

SYI 2014 | VOLUME 9 | ISSUE 4

# SuperYacht

i n d u s t r y

GERMAN INNOVATIONS



## Sports Stars

MAKING THE DREAM COME TRUE

## Redefining the Art

NOBISKRUG'S VISION 22

## Build Me a Beast

DUBOIS & ROYAL HUISMAN'S NEW DESIGN

PREVIEW INSIDE

**30** NOT-TO-MISS  
EXHIBITORS

METS 2014



# *Galatea*

IN SPRING THIS YEAR HEESEN DELIVERED GALATEA, ITS FIRST 40M SPORTSTER, WHICH THE YARD SAYS IS THE WORLD'S FASTEST DUTCH-BUILT MOTOR YACHT OF HER CLASS WITH AN OPTIMUM balance of comfort and power. Heesen sees the motor yacht as the true incarnation of Heesen DNA; advanced aluminium hull technology, powerful performance, uncompromising interior design and built to the premium Dutch construction standards.



## SPECS Galatea

<b>Length o.a.</b>	40m
<b>Beam</b>	8m
<b>Displacement (50% load)</b>	200t
<b>Fuel capacity</b>	36,000l
<b>Fresh water capacity</b>	8,000l
<b>Main engines</b>	2x MTU 16V 4000 M73L
<b>Engine control</b>	MTU Blue Vision
<b>Gearbox</b>	2 x ZF 9055A
<b>Main generators</b>	2x Kilo-Pak, 50kW each
<b>Stabilisers</b>	Active Interceptor System + 2 Seakeeper gyro stabilisers zero-speed
<b>Maximum speed (50% load)</b>	28 knots
<b>Range at 12 knots</b>	2,200nm

### Comfortable Ride

During sea trials, Galatea exceeded contractual speed by more than 2 knots – hitting 29.7 knots. However, in this top superyacht segment speed is nothing without comfort and Galatea's guests benefit from Heesen's hull technology to ensure the ride is as graceful and luxurious as the interior. Drawing on the pedigree of the yard's very successful 37m class, of which 10 have been built, Galatea's handling is further enhanced by Active Interceptor stabilisers and zero-speed Seakeeper gyro stabilisers. >>

Photo courtesy of Heesen / Jeff Brown



Photo courtesy of Heesen

### Space to Enjoy

Galatea has been built for private use, with a requirement that the sun deck had maximum space for relaxing and dining. Her open flybridge layout gives a huge 85m<sup>2</sup> of deck space that includes a helm station and a shaded dining area that is protected even underway by glass side panels.

Her 8m beam delivers an exceptional interior volume with uncompromising interior design. Bespoke teak furniture, including a built-in teppanyaki grill, completes this upper deck. Inside, the 10m long saloon includes a large square lounge and a dining area aft adjacent to full-height glazed doors. With the doors open, guests can dine inside while enjoying fresh air and panoramic views.

Ten guests can sleep in five cabins: there's a full-beam main deck master, two full-beam VIP doubles and two twin cabins on the lower deck, all of which have marble ensuite bathrooms. Frank Laupman of Omega Architects has created an interior design that has a distinctive personality based on a theme of Dutch expressionism.

### Semi-Displacement

Galatea's 100 percent aluminium semi-displacement hull is powered through the water by twin MTU 16V 4000 M73L engines. Galatea also utilises MTU's Blue Vision automation system that is based on their MCS-6 automation platform.

Galatea is a fine example of Heesen's core values of aluminium, speed and power. The yard also recently sold its first 45m fly bridge vessel YN 17145 – Project Necto – the largest sportster yet to be built by a Northern European shipyard. This larger all-aluminium semi-displacement yacht is expected to exceed 30 knots when it reaches sea trials in January 2016.

i. [www.heesenyachts.com](http://www.heesenyachts.com)



Photo courtesy of Heesen

### Quiet Engine Cooling

Heinen & Hopman BPA189 seawater cooling system for the engine-room is a great idea, says the sales broker for Galatea. The system avoids large fans and blower noise often found on performance yachts. "In my opinion, this proves that the Heesen engineers are capable of 'thinking outside of the box' when it comes to finding innovative solutions to problems and puts the Sportster in a category of its own: A true performance yacht with nearly the acoustic qualities of a displacement yacht."

