

MOONEN

MOONEN 114 EXPLORER *MY ISSUE*



WELCOME TO THE WORLD OF MOONEN SHIPYARDS

SOME THINGS ARE
IRREPLACEABLE



and its pocket-size superyachts. The philosophy of Moonen Shipyards has always been to focus on quality rather than quantity. We design and build our yachts to provide owners with all the comfort, elegance, and sophistication of a superyacht, but on a more personal, intimate scale. In short, Moonen yachts exemplify irreplaceable Dutch perfection. Since 1981, we have been commissioned to build more than 60 yachts up to 124 feet: steel-hulled Displacement cruisers, all-aluminium semi-displacement Fast Yachts, and rugged Explorers. By customizing each yacht to the client's exact requirements, we give the pleasure of fine Moonen quality to match each owner's personal lifestyle. Whichever yacht type you choose, the Moonen name guarantees design and engineering to the highest standards, uncompromising craftsmanship, and unrivalled attention to detail.

Sometimes things really are *irreplaceable!*

Emile Bilterijst, Managing Director



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Mo114-1-2007

SHIPYARDS





MOONEN 114 EXPLORER

The 114 Explorer, designed by René van der Velden, is Moonen's largest-displacement yacht to date. She can take you anywhere on the world's oceans—to rough high latitudes or the mild Mediterranean and Caribbean—in comfort, security, and independence from the shore. She is compact, with a raised foredeck and high bulwarks for offshore, and a handsomely sculpted superstructure topped by a crow's nest for reef spotting or whale watching. Her round-bilge hull by Stolk Marimecs has a long keel, bilge keels, and zero-speed stabilizers to ease motion in all sea states and at anchor. Construction includes watertight bulkheads, water-fog firefighting, and reinforced bow frames and plating for Lloyd's Ice-Class 1D certification. You can do anything you dream of with this powerful yacht, so long as there is a distant horizon to reach for.





OUTDOOR LIVING

The sun deck has a hot tub, bar, and food dumbwaiter. The main deck has a breakfast nook forward, and alfresco dining aft. The bridge deck—the most versatile, private, and popular corner of the yacht—can be left open, protected just by side doors, or entirely glass-enclosed in foul weather. The octagonal sky lounge more than doubles in size when its sliding door is opened to the afterdeck.

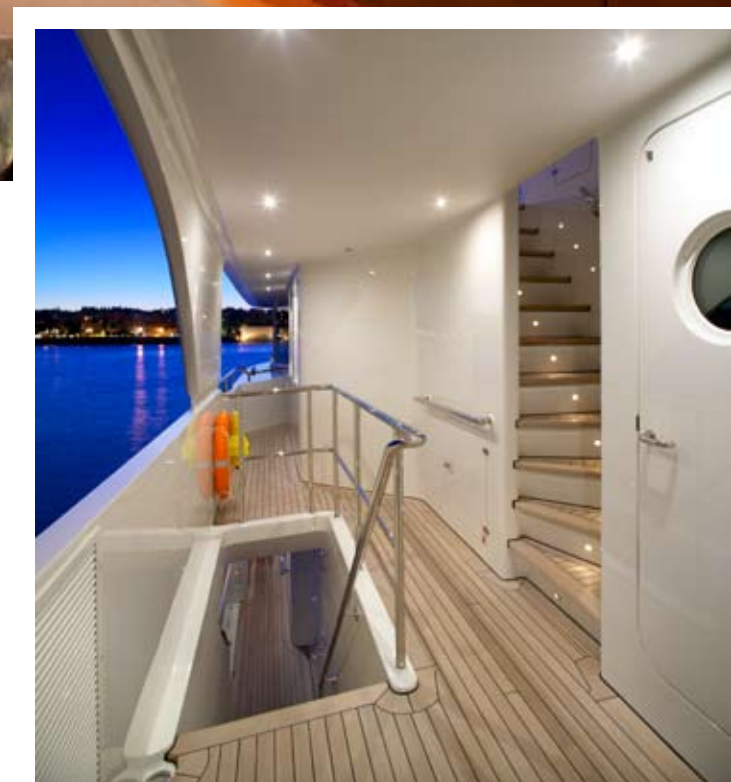




INTERIOR LIVING



The layout provides many opportunities for leisure. The main-deck saloon is open for easy socializing and relaxed dining. *My Issue* has a masculine joinery style by René van der Velden, in cherry-wood with woven leather highlights. Other styles are available.



The owners' suite—with adjoining private office, ample built-in closets, and elegant dual bath—is forward on the main deck, surrounded by large oval windows. It has its own air-handling unit for environmental control, unusual for a yacht of this size.



ACCOMMODATIONS

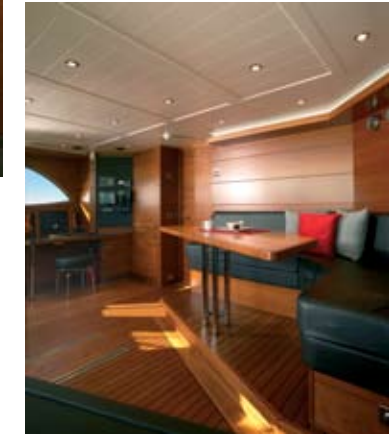


Belowdecks amidships, two spacious doubles and two twin guest staterooms, each with ensuite baths, are set off a central foyer and spiral staircase. They are separated by a structural bulkhead from quarters for six crew, including a captain, assuring silence and privacy for all on board.



The professionally designed, stainless-steel galley is set conveniently between the dining area for guests forward and mess for crew aft, to serve both. The galley opens on wide side decks. External stairs amidships and aft serve the bridge and sun decks.

AMENITIES



Boarding from a dock or the water is easily done on a starboard-side gangway, stern passerelle, or when the garage door is open and is serving as the tender landing or “beach.”



TECHNICAL AND SYSTEMS

The space-age bridge is a sophisticated technical achievement. Forward-canting windows prevent night glare from Tijssen Elektro's custom installation—including digital displays to monitor two radars; electronic charts; machinery; and navigation, communication, and security electronics. Safety-minded redundant steering from the bridge is supplemented by full wing controls for close-quarter operation.



My Issue is driven by five-bladed fixed propellers through standard Moonen oil-bath shafts. Meticulous noise-and-vibration reduction produces unusual silence below, even when engines and generators are running. In a quiet cove, VT Naiad Stabilisation-at-Ancor assures tranquillity to match the silence. An MCA man-overboard RIB stows under the foredeck. A single Cramm bow thruster and two smaller ones astern hold against a Force 8 wind. HVAC is custom-installed by Heinen & Hopman.

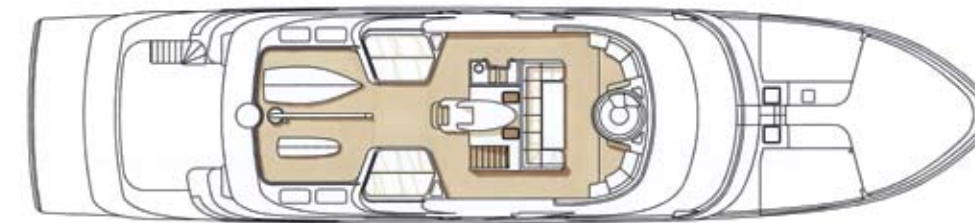
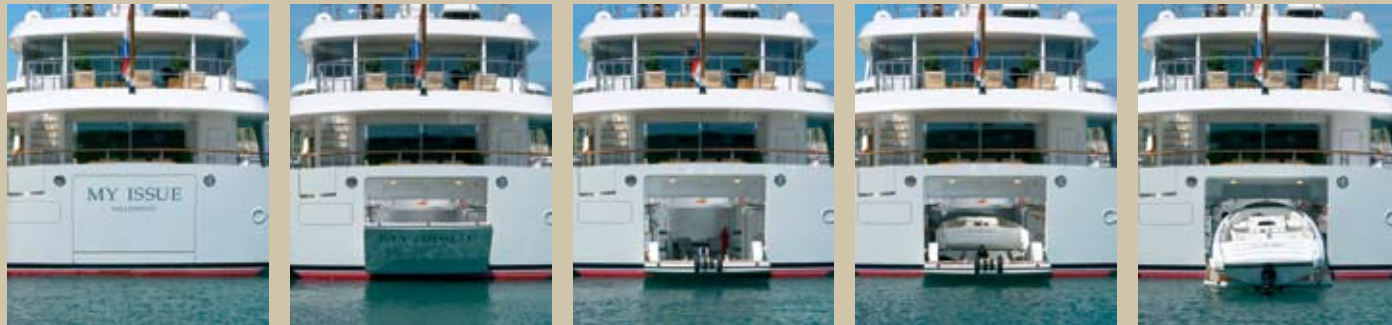


The garage, behind a hydraulically operated composite door, holds many items including a six-metre custom tender. A compact launching system, integral to the swim platform and run by a touch-screen wireless remote, stows under the floor when the tender is in service.

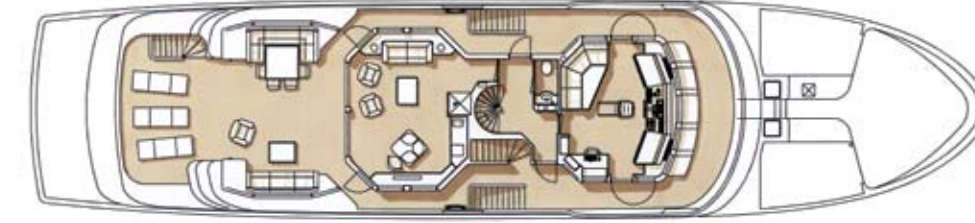


MY ISSUE

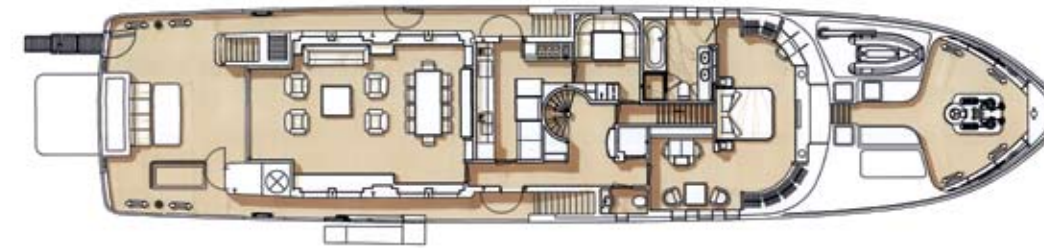
My Issue steers easily in following seas, is stable in beam seas, pitches softly in head seas. The Explorer concept works: the 114 is ideal for intrepid explorers who want comfort, serenity, global reach, and freedom aboard a “typical Moonen.”



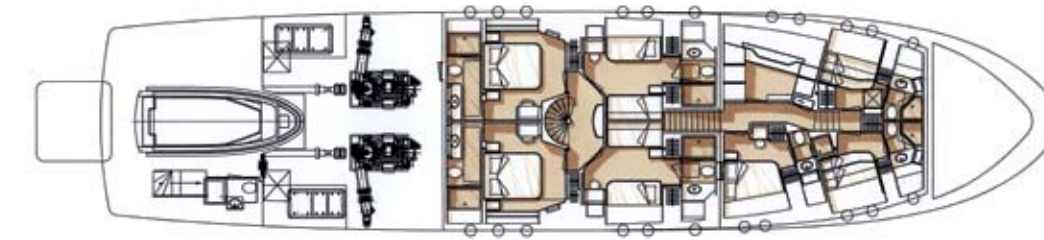
SUN DECK



BRIDGE DECK



MAIN DECK



LOWER DECK

MAIN PARTICULARS

Dimensions:

Length overall	34.70 metres
Length waterline	31.40 metres
Beam, maximum	8.10 metres
Draught, maximum	2.40 metres
Displacement (100% load)	285 tonnes

Tank Capacities:

Fuel	45,700 litres
Fresh water	10,200 litres
Black water	1,600 litres
Grey water	1,800 litres

Design:

Hull	Round bilge displacement
Stern	Transom with transom door
Keel	Duct
Tanks	Double bottom

Performance:

Two (2) MTU 12V2000 M60 600 bkW (804 hp) @ 1800 rpm	
Maximum speed	13.5 knots
Continuous speed	11.0 knots
Range	5,000 nm @ 10 knots

Construction:

Hull	Grade “A” Steel
Superstructure	Aluminium

Classification:

Lloyd’s Register of Shipping, ✱ 100A1, SSC, Yacht, Mono, G6, ✱ LMC, UMS, Ice-Class 1D and MCA Large Yachts.

Design: René van der Velden
Naval architecture: Stolk Marimecs

