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# DIANA YACHT DESIGN: DEMOCRATIC DESIGN



*'Lady Duvera II' is a prime example of Dutch co-operation. Designed by Diana, with interiors by Felix Buytendijk, she was built at Hakvoort Shipyard. Nearly all the sub-contractors involved in the project were Dutch.*

DIANA YACHT DESIGN BV HAS MADE ITS NAME NOT ONLY BY WORKING WITH ESTABLISHED YACHT-BUILDERS, BUT ALSO BY ACHIEVING ITS HIGH STANDARDS OF QUALITY AND FINISHING WHILST WORKING WITH YARDS THAT HAVE NEVER BUILT YACHTS BEFORE. WHAT IS THE SECRET OF THE COMPANY'S SUCCESS?

In 1971, three Dutch engineers – Joost Beekman, a naval architect; Cor van der Wiel, a marine engineer; and Kees Kolff, an electrical engineer – joined forces to form Diana Yacht Design BV. Since 1987, the company has been based in Haarlem and has been run under the leadership of Kolff, as managing director, Coby Dijkman, as office manager, and Ben van der Veur, as chief naval architect. While also working with established yards, such as Feadship –

on the *Rio Rita* – and Abeking & Rasmussen – on the *Silver Sbalis* – the company has made its name by achieving the same standards of workmanship and finishing with yards that have never previously been involved in yacht-building. Brooke (*Stefaren*), Derektor (*Eyeball*), Oskarshamn (*Destiny*), Amels (*Jamaica Bay*, *My Gail*, *Lady Gislaine*) and Hakvoort (*Lady Alice*, *Lady Duvera II*) had never built yachts before their involvement with Diana. This initiative allowed

Diana to produce top class vessels at a much lower price than those offered by established yards. However, the intrinsic value of a Diana-designed yacht is reflected by the fact that all its yachts that have been sold within six years of launching have fetched more than their original price, regardless of the yard that built them.

Diana Yacht Design attributes its success to three basic principles: the thoroughness of the design, the extent of the drawing package and close building supervision. Diana strives to be innovative in all these areas and its elaborate package of drawings and specifications leaves no leeway for deviation. Perhaps the most important factor is the yard's meticulous building supervision, during which – being independent – it acts as the owner's representative. A survey visit will be attended by the Diana specialist involved with that particular

The faces behind Diana: Mr Ben v/d Veur, managing director (right), and Mr Kees Kolff, chief naval architect (far right).



tant aspects. Kees Kolff is a great believer in democracy and has orchestrated his company's philosophy so that all members of the team are selected not only on their professional merits, but also for their creativity and ability to help their colleagues. In other words, every team member plays a multi-functional role.



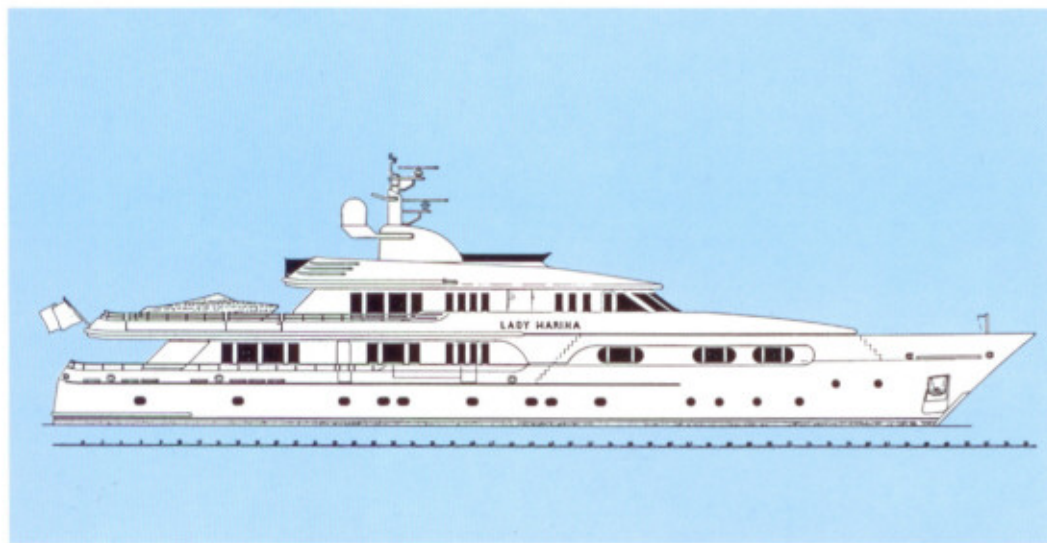
phase of the work. This ensures that the design is executed to the letter, giving a finished product identical to that intended.

The other difference is that the team is kept fully informed of all developments within the company. On the premise that a well-informed staff is a well-motivated one, there are no secrets at Diana Yacht Design: a factor, says Kolff, that is very important in a profession which sometimes involves working or travelling at unusual hours or over weekends.

**D**iana Yacht Design differs from other naval architects in two very impor-

An interesting project recently performed by Diana in conjunc-

tion with the Derecktor yard was the realization of *Eyeball*. The owner insisted that the yacht be operational with the complete electrical air-conditioning system out of order, and that both the propulsion systems be fully independent of one another. This would be difficult enough for an experienced yard to achieve – but, thanks to Diana's meticulous approach, the Derecktor yard was able to deliver the yacht to the required immaculate standards.



Once again, the design, drawings and building supervision were the key. Some designers only produce a handful of drawings, whilst others make up to 50. These amounts may be adequate when working with experienced yards, but Diana produces at least 150 full-size drawings to ensure that the yacht turns out exactly the way that the owner wants it.

The 50-metre, steel-hulled 'Lady Marina' is currently under construction at Hakoort Shipyard. Diana is responsible for the naval architecture and engineering, while Donald Starkey Design is undertaking the styling and interior design.



The approach is unique and imaginative. And, more importantly, it works. ■

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# HAKVOORT BV: FOLLOWING A NOBLE TRADITION

OVER 100 YEARS OF SHIPBUILDING EXPERIENCE, ULTRA-MODERN TECHNOLOGY AND THE BEST POSSIBLE EQUIPMENT AND FITTINGS ARE THE INGREDIENTS THAT MAKE HAKVOORT LUXURY YACHTS WORTHY OF THE NAME.

Fifteen kilometres north-east of Amsterdam lies the picturesque fishing village of Monnickendam. Its harbour's edge, facing the IJsselmeer lake, is home to the yard of Hakvoort BV, one of Holland's most successful yacht-builders. Originally founded in 1880 by Albert Hakvoort, the company earned its excellent reputation as a commercial shipyard, building high quality off-shore fishing and trading vessels. As this reputation spread, Hakvoort broadened its market by delivering hulls, superstructures and auxiliary structures to many of the larger, better-known Dutch yacht-builders.

Perhaps it was inevitable that Hakvoort would expand once again, from a principal sub-contractor to a fully-independent yacht-builder. Today, Hakvoort is one of Holland's busiest yards, with its craftsmen producing up-market yachts of the highest qua-

lity. An example of this is *Storm VI*. Built in 1963, this yacht has made numerous long voyages and is still in constant use by her fifth owner.

The yard's compact size belies the many work-shops and the substantial work-force that are to be found within its confines. However, this is the yard that produces, amongst other vessels, the world-famous *Striker* class of sport-fishing boats. In addition to this, Hakvoort has become a major manufacturer of large luxury motor-yachts, such as the 38-metre *Lady Alice*, which was the largest all-alloy yacht ever to be delivered to the United States by a Dutch shipyard.

While the *Lady Alice* was a milestone in the achievements of the Hakvoort team when it was delivered in 1986, the yard's current pride and joy is the recently completed, 43-metre, twin screw motor-yacht, *Lady Duvera*. Built in accordance with Lloyd's Register of Shipping, she has a fully-welded steel hull and is powered by two turbo-charged, after-cooled, *Caterpillar* diesel engines. All *Lady Duvera's* components are of top-of-the-range quality, including her interiors, which were created by Struik & Hamerslag. Just in front of the well-furnished

chef's galley is the owner's stateroom, which has a private bathroom and sitting area en suite. A hall, with stairs leading to the crew quarters, a freezer room, store rooms and a laundry room equipped with two washing machines and dryers complete her impressive below-deck facilities. Behind the galley there is a large sitting room and dining room with, amongst other features, built-in and free-standing sofas, chairs, a dining table and a bar – all of sumptuous quality.

Lucky friends or associates staying in any of the four guest cabins below the sitting room/saloon can indulge themselves in *Lady Duvera's* many luxurious features.

Right: The owner's bathroom on board the 43-metre luxury motor-yacht 'Lady Duvera'.



Each cabin has its own bathroom, incorporating lavatory, bidet, bath and hand basin, while the rooms themselves all contain a television, a video and a stereo system, along with free-standing chairs and a table. A spacious saloon and a private bathroom can be found on the aft boat-deck, behind the pantry, the captain's cabin and the wheelhouse



Above: A palace away from home: the saloon and dining area on-board 'Lady Duvera'. Centre: 'Lady Duvera': classic lines, superlative quality. Right: All 'Lady Duvera's' guest cabins have a private bathroom, TV and video.

with radio-room. All the exterior decks are Burmese teak-planked and a large jacuzzi, complete with two seating areas, is situated on the sundeck. More seating areas are located to the side and in front of the mast. Here there is yet another bathroom, with basin, lavatory and shower. In short, *Lady Duvera* more than qualifies for the term 'luxury yacht'.



Although *Lady Duvera* is the flagship of Hakvoort's fleet, all its vessels – from the *Hakvoort 65* upwards – share the same standard of craftsmanship. It was this calibre of workmanship that gained the company a foothold in the yacht-building industry over five decades ago – and this quality which, today, not only marks Hakvoort as a worthy successor to a centuries-old Dutch tradition, but also to a noble family heritage. ■



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