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Vakkert flaggskip

Moonen er et av de ledende superyacht-verftene i Nederland. De har bygget havgående båter i mange år og nå er nettopp det nye flaggskipet på 124 fot levert.

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Moonen 120 har vært en stor suksess. Båten har vært bygget i serie og etter en tid meldte ønsket om en litt forstørret utgave seg i markedet. Den oppgaven tok skipsarkitektene Stolk Marimecs og René van der Velden design seg av sammen med Art-Line Interior Design. Resultatet ble «Moonen 124», en



elegant, klassisk yacht med lavt overbygg.

Båten har en flott eierkabin forut på hoveddekket, helt adskilt fra de fire doble gjestekabinene på dekket under. Forut er det en stor mannskapsavdeling. Hovedsalongen består av en spisesal og en stor lounge. Det er dessuten en halvåpen salong akter på brodekket. Båten skal i følge verftet egne seg spesielt godt for chartermarkedet.

Under prøveturen oppnådde båten en toppfart på 14,5 knop. Lydmålingene som ble foretatt samtidig viste beskjedne 33 dB i eierkabinen under marsjfart og 54 dB ved toppfart. De samme verdiene ble målt i gjestekabinene, mens lyden var enda svakere forut i mannskapsavdelingen.



Under jomfruturen fra Nederland til Monaco og tilbake kom båten ut for Beafort 8 over Biscaya. Turen gikk problemfritt og uten harde slag eller vibrasjoner, i følge kapteinen.

Noen data:

Loa 124 fot , 38,16 m
Lvl 34,74 m
Bredde 8,6 m
Depl. 330 tonn
Skrog: Stål
Overbygg: Aluminium
Drivstofftanker (9) 45.500 l
Ferskvann: 8.000 l

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Allt innhold er beskyttet i henhold til Lov om opphavsrett til åndsverk (Åndsverksloven).

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Interviews



Erik M. M. Billeijdt, Managing Director of Moonen Shipyards



Photo

Moonen 'Pocket-sized' Superyacht Perfection

At the end of a successful year for Moonen Shipyards, we met with Managing Director Erik M. M. Billeijdt to hear more about the Dutch shipyard's recent achievements.

Moonen Shipyards builds custom and semi-custom luxury yachts of exceptional quality. In 2009 they launched the largest Moonen yacht yet, and have opened a new 60-metre construction hall to cater for refits of up to 50 metres.

Can you tell me about Moonen Shipyards and the philosophy behind the shipyard?

"Moonen Shipyards has been here now about 29 years. Since 1981 we were concentrating on what we call pocket-sized superyachts, which means that they are relatively small, but of the highest possible quality. And the first real pocket-sized superyacht we built was the Moonen 85, in the eighties, which was when we established the name of Moonen as a top-quality yacht."

"Today we are building yachts of between 20 metres and about 45 metres. Last year we built our biggest yet. Our aim is to build the highest possible quality in this bracket, between 20 and 45 metres."

Could you tell me a little bit about your latest yacht, which launched in August?

"Our yacht number 189, that's a Moonen 174, which is our biggest Moonen so far at 124 feet, or 38 metres. We launched her in August 2009, and we had her at the Monaco Boat Show. She is a full blue decker, steel hull with aluminium superstructure. A real long range displacement yacht with a lot of comfort."

"Our yachts are very reliable long distance cruisers, with extremely low noise and vibration levels, exceptional sea-keeping and extremely low fuel consumption."

2009 has been a successful year for Moonen hasn't it?

"Yes, and we are still very busy, both with new-build projects as well as refits. We do several refits most of the time for Moonen yachts, but we also do refits on other yachts. Because we have new facilities now near to Rotterdam without any height restrictions, we can now handle refits up to 50 metres. During those economically more difficult times, this is a very important addition to what Moonen Shipyards can offer."

What does the future hold for Moonen?

"I think we'll have to face that it's not so easy at this moment to sell yachts. We're not the only ones, so let's hope that the market will pick up soon. In the last three years we have been able to triple our turnover, and in spite of the current market, we are still doing well, we can keep the turnover stable at this moment, which is important."

"What we're building at this moment is two 97s due for early 2010 and one for late 2010. We just started the design process for a brand new Moonen 110, which should be delivered in 2012 and we are close to signing a contract for a 126 displacement yacht. Then we have a number of refits. We are just finishing a big refit on a Moonen 89 and we still busy with a big refit of a Moonen 83ah, which came all the way from Vladivostok to Holland. That was quite an interesting trip because the boat came on its own from Vladivostok to Hong Kong and then was brought on a container vessel from Hong Kong to Rotterdam."

"And we recently got a 120 foot. The build started at Royal Denship,

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The latest launch from German shipyard Moonen is sure to jump into the Superyachts.com Top 100 upon its delivery in October.



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04 December 2009 - The Moonen 124 displacement superyacht

The Moonen 124 evolved several years ago out of a preliminary design for a Moonen 120. At the time, the Moonen 120 was to be the largest of a new displacement series being developed by Moonen and René van der Velden Yacht Design. As the design evolved with the client's input, the hull was stretched to 124 feet. Stolk Marimecs re-calculated the naval architecture and approved the hull at the new length and displacement.

The Moonen displacement series was initiated with the 2001 launch of the Moonen 72 *Lady Jalinka*, and has progressed through the Moonen 84, 96, and 97. According to René van der Velden, "The Moonen 124 is a sleek-lined motoryacht, with gracefully balanced bow and stem, attractive fashion plates, and low superstructure profile. She was destined to become the new Moonen flagship, since at that time she was the largest size Moonen could build." (With the 2008 addition of the new Groot-Ammers facility, that limit has now grown to about 160 feet.)

The Moonen 124 design has many features, which make the yacht an ideal platform for charter as well as private use. She is the first Moonen yacht with a four-deck central atrium and spiral staircase. Her layout features a main-deck master suite forward. Below, two double and two twin guest staterooms centre on the stairs, with crew quarters well isolated forward. Additional features include a large sun deck with a Jacuzzi and wet bar, a rescue boat stowed on the main deck forward, and conning from the wheelhouse or bridge wings on the upper deck. Below, in addition to the guest staterooms, there is an enclosed engineer's control station adjoining the engine room, and a tender garage with an updated version of Moonen's unique tender deployment system.



Moonen 124 *Northlander* in the South of France

The interior of the Moonen 124 was designed by Art-Line Interior Design. They began from the premise that they would keep the atmosphere within the Moonen quality look, meaning they would translate their experience from designing Moonen yachts into a three-deck configuration, yet keep the relatively cosy proportions of a typical Moonen.

The first Moonen 124 (which was sold to a new owner as it was near completion) features what Art-Line calls, fusion styling of western cherry joinery, spiced by Oriental details and some unique decorative items, such as a fine copper-mesh floating sculpture, and handsome pyramid-shaped panel sections. The yacht's central feature is a central staircase running from the accommodations deck to the sun deck. It is encompassed by a mirrored atrium, and topped by an opening skylight that gives access to the sun deck. For countertops, overheads, and bathroom floors, Art-Line used kirei board, a sturdy "green" material pressed from fibres of processed soybean plants. The bridge is unique, based on ergonomic principles, display screens are set for easy reading, and manual controls are in easy arms' reach of an operator centrally seated in the height-adjustable chair. Observations settees flank the conning position, and a separate communications office makes the wheelhouse complete.

In sea trials before turnover to her owners, the company say that *Northlander* exceeded her design specifications with a measured top speed of 14.5 knots. At cruising speed her economy was also better than predicted, as was her range at economic speed. Her sound-levels were measured at 33 dB(A) measured in the owners' and guest suites, and were lower in the crew quarters, at anchor with one genset running. Under way, with main engines running from 1430 rpm to 1845 rpm, the owners' suite measured 44 dB(A) to 51 dB(A). During her trouble-free maiden voyage from the Netherlands to the Monaco Yacht Show and back, the crew experienced some rough seas, and the usual Force 8 in the Bay of Liscay. She is reported to have ridden smoothly in waves, remained comfortable and quiet, with no apparent vibration. After the round trip her captain simply said, "She is a lucky boat."

Liggie Pelekani

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The MOONEN 124 displacement superyacht Northlander

December 03, 2009 | Heleen van Hout

The MOONEN 124 displacement superyacht Northlander
 "It may be the best of its size"



Moonen 124 Northlander in the South of France

's-Hertogenbosch, The Netherlands: The Moonen 124 evolved several years ago out of a preliminary design for a Moonen 120. At the time, the Moonen 120 was to be the largest of a new Displacement Series being developed by Moonen and René van der Velden Yacht Design. When the hull was stretched to 124 feet, as the design evolved with the client's valued input, Stolk Marimecs re-calculated the naval architecture and approved the hull at the new length and displacement.

The Moonen Displacement Series was initiated with the 2001 launch of the Moonen 72 Lady Jalinka, and has progressed through the Moonen 84, 96, and 97. The Moonen 124 is clearly the new Queen of the Fleet. According to René van der Velden: "The Moonen 124 is a sleek-lined motoryacht following the existing Moonen form 'language,' with gracefully balanced bow and stern, attractive fashion plates, and low superstructure profile. She was destined to become the new Moonen flagship, since at that time she was the largest size Moonen could build." (With the 2008 addition of the new Groot-Amers facility, that limit has now grown to about 150 feet.)

The Moonen 124 design has many features that are attractive to owners, captains, and crews, which make the yacht an ideal platform for charter as well as private use. She is the first Moonen yacht with a four-deck central atrium and spiral staircase. Her layout features a main-deck master suite forward. Below, two double and two twin guest staterooms centre on the stairs, with crew quarters well isolated forward. Additional features include a large sun deck with a Jacuzzi and wet bar, a rescue boat stowed on the main deck forward, and conning

from the wheelhouse or bridge wings on the upper deck. Below, in addition to the extremely spacious guest staterooms, there is an enclosed engineer's control station adjoining the engine room, and a tender garage with an updated version of Moonen's unique tender deployment system.

The interior of the Moonen 124 was designed by Art-Line Interior Design, which made full use of the volume. They began from the premise that they would keep the atmosphere within the Moonen "quality look," meaning they would translate their experience in designing many Moonen yachts into a three-deck configuration, yet keep the relatively cosy proportions of a typical Moonen.

The first Moonen 124 (which was sold to a new owner as it was near completion) features what Art-Line calls "fusion" styling of western cherry joinery "spiced" by Oriental details and some unique decorative items as fine copper-mesh floating sculpture, and handsome pyramid-shaped panel sections that add visual strength compared to more usual flat-panel bulkheads.

The yacht's central feature, literally, is its central staircase running from the accommodations deck to the sun deck. It is encompassed by a mirrored atrium, and topped by an opening skylight that gives access to the sun deck. Equally important, it allows a column of daylight to brightly fill the yacht's heart. Thus, the main- and bridge-deck saloons, surrounded by windows and doors on three sides, benefit from light pouring in on the fourth (forward) side, a rare feature in any yacht.

Art-Line created a "subtle summer feeling" using lightweight material surfaces such as woven cane. For countertops, overheads, and bathroom floors, they used kirel board, a sturdy material pressed from fibres of processed soybean plants (a very "green" component in this new age of environmental sensitivity).

The main saloon is a "soft island retreat" with dining and lounging separated by a bold rectangular arch. The indoor space is surrounded by wooden side decks under full-height windows that, again, maximize natural light.

The bridge-deck saloon has been uniquely configured as an extension of the unusually large outdoor afterdeck lounge, rather than the more common reverse, to emphasize outdoor living. Bright sunny colours in upholstery and decorative pillows are set off by Moonen's carefully executed joinery. The galley and pantries are served by dumbwaiter, ideal for chartering. But everything else in the atmosphere has been considered to create a perfectly private family retreat for the owners and their guests.

The bridge is unique as well. Based on ergonomic principles, display screens are set for easy reading, and manual controls are in easy arms' reach of an operator centrally seated in the height-adjustable chair. Observations settees flank the conning position, and a separate communications office makes the wheelhouse complete.

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