

Flamingo Daze



HANS WISCHER WRITES ABOUT THE MUCH-ANTICIPATED 151FT *FLAMINGO DAZE* FROM THE NETHERLANDS' HAKVOORT YARD THAT HE HAS BEEN TRACKING FOR OVER THREE YEARS.

PHOTOS COMPLIMENTS OF APOGEE PHOTOGRAPHY

Three years ago I visited the Hakvoort Shipyard in the Netherlands during the annual press week organized by the Holland Yachting Group. Of course, in her early stages, the 151ft yacht seen in these pages was just another anonymous steel hull.

Nonetheless, the build piqued my curiosity because the boat's pedigree was so promising—Vripack Yachting International as naval architects and Glade Johnson Design orchestrating the exterior and interior, with the project being managed by

Robert J.W. Moran of Moran Yacht & Ship Inc. of Florida.

By the spring of 2004, my suspicions were confirmed. The yacht—now officially called *Flamingo Daze*—turned out to be a visual masterpiece and it's MCA to boot! I was thrilled to revisit Hakvoort shortly before this



twin screw ocean-going vessel left for the Bahamas. *Flamingo Daze* represents a tremendous cooperative effort by a great many people. The 90-strong Hakvoort work force led by Project Manager Jan Becking, collaborated well with all of the subcontractors and suppliers. The owner's representative, Captain Olave Hinke, lived in Holland to oversee the entire process. Robert J.W. Moran visited the shipyard at least two times a month, and the owner himself flew over to the yard from the United States every couple of months. In appreciation for the successful build process, the owner threw a stupendous Texan-style barbecue as a christening party that was attended by 250 guests and all of the workers from the yard.

Hakvoort is a modest yard that prides itself in delivering a high quality product through personalized attention to owners' needs. Low key in terms of publicity, Hakvoort does not go out of its way to project a high profile. Indeed, anyone visiting the yard for the first time in picturesque Monnickendam is likely to have difficulty finding it. Only a small



brass plaque provides a clue to the narrow alleyway that leads to this site—the birthplace of so many exclusive yachts. With three construction halls, the largest yacht to have emerged thus far was 164ft. In order to build *Flamingo Daze* the roof of one of these halls needed to be raised 6 1/2ft.

Above and below: At the owner's specification, a variety of alfresco eating areas exist on all decks.
Opposite: Of an impressive pedigree, Flamingo Daze is another example of Hakvoort's attention to detail and customer service.

"My grandfather built in wood, my father in steel—I opt for aluminum for the superstructures." This is how the very likeable and easy-mannered senior company principal, Albert Hakvoort, summed up the history of the yard during my first visit 16 years ago. Today his two sons Albert and Klaas work alongside him, the fourth generation of Hakvoorts since 1919. The origins of the yard actually date back as far as 1780. With so many years of shipbuilding tradition, Hakvoort is obviously not a newcomer on the block. Historically the yard built mainly fishing cutters for the inhospitable waters of the North Sea; in 1982 it began to specialize in superyachts. The Hakvoorts still retain a preference for building in wood, steel and aluminum.

Five years ago, the family established the cabinetmaking company Unlimited Interiors in nearby Purmerend to build suitably elegant interiors for its vessels. Albert Sr. has equipped the workshops there with the very finest processing machinery. For wooden interiors, great care is taken to ensure that the grain of the wood is continuous, even around the curves and across the seams, and not interrupted by other structures. This calls for very careful selection of the woods. Prior to





application of the lacquer finish, the main pieces of cabin furniture are pre-assembled in a mock-up. This allows the owner to be sure in advance that the finished articles will turn out as he envisaged. The fine steel components and accessories are produced in-house, while subcontractors are used for the coarser steelworks. The hull of *Flamingo Daze* was built by Made in Moerdijk in Brabant and painted by Klaver. Additional parts of the interior came from De Ruiter, the upholstered furniture from Hendriks & Dekker, the hydraulics from Cramm and the stabilizers from Koop Naiad. German suppliers included Hamann for the water treatment plant and Anschutz for the autopilots.

Skipper Olav Hinke—who has already guided five *Feadships* through the world's oceans—said it was an exciting time for him. He was in his element keeping track of this “really complicated project.” He explained, “The owner has a great fondness for curved shapes, in everything from the windows to the lines of the interior. These were not always easy to execute...”

The owner, who has cruised smaller yachts in the waters off Texas, wishes to use *Flamingo Daze* privately for travel around the Caribbean, and by publication date of this magazine, he will have visited the Olympic Games in Athens. After that the yacht will be



used for charter. For this reason he opted to have her built according to the stringent MCA regulations.

“Even without her Vosper and Naiad stabilizers, *Flamingo Daze* is extremely stable. With them she handles even better,” skipper Olav Hinke tells us. He is full of praise for the yacht's excellent maneuverability and insulation. “Thanks to her twin engines and powerful 100kW hydraulic Jastram bow thruster she can turn on a dime; otherwise her turning circle would be about two boat lengths. And the noise level recorded in the owner's suite during the yard's sea trials was scarcely above a whisper at 47dba”. The cabins are extremely well insulated from one

another. No more than 35dba can be heard through the bulkheads.

Forward, *Flamingo Daze* is a wide body concept, while in the stern she is a walk-around. She offers plenty of living space spread over four decks. A 23ft Novurania tender with 315hp Yanmar inboard engine lies on its cradle on the stern of the bridge deck and a 13ft Novurania inflatable with a 25hp Yamaha outboard engine is stowed further forward on the main deck. The stern garage accommodates the Segway jet skis, surfboard, sea kayaks and equipment for fishing, waterskiing and other watersports, plus the dive center with breathing air compressor. Certainly no one is likely to be bored when the yacht is at anchor in some remote bay. And thanks to her powerful H.E.M. watermakers (6,340 gallons a day), Hamann water treatment plant, and capacious storage and cool rooms, *Flamingo Daze* is largely self-sufficient. Her huge fuel tanks give her a vast range. When the two 8-cylinder Caterpillar engines are running in the machinery room, the engineer can preserve his hearing by monitoring them from a side-room; or the skipper can keep an eye on them via the video system at the helm.

Four guest cabins amidships on the lower deck accommodate nine, three of which have double beds and ensuite bathrooms with full-



length marble bathtubs. The fourth has three fold-out berths and a head with shower. This smaller cabin can also be used for fitness training, as it contains exercise machines and a treadmill for a daily jog. Various combinations of wall coverings, mahogany and burrwood give each of the guest cabins an individual touch, while all of the doors have rounded corners to keep with the owner's preference for curved shapes.

In the crew quarters forward, eight people share four functional cabins with stacked berths, each with its own shower room. Monitors above the large table in the crew mess display images from the surveillance

cameras and alarm systems in full view beside the TV screen. This interior featuring light ash combined with a parquet floor makes the crew section convivial and easy to keep clean. A row of Miele washing machines and dryers are arranged along the forward wall of the hall; from here a door on the same level opens directly into the hall of the guest area so that the crew can serve guests without frequent trips up and down the stairs. The crew can also reach their quarters discreetly from outside by entering the galley on the main deck and then going down a companionway.

From the stern swim platform one can ascend the curved stairs on both sides of the

Above and top left: A comprehensive range of electronics assist the Captain and crew with ship monitoring.

Opposite top: The main saloon is laid out in separate areas that flow together seamlessly.

Opposite middle: Dining à la Flamingo Daze.
Below: While underway, guests can enjoy a drink and the view from the sky lounge.





transom to reach the main deck. Here, rounded glass doors open electrically at the touch of a button for entrance to the main saloon. Laid out in several separate areas that flow into one another seamlessly, the bar (equipped with dishwasher) is aft, a library with easy-care ash floor is in the center alongside the lounge which is furnished with comfortable sofas, armchairs and soft beige carpeting. The dining table, which seats ten, is forward. The interior is paneled in a light mahogany that is easy on the eye; the larger wall areas are broken up by a checkerboard effect created by arranging small squares of wood veneers with the grain running in different directions. Inset in one of the walls is a Sony flatscreen television of a size one would expect to find in a small cinema. From here it is only a few short steps to the galley.

The galley, located amidships on the main deck, is fully fitted out with everything a chef could dream of; such as the Miele dishwashers, Gaggenau deep fryer, Lang six-ring hob, Traulsen refrigerators, U-Line wine coolers and a convection/microwave oven. The upper decks can be serviced by a dumbwaiter. A semi-circular sofa here allows up to six people to sit down for a quick meal or late breakfast.

The owner was insistent on having a variety of eating areas on board—after all,



Opposite page: Forward in the ship's bow, the owner's suite is nothing short of exceptional.

This page: Guest quarters on the lower deck accommodate nine.



one does not always wish to eat in the same restaurant. Guests may choose to dine inside or *al fresco* on all deck levels.

The owner's very personal space is forward in the bow of the ship. At the touch of a button, electrically-operated Luxaflex slatted blinds open and close over the six enormous oval windows. The leather-clad king-size bed is surrounded by deep beige carpeting laid over the doubly insulated floor. Striplights set into the wall above provide ambient lighting. The suite also includes a small office, a dressing room and, through double mirror doors, a bright red marble bathroom with jacuzzi bath and separate shower.

One level higher, it is possible to dine *al fresco* on the bridge deck or inside in the sky lounge. Forward of this is the skipper's quarters, with queen-size bed and separate shower room, directly adjoining the wheelhouse. Visibility from the wheelhouse is good to either side and a video camera helps out with seeing what is

astern. A comprehensive range of electronics assist with navigation and communication—B&G instruments, Anschütz compass and autopilot, Transas GPS chartplotter, Raytheon radar, Furuno depth sounder and JRC satellite communication system. The gently curved sofa behind the helm allows up to five guests to share in the action. Guests also have the option to enjoy the trip from the comfort of the seating arrangement up on the sundeck, with its hardtop-sunshade, sun loungers and spa pool aft.

Hakvoort has once again created a masterpiece, the perfect 'feel good' motor yacht in every respect, with plenty of living space and an ideal set up to provide watersports entertainment for the owners and their guests. The owners' favorite aspect of building at Hakvoort was the warm and sincere welcome always received from Albert and sons. Rumor has it that with *Flamingo Daze* complete, the owner's thoughts are already turning to another new build of between 195ft and 215ft! And why not... □



Above: Watersports galore!

FLAMINGO DAZE

LOA: 151ft (46.21m)
LWL: 131ft (40.15m)
Beam: 29ft 3in (8.84m)
Draft: 9ft 3in (2.70m)
Height above waterline: 40ft (12m)
Displacement: 499 tons
Engines: 2 x 716kW
 2 x 974hp (Caterpillar 8-cylinder turbo diesel 3508B DI-TA) with shaft drive
Speed (max/cruise): 15.5 knots / 14 knots
Fuel capacity: 25,000gal
Range: 5,000nm
Electrical: 60 hertz
Generator: 2 x Caterpillar
Bow thruster: Jastram 100kW air injection system
Stabilizers: Vosperv
Watermakers: 2 x H.E.M. 6,340 gallons/day
Electric water heater: 132 gallons (Nibe)
Steering: Tenfjord
Frequency converter: Mastervolt 100kva
Lighting system: Lite Touch

Entertainment/computer systems: Intellect Integrated Electronics
Propeller: 5 blades (Lips)
Tender lift/crane: Technoshop
Gangway: Cramm
Sat. TV antenna: Seatel
Air-conditioning/heating: Heinen & Hopman
Security: Intellect Integrated Electronics
Construction: Aluminum
Classification: London & MCA
Project management: Moran Yacht & Ship
Construction/Exterior: Vripack Yachting
Interior design: Glade Johnson Design
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