultimately, what makes the Marina special is that you will own a true Moonen in a pocket-sized format, featuring exactly the same DNA of a much larger superyacht from our yard. Historically, Moonen has always had a large number of repeat clients. Once people experience Moonen quality they stay loyal and the budget becomes less of an issue than the quality and the size of the yacht on which they are enjoying that quality.

So if you are considering the step up from a GRP boat onto a serious steel-hulled motoryacht of premium Dutch pedigree, the Marina is the answer. Similarly, if you’re looking to step into the superyacht market at the entry-level length and enjoy top quality from the get-go, the Marina is the ideal yacht to experience the very best in fun on the water.
THE CARIBBEAN MONITO

A NEW BREED OF GRACEFUL SUPERYACHT

As the flagship of our Caribbean line, the magnificent 49-metre MONITO was designed to satisfy the market demand for a yacht that would maximise size without exceeding 500 GT with up to six cabins and luxuries such as a saltwater pool on the foredeck. The MONITO is a fine embodiment of everything that a superyacht can provide.
The Monito, the largest fast displacement model in Moonen’s acclaimed Caribbean line, is characterised by a level of finishing, comfort and luxury that is unique at this volume and price. As with other Caribbean boats, new owners are free to work with outside designers to fully customise the interior according to their needs in terms of style and comfort, whether it be for chartering or various types of private use.

CUSTOMISABLE
The Monito is highly versatile: owners can decide many crucial aspects entirely according to their own wishes and build on the solid foundations of the concept to make their own mark on their yacht. This suits those who are building a yacht to charter at least part of the time as well as owners who prefer to keep their prized possession all for themselves.

Examples of this philosophy include the possibilities to customise the various lines of access to the water – a fundamental principle for the whole Caribbean line. The Monito’s stern can be given any of a number of looks and equipped with a range of equipment, loose furniture and open space arrangements to ensure the perfect beach club atmosphere for each particular owner. The large, convenient swimming platform can take any of a number of shapes, and the adjacent transom space can be organised as a spa, gym or other type of refuge from the stresses of everyday life.

There is even more flexibility in the forepeak area on the bridge deck forward of the wheelhouse and lounge. This space comprises a recessed tender bay with a lifting platform: a storage solution which saves lots of space that can instead be committed to more facilities, comforts and convenience on board. The tender bay can be equipped with the option to be used as a saltwater pool (with infinity function for a proper workout) while the tender is out. The forepeak itself is occupied completely by a charming teak terrace ideal for a wide variety of relaxing outdoor pursuits.

NIMBLE
The Monito is designed to fully comply with all Lloyds and MCA requirements, and benefits from Moonen’s famous noise and vibration mitigation. Its seaworthiness – including stabilization at anchor and underway – is another remarkable quality. A limited draught means the Monito can reach secluded coves and picturesque lagoons in the Caribbean, say, allowing for the kind of freedom and privacy that other vessels struggle to achieve.

Thanks to Moonen’s ‘enhanced length principle’ (ELP) concept and the extraordinarily dynamic shape of its round bilge hull (made from high tensile steel), the Monito has a top speed of 18 and a cruising speed of 15 knots, amply earning its title of fast displacement motoryacht. Moreover, the model consumes so little fuel that it can cross the Atlantic (with a range of 4500 miles) at 11 knots on no more than 55,000 litres.

Despite its volume and flexibility in interior design, the Monito has a gross tonnage of less than five hundred, creating substantial operational benefits and considerably decreasing ownership costs. Moonen's R&D department has created a perfectly proportioned yacht which offers features and luxuries normally only found on much larger boats.

REDEFINING SUPERYACHT LIFE BELOW 500 GT
Counting the sun deck, the Monito features a stunning 350 square metres of exterior deck areas, all in stylish teak. It also includes no fewer than four places where external bars can be fitted – although again, the choice is all yours. The interior accommodations are equally impressive, with the main attraction being the remarkable 60 square metres reserved for the owners’ area on the main deck. This space includes a full-
Martijn initially joined Moonen as an engineer in 2007, gradually doing more and more work as a 3D modeller. Four years ago he proposed that Moonen start doing more 3D rendering as a way of gaining an even closer insight than sketches provide of how (parts of) the final result will look. The yard agreed and, as you can see from the Navarino images on pages 38, the results have been impressive indeed.

**WHAT MADE YOU INTERESTED IN DOING THIS IN THE FIRST PLACE?**

When I left school I started working as a carpenter, but my passion for the digital world, CAD programs and the like never left me. I developed myself, keeping up-to-date with software developments. At the same time I’ve always had a thing with yachts and drew my first boat when I was 22. This was actually my first 3D drawing, and it was the desire to create even more realistic drawings that led me to rendering, I guess you could say I followed the digital revolution.

**SO YOU ARE COMBINING TWO PASSIONS?**

Without a doubt. My first speciality is interiors, my second is visualisation via 3D renderings. In making the latter it is very helpful to know what the craftsmen are actually doing in practice, what they encounter and how the product is made. It is useful to know how people come to realise the end product.

**AND THE IDEA IS TO MAKE PEOPLE REALLY FEEL LIKE THEY ARE ON BOARD?**

Yes, the challenge is to make the 3D drawings so realistic that they almost seem real – this in reality is the very essence of rendering. We have to translate the architect’s design as well as possible into the rendering, so that we visually and correctly convert the concept into an image for the client. Lighting is also extremely important - how the light comes through the windows, or how it hits the sun deck.

**IT SOUNDS LIKE PRETTY SPECIALISED WORK?**

It certainly took me a lot of time and training to get a grasp on rendering, and the learning curve never stops as the technology is developing so quickly. This is probably why very few yards make their own renderings, preferring to employ specialist external parties. At Moonen we are able to provide the client with renderings faster because the lines of communication are much shorter and in-house.

**WHAT ARE THE OTHER BENEFITS FOR MOONEN CLIENTS?**

We try to create a setting that makes the client feel at home, like they are really on board their future Moonen yacht. The images are so realistic that clients can sense how things will look, how it will feel to sit in a given spot. In fact the whole idea behind rendering is to give the clearest image of what the yacht will be like in reality once completed.

**THIS MUST ALSO BE AN ASSET FOR THE MOONEN CRAFTSMEN AND ENGINEERS?**

They gain a much better impression of how things will pan out as the ratios in 3D clearly show what the yacht will look like in real life. When a client decides to make changes to the layout, for instance, we are able to accommodate these wishes by creating an image in-house and give everyone involved a sense of how this will now appear.

**SO WHAT DOES THE FUTURE HOLD IN THIS FIELD?**

There is a clear move towards virtual reality rendering, creating a virtual world that allows people to step on board the yacht and look around. Clients will be able to put on 3D goggles and feel like they are inside the spaces on board even though they don’t exist yet.

Ultimately, renderings are drawings turned into 3D then visualised to reality. The main challenge lies in trying to approach reality as closely as possible. This is what I am constantly working on – bringing virtual reality and actual reality closer together.
WHERE WILL YOU GO?

WHERE WILL YOU GO?

WORLD TRAVELLER

EXPLORE THE PLANET IN STYLE WITH THE NEW MOONEN NAVARINO

A CHIC AND ELEGANT DESIGN BLENDED WITH THE ATTRIBUTES OF A GLOBAL PATHFINDER. CREATED IN PARTNERSHIP WITH RENE VAN DER VELDEN, THE STRIKING NEW 47-METRE MOONEN NAVARINO OFFERS THE BEST OF BOTH WORLDS TO THOSE SEEKING TO EXPLORE OUR PLANET IN COMFORT AND SAFETY.

Explorer yachts have traditionally been seen more as ‘toys for the boys’, who are presumed to have a greater affinity with the archetypal rugged, exhibition-style looks. We generalise of course, but it is fair to say that most ‘explorers’ in the current superyacht fleet tend to have a masculine design, with a high bow and chunky look. But any preconceptions about how an explorer should look like or who prefers to be on board are about to be changed for good! With its sleek looks and sophisticated main deck layout arrangements, the all-new Moonen Navarino is designed to appeal to all who enjoy discovering the remotest parts of the world in comfort and style. And that is why we prefer to call her a ‘go-anywhere’ yacht rather than an ‘explorer’.

Moonen already has form in this respect. If you look into the DNA of our yard, high-quality builds like Sofia and Northlander are go-anywhere yachts in their own right. These elegant superyachts have embarked on some epic journeys, assured in the knowledge that Moonen's engineering and construction will keep them safe. At the same time we have also built yachts for people who identify the explorer concept with a more specific look & feel, with the Moonen My Issue being a premium example.

THIRD WAY

Taking the above into account, we felt the time was right to offer a third way – a go-anywhere yachts that does not really look like a hard-core explorer, a crossover design that combines elegant lines which everyone can appreciate with the bold sturdiness of a traditional expedition-type yacht. While the superyachts in the Moonen Caribbean line are christened after islands in that balmy sea, the name Navarino reflects the fact that her owners are more likely to go further afield to remote areas... Such as Navarino Island, the most southerly location in Chile and the last stop before Antarctica. >>>
Designed by René van der Velden, the sexy 47-metre Navarino comes in at just under 500 gross tonnes. She is sturdy enough for elegant travel to the outer corners of this world, which could be anywhere from Alaska to Navarino or Spitsbergen, and in all types of seas.

The Navarino has a monocoque structure so that transverse forces are directly transferred from the bridge deck into the hull, instead of via the superstructure sides and side decks. In essence, therefore, the hull and main deck can be seen as a single entity, as opposed to a box (the hull) with a smaller box on top (the main deck superstructure). This offers obvious benefits in terms of strength and stiffness, but also in terms of weight.

**OPTIMISING THE INTERIOR**

In addition to making the yacht exceptionally rigid, the monocoque structure dispenses with the side decks on the main deck, increasing the interior space and allowing for a full-beam interior across the entire main deck. This in turn leads us to a smart feature of the Navarino design which goes beyond exterior aesthetic and constructional solidity.

The aft deck lazarette is raised so that it is on the same level as the beach club, generating a fantastic space for enjoying the alfresco life while discovering the globe. There are many options for how to make the most of this unified space without the normal split-level arrangement between the platform and beach club. Steps lead down into the full-beam main lounge when the time finally comes to go indoors and – with the wide-bodied construction and large windows letting in lots of light – there is still a very open feeling in the lounge, creating an inside-outside ambience.

**READY TO TRAVEL**

Like traditional explorers, the Navarino has a long range in terms of her construction and fuel capacity. A key aspect of the design is to have the tenders and watersport toys stored on the foredeck. This frees up space on the aft deck area, which is a more pleasant place to relax when underway. For similar reasons, the wheelhouse is positioned quite significantly aft at the most comfortable location in terms of ship movements when at sea for longer periods. It also means that the views remain entirely unobstructed by the tenders and toys on the foredeck, and enhances the elegant overall looks of the Navarino.

A further aspect of facilitating lengthy expeditions is the impressive amount of dedicated space available to hold the food and supplies required, including a big area in the forepeak under the crew zone and additional storage under the raised aft deck. With an owner’s suite on the main deck and four guest cabins below, a party of ten can set out on this world traveller with no limits to their discovery plans. Where would you like the Navarino to take you?
LET YOUR LIGHT SHINE

THE FAMOUS USHUAIA LIGHTHOUSE IN THE BEAGLE CHANNEL IS A SIGN THAT YOU ARE VERY CLOSE TO NAVARINO ISLAND AND HAVE REACHED THE EXTREME SOUTHERN TIP OF SOUTH AMERICA. ARE YOU READY TO EXPLORE ANTARCTICA?
MEET THE CAPTAIN

THE ADVENTURES OF BELUGA DOWN UNDER

The 2006 explorer yacht Beluga has done more than her fair share in proudly hoisting the Moonen flag in both commonplace and exotic climes and sailing areas around the world. She is currently blazing new trails on the North Australian coast, being used for cruising by her owner as well as regular charter trips for adventurous holidaymakers and sports fishermen, we caught up with Beluga's captain Bob Nabal for a chat.

Originally hailing from South Africa, Captain Bob Nabal (left on the above picture) grew up on the beach fishing, surfing and diving. After finishing school around the turn of the millennium, he went to London for two years to work and travel before going into yachting in 2002. He hasn’t looked back. “During a study course in Durban I went to a yacht club and met a crew member of a large yacht called Shandor who was looking for a deckhand fisherman,” he explains. “I was lucky enough to be in the right place at the right time.”

THE CHANCE OF A LIFETIME

“I stayed on Shandor for two and a half years, during which time we circumnavigated the Indian Ocean, sailed to the Caribbean, and ultimately ended up in the Mediterranean, where I moved on to another boat. I got my initial captain’s job on one of the first Sunreef 62 catamarans ever launched back in 2007. I stayed for two and a half years, after which I got my first motor yacht job as captain of a 22-metre Maxis. From there I moved on to a 25-metre Sunseeker, followed by a 30-metre Sunseeker, then a 30-metre Princess, and, finally, the Moonen 114 Explorer, Beluga.”

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BELUGA’S STORY

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“Before I ever captained one, Moonen was among my favourite boat builders. I had seen Beluga around and I knew I would love the opportunity to be her captain. In fact, the owners of my previous boat were looking at buying her. Eventually someone else beat them to it – but offered me the job nonetheless. I had the opportunity to take the boat of my dreams around the world, cruising and exploring the globe. Naturally, I had to take it.”

**A GRAND TOUR**

Bob has had a busy couple of years since then. “We started out exploring the Italian coast before moving over to Croatia and Montenegro, sailing down through Greece and on to Turkey in October 2015. After some preparations for the crossing, we continued on to Southeast Asia by way of the Red Sea and the Gulf of Aden, stopping in the Maldives for three weeks. From there, we went to Indonesia, which was simply spectacular; I think it may well be my new favourite cruising ground. There is an incredible degree of natural variety there, from bright green islands to pink beaches. The Komodo National Park, for instance, covers several islands with amazing diversity and untold natural treasures. We spent a month in Indonesia before heading to our final destination of Port Douglas in Australia.”

Beluga has more than lived up to Moonen’s reputation. “Being a long-range motoryacht, she can sail very far – we covered about 18,000 miles in the first year and a half – but she’s also very comfortable. Beluga feels much more voluminous than you’d expect from a 35-metre boat, with an impressive degree of space and comfort. We have had 12 guests on board sometimes, with everyone fishing, scuba diving, relaxing, and it has never felt remotely crowded. A lot of this is due to the yacht’s ingenious layout.”

**CHARTERING ADVENTURES**

Beluga is currently based in Port Douglas in tropical north Queensland, Australia, in immediate proximity of the two World Heritage Sites of the Great Barrier Reef and the Wet Tropics of Queensland. Just an hour north of the regional centre of Cairns, this stunning area is a mecca for nature lovers, diving aficionados and fishing fans alike. Beluga’s owner is a passionate sports fisherman, and the yacht comes with a custom built 12-metre express chase boat which is versatile for fishing, diving and leisure alike. The Beluga Expeditions fleet features three fishing boats from Assegai Marine, a local company in the Gold Coast. Zulu is a 16-metre Gamefishing vessel, Levante a 13-metre Sports-fisher and the Express chase boat make up an impressive fleet. The game boats have overnight berths for up to five guests as well as all the equipment necessary for marlin fishing, bottom fishing and scuba diving.

“Furthermore, during the giant black marlin season on the Great Barrier Reef, Beluga can be used as mother ship to other sports fishing boats, which head out fishing during daytime and come back in the evening for a party or dinner. The charter market in Australia is getting quite busy and we are pleased to be leading the way.”

**THE ROLLS-ROYCE OF YACHTING**

“Like any Moonen, Beluga is very well put together,” adds Bob. “Dutch builders are like the Rolls-Royce of yachting. With a steel hull and aluminium superstructure, Beluga is a very solid boat that can weather almost any storm. She has state-of-the-art stabilizers and is certified by Lloyd’s as an ice class vessel. We went through some really bad weather coming through the Gulf of Aden – 55-60 knots and three-to-four-metre swells – and she came out without a scratch. Being out in a storm in the open ocean is a true test of a boat’s mettle.”

Captain Bob has found that Moonen’s service level equalled its craftsmanship. “I’ve worked with many different people and companies in my career but Moonen’s Service Manager Jan Tielemans has been hands down the best guy for solving problems and getting help & advice. Even now that we’re in Australia, we just pick up the phone and call him and he does what he can to help straight away. If we call him and say ‘Jan, we need a new seal for the door’, we will have a quote with the availability the next day. And it’s not just him – I think the structure in place at the yard obviously works very well. I would highly recommend a job on a Moonen to any captain.”

**DISCOVERING BELUGA**

Designed by René van der Velden and the Moonen team, the 34.70-metre Beluga is a bruut displacement yacht with an ice class steel hull and aluminium superstructure. She features a five-cabin setup that can accommodate 12 guests. The structure in place at the yard obviously works very well. ‘If we call him and say ‘Jan, we need a new seal for the door’, we will have a quote with the availability the next day. And it’s not just him – I think the structure in place at the yard obviously works very well. I would highly recommend a job on a Moonen to any captain.”
Far North Queensland

A Lush Tropical Playground

The sparsely populated extreme north tip of Australia is off the beaten track for many travellers. Yachts can be rare on the ground, not least due to distance and a relative shortage of world-class support infrastructure and facilities. But the main resorts of Cairns and, especially, Port Douglas are busy transforming themselves into world-class yachting centres, and the rewards of this magical region for those who do make it here are hard to overstate.

Hone to untold natural wonders, including the two natural World Heritage Sites of the Great Barrier Reef and Wet Tropics of Queensland, Far North Queensland has lots to offer travellers. The region counts over 70 national parks, including Mount Bartle Frere (at 1,622 metres the highest peak in northern Australia) and Barron Gorge National Park, while Daintree Rainforest is the largest continuous area of tropical rainforest on the Australian continent. The region is home to over 2000 species of plants, 450 species of birds and 200 species of butterflies. The region also has some of the most diverse coral reefs in the world, including the Great Barrier Reef, which is one of the most visited natural wonders in the world.

The two main yachting centres in Far North Queensland are the regional hub of Cairns and the resort town of Port Douglas. While the region today remains relatively underserved as a yachting destination, there are changes afoot: not least thanks to recent refurbishments, Cairns and Port Douglas both have first-class yachting infrastructure.

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Marlin Marina is a state-of-the-art floating marina located in the heart of Cairns with 261 berths for a variety of cruising vessels, including superyachts up to 140 metres. It is just ten minutes from the international airport, five minutes from the Cairns marine & superyacht refit district, and a stones’ throw from the tropical swimming lagoon, several five-star hotels and excellent shopping, dining & nightlife possibilities. Fresh after an upgrade in 2015, the Reef Marina in Port Douglas features some 135 berths – including 20 new superyacht berths for vessels between 25 and 50 metres – and provides comprehensive service for boats and crew.

The region counts over 70 national parks, including Mount Bartle Frere (at 1,622 metres the highest peak in northern Australia) and Barron Gorge National Park, while Daintree Rainforest is the largest continuous area of tropical rainforest on the Australian continent.

**The Transformation of Port Douglas**

Despite a long history starting in 1877, by 1960 the Port Douglas township had dwindled to little more than a fishing village with a population of 100. Since then it has undergone a quiet transformation into one of Australia’s best-loved resorts. According to Australia’s Traveller magazine, the construction of the Sheraton Mirage in the late 1980s meant that ‘Port Douglas was transformed from a sleepy far-north Queensland seaside town into a sophisticated tropical playground for the rich and famous. Celebrities such as Tom Hanks, John Travolta, Mick Jagger and Claudia Schiffer were regularly spotted strolling the palm-fringed sands of Four Mile Beach.’ Other guests included Bill and Hillary Clinton, Kate Hudson, Matthew McConaughey and Leonardo DiCaprio.

Sheraton Mirage, the grand old lady of Port Douglas located right on the city’s famous Four Mile beach, underwent a major renovation in late 2016. There is currently an A$85 (€60.5) million refurbishment plan intended to continue the transformation of the waterfront into a vibrant entertainment and cultural neighbourhood. The proposal aims to connect the town centre to the waterfront, giving a boost to tourism and economic growth. It will include 32 new marina berths and a dedicated cruise ship tender dock, as well as new facilities where fishing fanatics could dock and sell fresh seafood directly to the public.

**Barron Gorge National Park**

The Kuranda Scenic Railway runs inland from the regional capital of Cairns and cuts through the Barron Gorge National Park, which contains several scenic waterfalls, including the famous Barron Falls. Stations passed on the way include a zoo, markets and art galleries. The 7.5-kilometre Skyrail Rainforest Cableway also runs above the Barron Gorge National Park. Upon its completion in 1995, this was the longest gondola cableway in the world, and has since won more than 25 awards. It travels across the Mcalister Range between Smithfield and Kuranda, its six-person gondola cabins take around 1.5 hours for a one-way trip. The cableway features two rainforest stations where the forest floor can be explored on boardwalks as well as a Rainforest Interpretation Centre, and provides walking tours with aboriginal guides.

**World Heritage**

The coast of Far North Queensland is the only place in the world where two natural World Heritage Sites are in such close proximity. At 140 million years, the Daintree Rainforest is the oldest continuous rainforest in the world, while the Great Barrier Reef is by far the largest reef coral reef system, and one of the marine environments with the highest biodiversity, in the world. Both these incredible ecosystems are unfortunately greatly threatened by climate change – as of last year’s devastating bleaching event, a quarter of the corals in the Great Barrier Reef have died, and this development appears to be accelerating.

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The best place to refurbish a Moonen or a similar yacht from another top yard is at our modern refit facilities. The Moonen refit specialists have carried out projects ranging from small-scale cosmetic work and interior upgrades to more substantial rebuilds, such as hull lengthening and wholesale replacement of equipment and systems.

However large or small, all projects benefit from Moonen's experience in management and execution: we have staff with expertise in everything from costing to time management, ensuring excellent organisation and reliable deadlines. And, most importantly, the skill of our craftsmen is second to none.

Moonen has two decades of refit experience and numerous large-scale projects under its belt, and our state-of-the-art facilities and skilled designers, craftsmen and engineers provide the most reliable, high-quality performance you could hope for. And despite its first-rate quality, our work comes at a price that will not break the bank.

We provide the following services:
- paintwork
- upgrades to or cleaning of technical systems
- interior upgrades
- servicing or replacement of toys
- work on entertainment systems
- upgrades or replacement of communications systems

We have the following disciplines in house:
- system engineering
- interior engineering
- construction and system mechanics
- carpentry and interior painting
- partnerships with first-rate co-makers

Our two refit facilities can provide for almost any need:
- Den Bosch: 14,000 m² of open area, 3,500 m² of conditioned area, and 150 tonnes of lifting capacity. Yachts measuring up to 36 metres / 114 ft can be refitted here.
- Groot-Ammers: 5,000 m² of open area, 1,100 m² of conditioned area, and 500 tonnes of lifting capacity. This facility can host yachts up to 66 metres / 216 ft in length.
MOONEN CREW LIFE

DAVE AND DIANE JOHNSON

DAVE AND DIANE JOHNSON HAVE BEEN SAILING THROUGH LIFE TOGETHER LITERALLY AND METAPHORICALLY FOR OVER 35 YEARS WHILE BOTH HOLD A MASTER’S TICKET. DAVE IS MORE USUALLY FOUND AT THE HELM WHILE DIANE RUNS THE YACHT AS CHIEF STEWARDESS. HAVING SPENT THREE YEARS RUNNING THE MOONEN 124 NORTHLANDER, WE CAUGHT UP WITH THIS HIGHLY EXPERIENCED COUPLE AS THEY TOOK CHARGE OF THE MOONEN 84 ETOILE D’AZUR.

IT SOUNDS LIKE YOU’VE SPENT YOUR WHOLE CAREER BOATING?

DAVE: Yes, we both grew up in sailing families and went into the boat business together after we met in San Diego in the early 1980s. Initially I had a yacht brokerage before deciding to become a professional captain instead. The superyacht industry was in its infancy then on the West Coast but over the course of time we have served on a wide variety of sail and power boats.

DIANE: We both enjoy boating and communicate quickly and easily with each other. Before we joined Northlander in 2013 we worked for a decade on a 35-metre Intermarine. The owners were great to us and it was hard to move on but when the owner of Northlander asked if we wanted to join we felt the time was right to move to a premium Dutch motoryacht. The next three years were the highlight of our career to date. We’ve done a wide variety of things, but Northlander is special and so were her owners.

WHAT IS IT ABOUT NORTHLANDER THAT MAKES HER STAND OUT IN THIS WAY?

DIANE: She has real pedigree. Not every yacht on the water is truly seaworthy but Northlander certainly is. There have been times in our career when we were at sea not feeling totally safe and that’s uncomfortable. But a Moonen motoryacht inspires complete confidence. We really did enjoy our time on board Northlander, which gave us the perfect combination of a truly renowned, very well-built boat and lovely owners to work for.

DAVE: Yes, in tricky conditions we often commented among the crew that a lesser boat would be in trouble. It took us a while to get used to the idea that we simply didn’t have to worry on Northlander – that we could head into three-metre seas and not be concerned. Gradually you come to realise that you have a truly sturdy platform under you and that gives the peace of mind to focus on other things such as the service and the navigation.

DAVE: Both Northlander and Etoile d’Azur are very quiet: when you start the engines you can barely hear them. Even from guest room to guest room you can’t hear what’s going on, and the same goes for the deck levels. The exceptional insulation gives everyone on board a great deal of privacy – it is another hallmark of the brand.

DIANE: Everything from the joinery to the paintwork is beautifully finished on a Moonen. And you get great pleasure and pride from working on such a well-built boat. When you look around and see the facilities for doing your job, it makes everything that little bit easier.

YOU GUYS ARE LOOKING AFTER ETOILE D’AZUR WHILE SHE IS FOR SALE. CAN YOU SEE SIMILARITIES BETWEEN THE TWO BOATS?

DIANE: Obviously they’re very different styles of boat, but they certainly do have the same integral qualities. You can clearly recognise how things are done at Moonen and the quality of the build and the operational systems. This improves the communication between us and the yard when it comes to modifications because we got pretty deep into the workings of Northlander and were able to understand Etoile d’Azur quite easily.

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AND IN TERMS OF COMFORT FOR THE OWNER AND GUESTS?

DAVE: Northlander and Etoile d’Azur are very quiet: when you start the engines you can barely hear them. Even from guest room to guest room you can’t hear what’s going on, and the same goes for the deck levels. The exceptional insulation gives everyone on board a great deal of privacy – it is another hallmark of the brand.

DIANE: Everything from the joinery to the paintwork is beautifully finished on a Moonen. And you get great pleasure and pride from working on such a well-built boat. When you look around and see the facilities for doing your job, it makes everything that little bit easier.

YOU GUYS ARE LOOKING AFTER ETOILE D’AZUR WHILE SHE IS FOR SALE. CAN YOU SEE SIMILARITIES BETWEEN THE TWO BOATS?

DIANE: Obviously they’re very different styles of boat, but they certainly do have the same integral qualities. You can clearly recognise how things are done at Moonen and the quality of the build and the operational systems. This improves the communication between us and the yard when it comes to modifications because we got pretty deep into the workings of Northlander and were able to understand Etoile d’Azur quite easily.

ETOILE D’AZUR WAS A BIG HIT AT THE PALM BEACH BOAT SHOW LAST SPRING. WOULD YOU SAY THAT A MOONEN IS A GOOD MATCH FOR AMERICAN CLIENTS?

DAVE: Yes, I would. Moonen has always welcomed crew input from us with regards to issues such as layout and flow in the interior, which makes it easier to do our work and enhance the guest experience. We are grateful that they are willing to consider our opinions and pleased to hear that many of the options we discussed for Northlander are going to be implemented in a refit this winter. There’s a give and take relationship between the Moonen yard and crew members which I can say is very rare and highly encouraging.

HOW DO YOU SEE THE FUTURE FOR THE SUPERYACHT INDUSTRY?

DAVE: We’ve been through a big change from an industry with little regulation to one which is maturing and coming under more scrutiny internationally. Almost everyone working on superyachts as a career considers this a positive thing and that the maturing of the industry is good. We’re willing to work with the increase in regulations to enhance safety and better the industry overall. The future is bright in this regard, and the industry is also becoming more international, with the shipping of boats freely between the Caribbean, Europe and the US. This exchange of culture is a huge growth element for the industry and it’s going to continue.
CREATING ACCESSORIES THAT ADD TO THE SUPERYACHT ALLURE

Just as every magnificent home revolves around far more than bricks and mortar, it is not only the structure of a superyacht that makes it special. The layout and overall interior style also have a crucial role to play. And a third factor in generating a sense of exclusive luxury and comfort on board are the items used by the owners and their guests. The tableware, linens and accessories for the Moonen Matica Bijoux were custom-made by British company Gillian Weir Ltd. Creative Director Gemma Weir-Williams explains how the process worked...
Superyachts like Bijoux are not an off-the-shelf product and nor are their accessories. Interiors like this are always unique and our role is to provide the finest tableware, flatware, crystal, table linens, silverware, service items, bedroom linen and accessories such as deck towels and stationery. In doing so we support the entire project from the early work on the creative side with the interior designer right through to final delivery and aftercare.

Bijoux was the third major project on which we have partnered with Adam Lay and his studio. They are fantastic people to work with, delegating the technical side of the accessories so that they can fully focus on the essentials of the interior design. This approach inspired the team from Gillian Weir to make sure everything on this wonderful superyacht was perfect down to the finest details, complementing the interior in every respect.

MEETING OF MINDS

One of the factors in this project’s success was the various meetings we had with Adam and the owners of Bijoux. This enabled us to get a true feeling for how best to serve the clients and offer a really personal service. Our work involves around some completely individual choices: how bed linen feels against your skin, the comfort of a piece of cutlery in your hand, the weight of a whiskey glass.

Having the largest portfolio with the most options is very important to our clients and our experience means we can offer the finest selection of Egyptian cotton, sateen finiks, percale, silk, linen and super-soft bamboo, all mocked up in the designs so owners know how the final product will look and ‘feel’. We work with all the best manufacturers and know where to go for the very best. And if you have an allergy that precludes the finest Hungarian goose down pillow, we also have the finest manmade version.

As everything had to be customised and perfectly attuned to the owners’ wishes, the Bijoux project involved several meetings to go through everything with a fine tooth comb. We talked about the tableware and what sort of dining will take place on board, the bed linens and how they want them to feel and look, right through to the beach towels all with a discreet logo in colour that complemented the exterior colour scheme. There have been other builds where we did not get the chance to meet the owners or even their representatives: Adam clearly understands the added value for his clients of such a personal service, and the owners of Bijoux were great to work with too.

NEXT STEPS

After compiling visual concepts for the proposed designs, our in-house designers created a collection that reflected the owners’ desire for subtlety and texture – part of an interior that is comfortable rather than ostentatious. We focused on the elements that were really unique and put together a comprehensive sample pack. Using the sample pack and design boards we worked with the owners to finalise the perfect set of custom made products. Our in-house project manager then oversaw the production and delivery process to ensure that the final outcome was exactly as required, with a finish of the very finest quality and a perfect fit.

FAVOURITE THINGS

One of my favourite items on Bijoux are the cashmere throws on the end of the bed, which were all made to fit perfectly with the interior. And I love the leather used on the guest folders, which the crew use to put the day’s itinerary and information required in each suite. The folders are subtly embossed with the Bijoux logo: the owners did not want branding everywhere like some yachts as Bijoux is primarily used by the family.

A quick mention, too, for the barware. This has a lovely contemporary design and smooth lines with soft edges that are in keeping with the rest of the interior.

FINAL TOUCHES

An obvious factor to take into account with superyacht tableware, linens and accessories is the fact that they will be spending time in maritime environments. We have a wealth of knowledge within our business to ensure that only fabrics that are suitable for the surroundings in which they will be used are selected. Deck towels are treated against salt damage, for instance, and protected with special UV resistant dyes.

Everyone at Gillian Weir Ltd is delighted with the final result on board Bijoux. The overall brief was to keep her livable and comfortable whilst being elegant and luxurious. This has been achieved on every level in a process that has run smoothly between all the parties involved. From our point of view it was great working with Moonen and working with the yard. Dutch people generally are really lovely to deal with and we always have a good experience. Bijoux was certainly no exception!

...
THIS BOAT’S GOING TO BE SO BEAUTIFUL WHEN SHE’S COMPLETED
BEAUTY IN THE MAKING

DICK HOLTHUIS HAS BEEN CAPTURING MOOSENS IN PHOTOGRAPHIC FORM FOR THE PAST 15 YEARS. OF COURSE, MOST OF THOSE YACHTS WERE NOT SHOT WHILE BEING UNDER CONSTRUCTION - BUT, ALTHOUGH THIS WAS A FIRST, THE IMAGES TAKEN INSIDE MARTINIQUE WERE NONETHELESS ABSOLUTELY GORGEOUS. DICK EXPLAINS HOW THIS INNOVATIVE COLLECTION IN AN INDUSTRIAL ENVIRONMENT CAME ABOUT AND WE HEAR FROM THE DESIGNER OF THE FASHIONABLE MOOSEN OUTFITS CREATED ESPECIALLY FOR THESE PORTRAITS.

THE FIRST EVER YACHT SHOOT THAT DICK DID FOR MOOSEN WAS THE MOOSEN 84 MIMI IN 2002 AND HIS ENTHUSIASM FOR MOOSEN YACHTS IN GENERAL AND THIS VERY SPECIALLY BRANCH OF PHOTOGRAPHY IN PARTICULAR HAS CERTAINLY NOT DIMINISHED OVER THE YEARS. "I LOVE THE BEAUTIFUL LINES AND THE MANY CREATIVE WAYS ONE CAN PLAY WITH THE SHAPES," HE SAYS. "THIS APPLIES TO BOTH THE EXTERIORS AND INTERIORS, WHICH CONSTANTLY GIVE ME LOTS OF NEW IDEAS AND IMAGES.

"MOOSENS ARE VERY DISTINCTIVE TO LOOK AT: THEY OFTEN HAVE A SHARP, STRIKING ELEMENT IN THE LINES. WHEN YOU SEE A MOOSEN CUSTOM-SERIES YACHT, A BESPOKE BUILD LIKE SOFIA, OR THE FOUR DESIGNS IN THE NEW CARIBBEAN LINE, YOU CAN INSTANTLY TELL WHAT THEIR PEDIGREE IS – I LOVE THAT YOU CAN RECOGNISE A MOOSEN DESPITE THE MANY DIFFERENT SHAPES WHICH DISTINGUISH THE DIVERSE YACHTS."

AMAZING CONTRASTS

One of Dick’s favourite projects was when he photographed My Issue 34-metre in 2006 in the South of France. "We had an exterior shoot and the weather was fantastic from a photographers’ perspective, with nice seas and sunny skies. I was able to play with the shapes of the design and with the help of some talented models on board the whole session went perfectly. Another memorable moment came when we went to Norway to shoot Nilo. It was a wonderful experience as the contrast between the yacht’s modern lines and the ancient fjords and snowy mountains was amazing. We flew around in a helicopter to do full-speed shots and the combination of action and scenery made for one of my best jobs for Moonen to date."

DICK EMPHASISES THE IMPORTANCE OF EXPERIENCE WHEN TRYING TO CAPTURE THE ESSENCE OF A YACHT ON FILM. "KNOWING THE SCORE IS VERY HELPFUL IN SITUATIONS WHERE UNFORESEEN CHALLENGES ARISE OR TIME SUDDENLY BECOMES LIMITED DUE TO AN OWNER’S CHANGE OF PLANS. THIS IS ALSO WHY I AM A FIRM BELIEVER IN BUILDING UP LONG-TERM RELATIONSHIPS BETWEEN PHOTOGRAPHER AND YARD, AS HAS BEEN THE CASE WITH MOOSEN."
Dick’s familiarity with Moonen is certainly in evidence in the Martinique photos, which also reflect the close understanding that has developed between the photographer and Moonen Communication Manager Dorien Bilterijt. “Having done such a good shoot on the first completed yacht in the Caribbean line last year, the Moonen Matica Bijoux, we were looking to do something innovative with the second,” Dorien explains.

“As the Martinique is still being built, we decided to take a modern fashion theme and photograph on board, leveraging on the contrast between the construction elements and a model wearing clothing which we had designed especially for the project. This goes to prove that we’re not exaggerating here at Moonen when we say we can custom-build anything! I also asked the model Nadëche to imagine how she would feel on board ‘her yacht’ when it was finished while walking through the parts under construction. The results were even better than we expected.”

CHALLENGE MET

Dick was also delighted with how this special session went. “Construction photos normally have a very different goal and are nothing like a glamour shoot. Working in this way required careful thought as we did not want to interrupt the flow of the craftsmen at Moonen – things are proceeding apace at this stage of construction. We planned everything carefully so that the metal bars and the insulation, as well as the shapes and the scaffolding, would all still be visible. And we selected several spots to take pictures. The whole thing went very well: there aren’t many things that have never been done before but this was certainly a new one for me – and Moonen always welcomes a new challenge!”

So how did costume designer Tilly Zegers from TopToTeen come up with the mini-collection for the shoot? “I started by studying the yacht’s beautiful design in depth, trying to gain an idea of how the lucky few who will get to enjoy her might feel. The elegance of the model, the streamlined shapes and the luxurious woods & lacquers used evoked sun, fun, relaxation, blue seas and swaying palm trees. During my search I came across materials with colours and designs that fit a variety of experiences on the boat: a trim and fancy dress suitable for lunch or dinner, a smarter version for the after party, and a trouser suit for when the sun abates a bit or for a stylish visit ashore. I think they worked well because they capture the sense of comfort that a Moonen yacht offers.”

Earrings by LOTT. gioielli

Everything about this photo shoot was designed to exude the timeless and distinctive way in which we reflect the personal style of our clients: even the earrings were the subject of considerable thought. We ultimately chose for LOTT. gioielli, a company which is known for the exceptional quality of its jewellery and ability to bring out the extraordinary in people.
The time for dreaming is almost at an end.

A world of adventure awaits!
WHERE BUSINESS MEETS PLEASURE

INDUSTRY EVENTS AT MOONEN

IN ADDITION TO BUILDING SOME OF THE WORLD’S FINEST MOTOR YACHTS, THE MOONEN YARDS REGULARLY HOST EVENTS FOR VARIOUS GROUPS IN OUR INDUSTRY. TWO RECENT EXAMPLES THIS YEAR WERE THE DEDICATED BROKERS DAYS WE HOSTED IN MAY AND AUGUST AND WELCOMING THE INTERNATIONAL JOURNALISTS ON THE ANNUAL HISWA HOLLAND YACHTING GROUP PRESS TOUR IN JUNE.

BOAT TOURS WITH BROKERS

The four separate days for leading international yacht brokers attracted participants from a wide range of locations to a day designed to enhance contacts together in a personal environment. The brokers were given the chance to explore the Martinique at the yard in Groot-Ammers and see for themselves the major benefits it offers their clients. They appreciated the chance to examine the high tensile steel hull and told us that the Martinique is one of the most interesting yachts in her size range on the market today.

It may not have been as warm as the islands after which the Caribbean line is named but the sun was shining as we took the brokers on a tour of Den Bosch by water. A guide shared some fascinating nuggets about its Burgundian history and, after more exploring on foot, dinner was served in the famous Korte Puntstraat area. One-to-one discussions flowed well into the night and it was a genuine pleasure to get to know our industry colleagues in a relaxed ambience. We’ll be holding more Brokers Days in the future so please get in touch if you’d like to join us.

HOT OFF THE PRESS

It was an early start for our journalist guests from around the world on the annual Holland Yachting Group Press Tour as we assembled on the Moonen 85 Nickeline (ex. Lady M). Although she celebrated her 30th birthday this year, this lovely motoryacht remains in pristine condition and was the ideal host for us to enjoy a morning trip down the river. As well as sharing the archetypical landscapes found in this part of the Netherlands, our CEO Emile Bilterijst gave a presentation on the sundeck.

Sales Manager Johan Dubbelman, Operations Director Sietse van der Zee and Communication Manager Dorien Bilterijst were also on board. After a very pleasant cruise we arrived at the yard, the journalists were given a detailed tour of the Martinique. Overall, the Press Tour visit was a fruitful event which showcased how the timeless lines of a Moonen such as Nickeline retain their value while the modern looks of the Martinique take our yard into the future with style.

TILL WE MEET AGAIN...

As the Moonen team waves goodbye to another magazine, we hope you enjoyed the read. We now look forward to the time we can welcome you in person to our yards in Holland… And to the next edition of Moonen Magazine!
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