

NEW LAUNCH

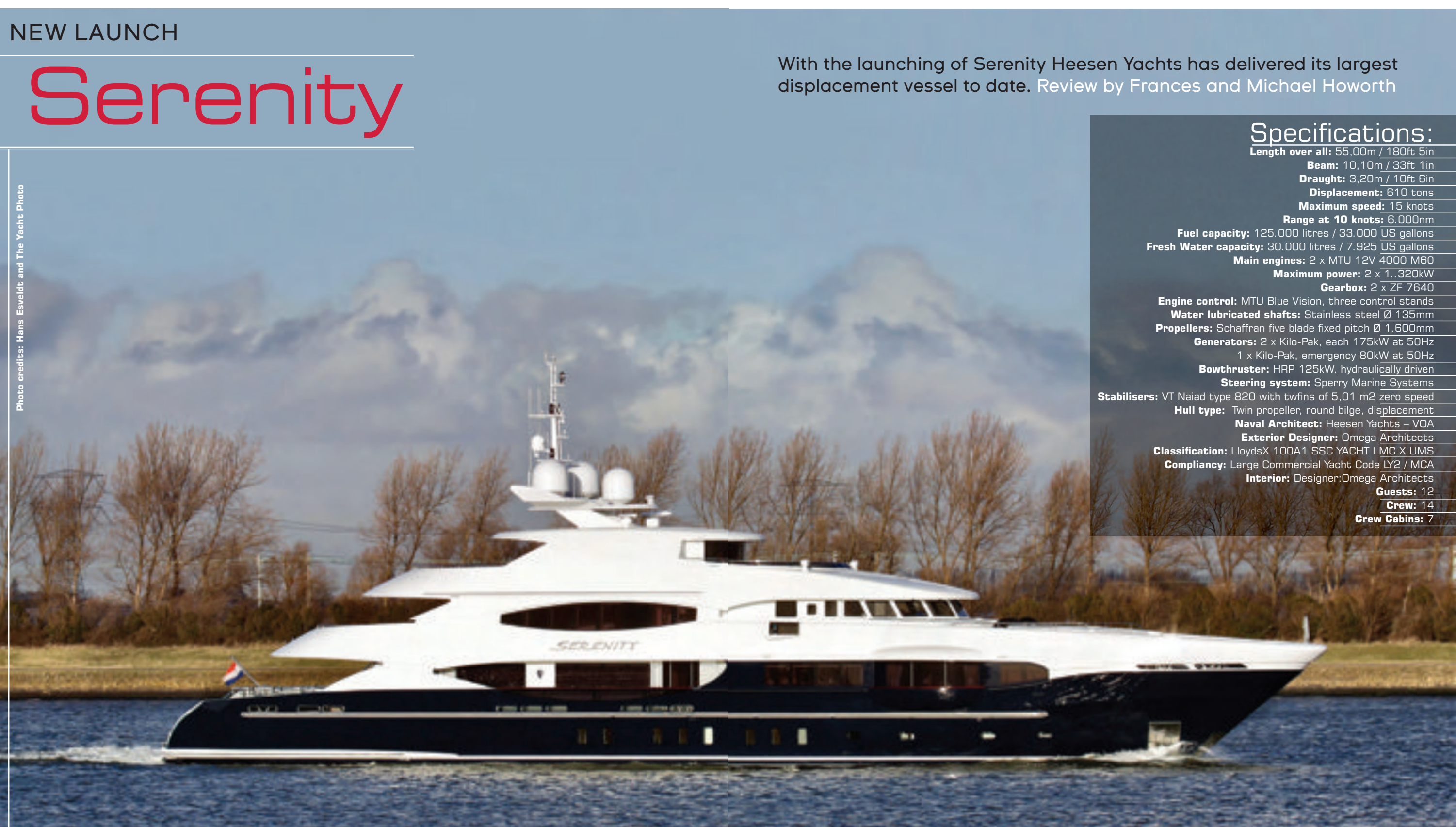
Serenity

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With the launching of Serenity Heesen Yachts has delivered its largest displacement vessel to date. Review by Frances and Michael Howorth

Specifications:

Length over all: 55,00m / 180ft 5in
Beam: 10,10m / 33ft 1in
Draught: 3,20m / 10ft 6in
Displacement: 610 tons
Maximum speed: 15 knots
Range at 10 knots: 6.000nm
Fuel capacity: 125.000 litres / 33.000 US gallons
Fresh Water capacity: 30.000 litres / 7.925 US gallons
Main engines: 2 x MTU 12V 4000 M60
Maximum power: 2 x 1.320kW
Gearbox: 2 x ZF 7640
Engine control: MTU Blue Vision, three control stands
Water lubricated shafts: Stainless steel Ø 135mm
Propellers: Schaffran five blade fixed pitch Ø 1.600mm
Generators: 2 x Kilo-Pak, each 175kW at 50Hz 1 x Kilo-Pak, emergency 80kW at 50Hz
Bowthruster: HRP 125kW, hydraulically driven
Steering system: Sperry Marine Systems
Stabilisers: VT Naiad type 820 with twfins of 5,01 m2 zero speed
Hull type: Twin propeller, round bilge, displacement
Naval Architect: Heesen Yachts – VOA
Exterior Designer: Omega Architects
Classification: LloydsX 100A1 SSC YACHT LMC X UMS
Compliance: Large Commercial Yacht Code LY2 / MCA
Interior: Designer:Omega Architects
Guests: 12
Crew: 14
Crew Cabins: 7



Serenity was launched recently in Oss the Netherlands and delivery completed after intensive testing in the rough waters of the North Sea. The yacht is a 55 metre milestone in this Dutch Shipyard's history: Now owned by Russian investors. Heesen Yachts was already a world leader in the design, engineering and construction of all-aluminium, semi-displacement fast yachts in 1992 when they entered the traditional steel displacement yacht market with the launch of the 50metre motor yacht

Achiever in collaboration with Oceanco. Since then they have successfully built 15 long-range full-displacement vessels, confirming their ability in this very competitive field. The Heesen Yacht order book currently runs until 2015 and includes three full-displacement vessels.

Heesen style at it's best
The elegant exterior lines have been drawn by the creative pencil of Frank Laupman and express the typical Heesen style

with its 'pelican beak' bow – a negative sheer that is their trademark. In-house Heesen naval architects worked closely with Van Oossanen and Associates to create this well-founded hull with a trans-oceanic range of 6,000nm at 10 knots. Perry van Oossanen, from Van Oossanen and Associates comments: "The hull form of YN 15555 Serenity, is the final development of the Heesen displacement hull form, which has already proven itself over the last 10 years. It is a good, comfortable and seaworthy hull, with a well-designed "traditional" flared bow,

allowing for a minimum of green water on deck." Sea trials in severe weather conditions proved the design's worth. "We had a typical winter sea trial on the North Sea with force 6-7 winds and 3m swells. All onboard commented how well the boat handled in a big sea. She easily exceeded her design speed so overall I am very happy that we will deliver a yacht that will be well suited for world travelling as she was designed for," said Hans Doodkorte, the Owner's technical manager.