



Press 2008

For Immediate Release

Room for MORE on the new Moonen 97

2008 Will Be “The Year of the Moonen 97”



's-Hertogenbosch, The Netherlands: Moonen Shipyards—builders of a full range of Displacement, Semi-Displacement, and Explorer models, will add two new 97-foot “pocket-size superyachts” to its growing fleet this year. The Moonen 97 is the latest model in the shipyard’s acclaimed Displacement Series. It is handsomely shaped by René van der Velden Design, with a round-bilge hullform drawn by naval architects Diana Yacht Design. Both yachts will have interior styling by Art-Line. With steel hull and aluminium superstructure, they also feature Caterpillar engines and zero-speed stabilizers, and are built to Lloyd’s Register Class and MCA Certification.



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The Moonen 97 is an evolutionary design, derived from two recent yachts by Moonen—the custom Moonen 96 *Clementine* (launched 2005), and the shipyard’s most successful model, the Moonen 84 (the eighth will be launched this year). The strong attraction of the Moonen 84 has been its ideal four-cabin layout. The equally strong attraction of *Clementine* is the considerable volume she offers on a waterline about four meters longer than that of the 84.

Combining and rearranging the outstanding features of both designs, Moonen has created the new 97-foot model to satisfy a clear market need for a medium-size, long-range cruiser between its smallest model, the Moonen 72, and its new “Queen of the Fleet,” the Moonen 124.

René van der Velden sculpted the Moonen 97 to have a close family resemblance to the Moonen 84, with a harmonious profile comprising a nicely flared bow, sloped stern with twin stairways, graceful sheerline, and bold fashion plates. Below, the considerably greater volume has enabled Moonen to augment the four-cabin layout by enlarging the owners’ and guests’ suites and the crew quarters, increasing stowage for long-range cruising, and adding sufficient fuel for transatlantic capability. The greatest apparent difference in the Moonen 97 is that the raised pilothouse of the 96 has been replaced by a long open flying bridge and sundeck with whirlpool bath, resulting in a somewhat lower profile in keeping with the Displacement Series image.

Though the two Moonen 97 are “sisterships,” they are far from “identical twins,” each being highly customized by their clients. The first one has a fixed bimini top, a single bridge-deck tender crane, a walk-through galley opening to the wheelhouse, three staterooms with double berths and one with twins. The second, *Sofia*, has a folding bimini top, two smaller tender cranes, an extended bridge-deck overhang, a U-shape galley, and two twin staterooms below. The saloon and dining area configurations are quite different as well.



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The contemporary Art-Line interiors feature ample use of leather, bamboo, panelling and built-in furniture of fine cherry veneers. On the first yacht richly classical wenge trim adds drama to the interior, while on the second, lighter more contemporary maple trim creates a contrasting mood.

The first Moonen 97 *Darsea* has just been launched. *Sofia* will be splashed in summer. The shipyard has also launched the eighth Moonen 84, *Amphitrite*, and has further under construction the first 99 Alu semi-displacement yacht, the third Moonen 97, and the largest-ever yacht to come from the shipyard, the Moonen 124 displacement.

Darsea can be visited at the coming Cannes and Monaco Boat shows.

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1st Moonen 97: *Darsea*

Dimensions

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

Configuration

Hull:	Round-bilge displacement
Stern:	Transom with bathing platform
Keel:	Duct
Tanks:	Double-bottom integral with hull

Construction

Hull:	Grade "A" Steel
Superstructure:	Aluminium AlMg4,5Mn

Tank Capacities

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

Performance:

With twin CATERPILLAR C 18 DI-TA engines rated 448 bkW at 1800 rpm	
Maximum speed:	13,0 knots at 10% load
Continuous speed:	12,0 knots at 50% load
Range at economical speed:	4.000 nm at 9 knots

Styling: René van der Velden Yacht Design

Interior Design: Art-Line Interiors

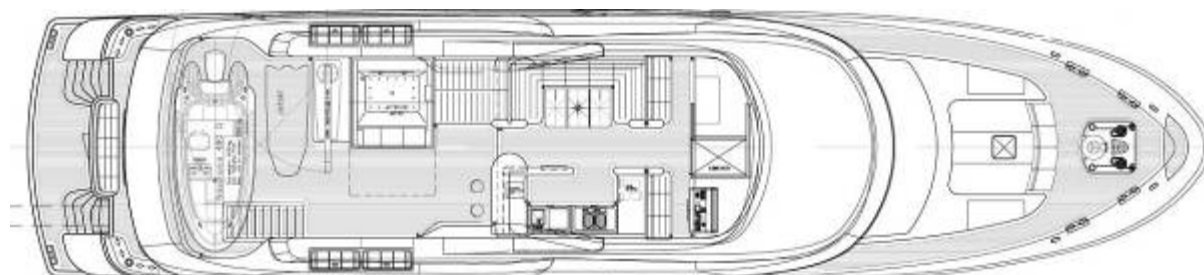
Naval Architecture: Diana Yacht Design

Mechanical Engineering: Moonen Shipyards bv

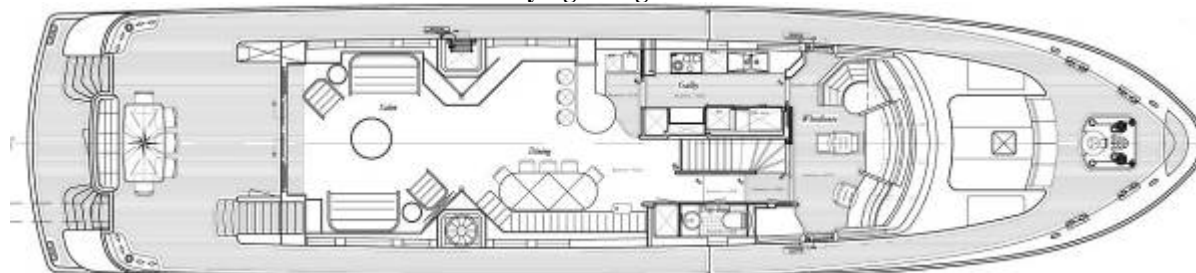


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1st Moonen 97: *Darsea*



Flying Bridge Deck



Main deck



Lower deck



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1st Moonen 97: *Darsea*



Seatrial





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1st Moonen 97: *Darsea*



Dining



Bar



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1st Moonen 97: *Darsea*



Master Suite





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1st Moonen 97: *Darsea*



Guest suite





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1st Moonen 97: *Darsea*



VIP suite

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