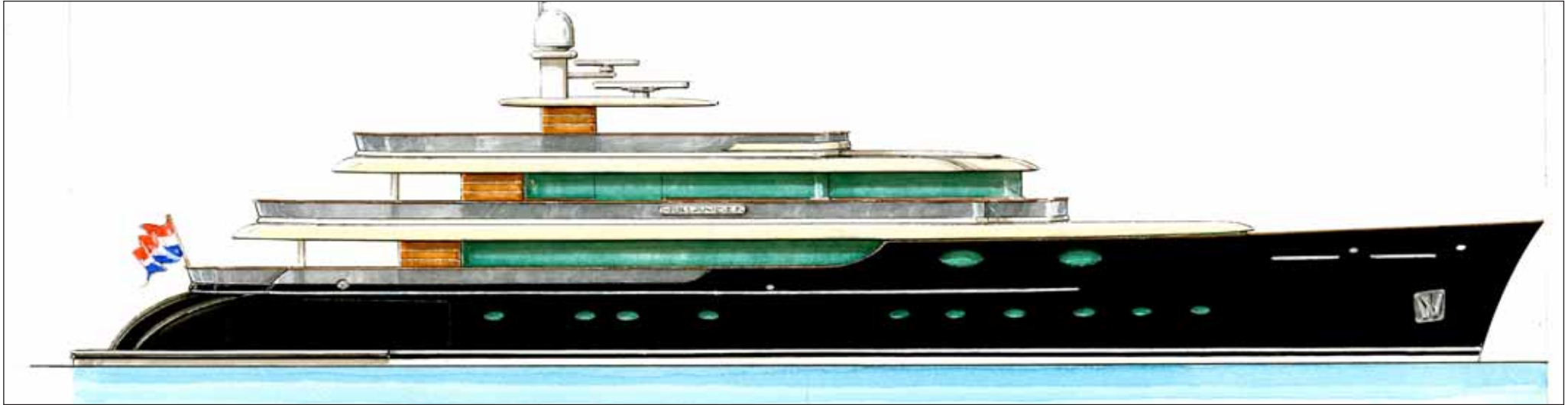




HOLLANDER

# HOLLANDER



*The introduction of the first designs of the Hollander concept in 2008 was a great success. Our notion of a retro classic gentleman's yacht with exceptional performance, maximum comfort and a focused approach to energy efficiency struck a chord with many.*

*It has been a privilege to spend the last year taking the concept further with various market parties and potential clients. In addition to adding a wealth of new eco-friendly features, we developed a new full-beam 56 m version to complement the low-profile looks of the original 52 m concept.*

*While thousands of hours have gone into taking Hollander to the next level, the two models featured here remain platforms upon which we can design and build a Hollander of a size and spec that meets your desires. The time is right for a new look at motoryachts...*

*Paul Dielemans,  
Managing Director HJB*

*The Hollander: Great minds think alike.*



## THE ESSENCE OF THE HOLLANDER CONCEPT

Ultra-innovative hybrid propulsion with intelligent management

Battery bank for silent operation and zero-emission capabilities

Unprecedented interior layout flexibility (no 'engine room'!)

Excellent performance for a full displacement yacht

Sensational retro/classic timeless design

Superior seakeeping with remarkably little pitching

Fuel savings of up to 35 percent

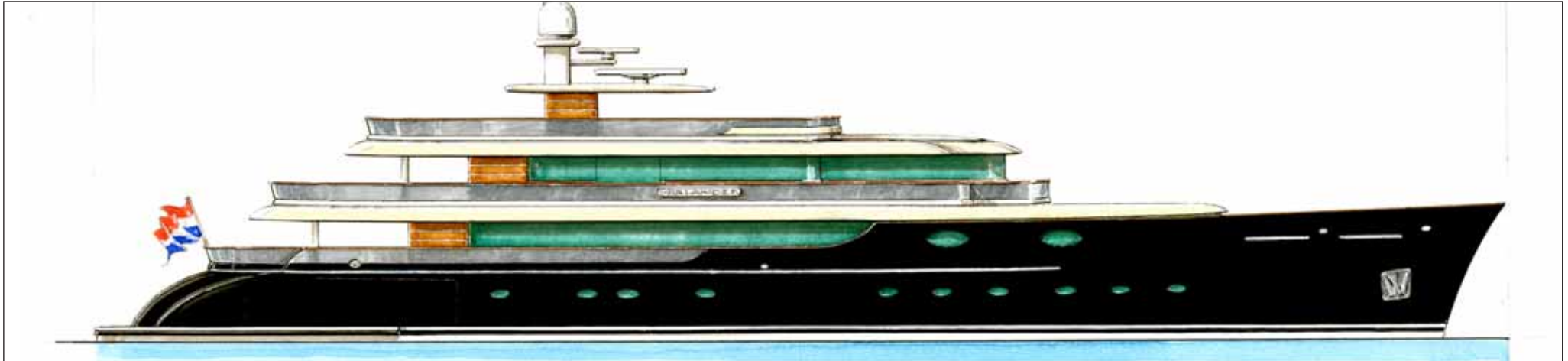
Green features, incl. LED lights, demotic light and airco system, heat recovery, window glazing  
and smart exhaust solutions

Hollander 52 all-aluminium; Hollander 56 steel hull, aluminium superstructure

Exceptionally large tenders

Dutch standards of design, engineering and construction

## HOLLANDER 56 m Rendering



### **A MATTER OF TASTE**

*The retro-looking design of the Hollander appeals to sailing and motoryacht owners alike. She is distinctively different to anything else on the market, while her sharp bow maximises the waterline length and radically reduces pitching.*

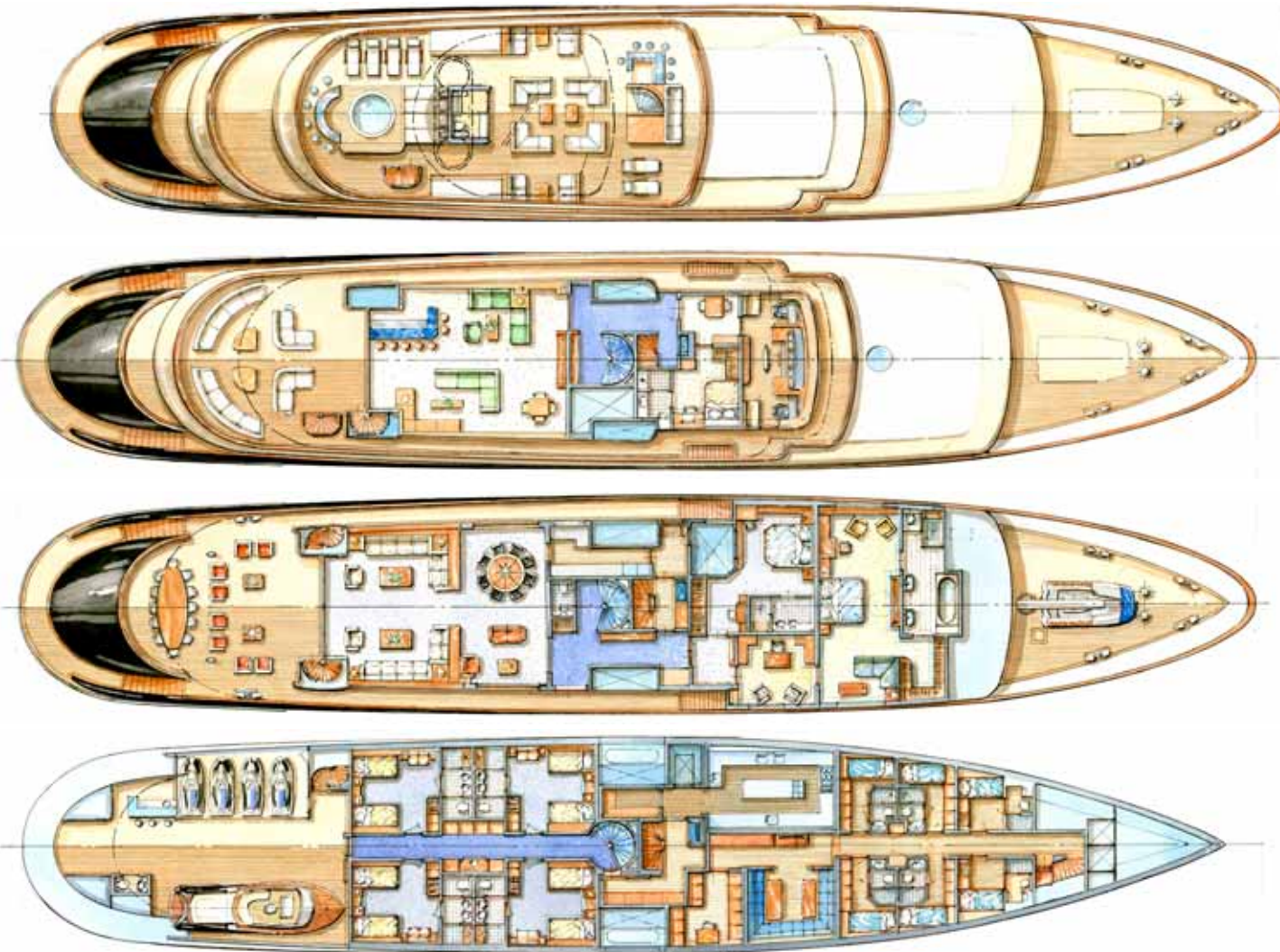
*Among the admirers of the Hollander 52 was a client looking to drop the 500GT restriction and go wide-body in order to have a full-beam stateroom. This led to the development of the Hollander 56, with a top deck for sunbathing and tender storage in the stern (the 52's tenders are on the foredeck).*

*It is all a matter of taste... The slightly higher performance of the aluminium hulled 52 or the greater volume offered by the steel-hulled 56. Either way, the Hollander's sleek lines and barrel stern make for a unique proposition.*

*Andre Hoek, Director of Hoek Design Naval Architects*



## HOLLANDER 56 m Deck Plans



### GENERAL

Yacht:	Twin screw, hybrid motor yacht
Development and builder:	Holland Jachtbouw
Design:	Hoek Design
Naval architecture:	Azure Naval Architects

### GENERAL DIMENSIONS

Length over all:	56.00 m
Length water line:	53.60 m
Beam:	10.00 m
Draught:	3.00 m
Tonnage (GT size):	850 GT
Cruising speed:	15kn
Top speed:	16kn

### TANK CAPACITY

Fresh water:	20,000 ltr
Fuel:	90,000 ltr
Lubrication oil:	1,200 ltr
Sludge:	2,500 ltr
Sewage:	10,000 ltr

### POWER GENERATION

Hybrid system:	Variable speed generators/ Li-ion batteries/Shorepower
Generator sets:	2x 900kW - 2x 200kW
Total power generation:	2,200 kW

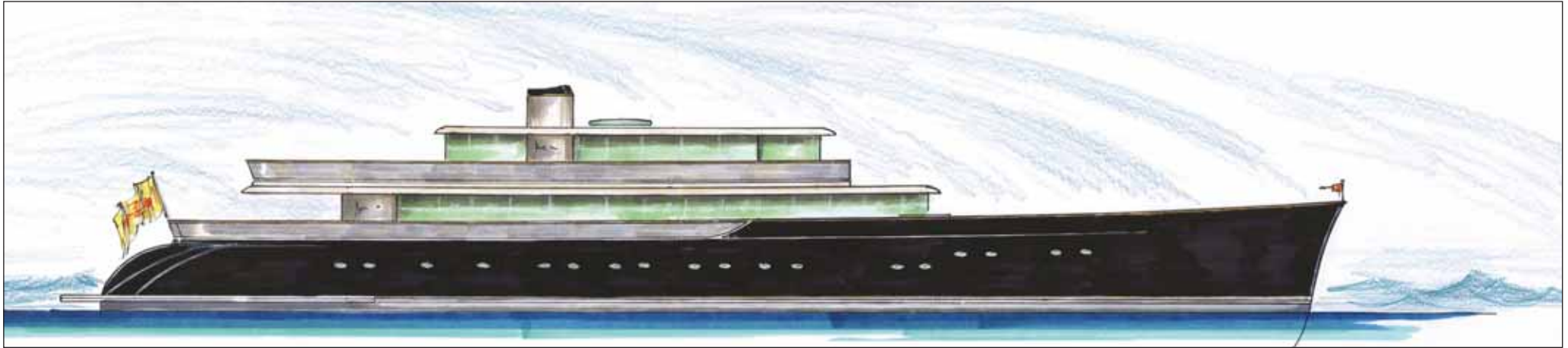
### PROPULSION ARRANGEMENT

Type :	Hybrid propulsion
Total propulsion power:	1,800 kW
Propulsion:	Twin shaft/propeller arrangement

### CLASSIFICATION

Classification Authority:	Lloyd's Register of Shipping
Class notation:	100 A1, SSC, Yacht, Mono, G6, LMC
Flag authority:	MCA
Passengers:	maximum 12 persons

## HOLLANDER 52 m Rendering



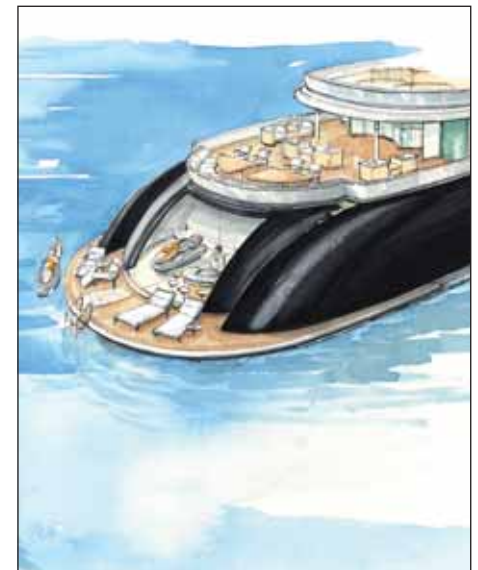
### **SLEEK EFFICIENCY**

*The Azure team is delighted to be involved in bringing something so refreshingly new to the market. Looking good is one thing – and Hollander certainly is beautiful – but meeting such stringent demands in terms of fuel consumption requires much of the underwater profile too.*

*The hulls we have developed for the Hollander 52 and 56 are designed to make the most of its smart propulsion system and over-sized propellers. A sleek design with minimal appendages offers exceptionally low resistance and drag, while the seakeeping performance will be equally first class.*

*With all the propulsion and primary technical equipment on the tank deck, I am sure that the Hollander will offer unprecedented comfort in every sense of the word.*

*Hugo van Wieringen  
Director of Azure Naval Architects*



## HOLLANDER 52 m Deck Plans



### GENERAL

Yacht:	Twin screw, hybrid motor yacht
Development & builder:	Holland Jachtbouw
Design:	Hoek Design
Naval architecture:	Azure Naval Architects
Length over all:	51.50 m
Length water line:	50.00 m
Beam:	9.25 m
Draught:	2.90 m
Tonnage (GT size):	499 GT
Cruising speed:	15 kn (Top speed 16 kn)

### TANK CAPACITY

Fresh water:	15,000 ltr
Fuel:	55,000 ltr
Lubrication oil:	1,000 ltr
Sludge:	2,000 ltr
Sewage:	8,000 ltr

### POWER GENERATION

Hybrid system:	Variable speed generators Li-ion batteries Shore power
Generator sets:	Volvo Penta 2x 450kW Volvo Penta 2x 200kW
Total power generation:	1,300 kW
Propulsion arrangement Type:	Hybrid propulsion
Total propulsion power:	1,200 kW
Propulsion:	Twin shaft/propeller arrangement

### CLASSIFICATION

Classification Authority:	Lloyd's Register of Shipping
Class notation :	⊠ 100 A1, SSC, Yacht, Mono, G6, (⊠) LMC
Flag authority:	MCA
Passengers:	maximum 10 persons

## HOLLANDER 56 m Specifications

### HULL CONSTRUCTION

The hull will be an entirely welded steel construction. Plating will be Lloyd's Grade A certified shipbuilding steel. The hull construction will have sufficient water tight bulkheads and integrated tanks to comply with classification. The superstructure will be an entirely welded aluminium construction. Plating will be aluminium Almg 4.5 Mn5083/H321.

Other items:

- Tender garage shell door on starboard
- Jet ski garage shell door on port side
- Transom door
- Stairs to swim platform
- Sun beds and integrated Jacuzzi on sun deck
- Anchor arrangement recessed in the bow
- Water tight doors
- Rub rail with stainless steel protection strip

Steering system: Two spade rudders with electric/hydraulic ram type steering gear. Helm positions in the wheelhouse and at both wing stations.

Windows & portholes: The superstructure will have laminated, glued in, floating, glass panels. Laminated glass panels for the aft main deck, bridge deck and sun deck bulwarks. Oval port holes welded in the hull structure.

Bow thruster: 150 kW tunnel thruster, electrical driven.

Stabilizers: Two hydraulic operated fin stabilisers, with controls for stabilizing when sailing and at zero speed. System to have stand-alone hydraulic powerpack.

Specials

- Hydraulically operated tender garage shell door
- Hydraulically operated jet ski garage shell door
- Hydraulically operated tender overhead cranes
- Hydraulically operated jet ski overhead crane
- Hydraulically operated fore deck crane
- Hydraulically operated stern hatch
- Hydraulically operated passerelle

Paint system: the hull and superstructure will be protected by a first class, epoxy yacht painting system following the COT standards for luxury yacht paintwork. The hull and superstructure will be sand blasted externally before applying the primer. The entire exterior of the hull above the water line and the superstructure including exposed areas of decks and outfitting will be faired with filler in sufficient thickness and layers to eliminate all dimples and unfair areas.

Insulation: The yacht shall be designed and constructed to meet the minimum noise and vibration levels acceptable for

this type and size of yacht as well as the fire protection and condensation as required by Classification.

- Cathodic protection: Adequate cathodic protection will be provided for the hull and its under water fittings by means of zinc anodes recessed in and flush with the hull.

### EXTERIOR

Exterior woodwork

The following exterior outfitting shall be provided:

- Teak deck on main deck and swim platform
- Teak deck on the bridge deck
- Teak deck on the sun deck
- Exterior staircases with teak steps
- Painted exterior ceilings
- Teak, varnished, cap rail on main deck and bridge deck bulwarks

HATCHES AND DOORS: The following hatches and doors will be provided:

- All decks, access- and storage hatches will be flush.
- Weather tight doors in the superstructure.
- Folding doors for salon and sky lounge

JACUZZI: Jacuzzi integrated in the sun bed area on the sun deck.

### INTERIOR

INTERIOR JOINERY:

Interior will be "floating" and not hard connected to the vessel's structure. Attention will be paid to sound and fire insulation according to classification.

Final interior layout and styling to be determined.

PROPOSED INTERIOR LAYOUT:

- Tank deck:
- Laundry
- Dry stores
- Crew relaxation area
- Staircase to lower deck
- Generator room
- Propulsion/pump room
- Lower deck:

Six double crew cabins with bathroom

Galley with food lift to all decks

Crew mess

Control room

Cold stores and freezer

Guest stairway and separate crew stairway

Two queen guest cabins with bathroom and direct access to the beach area

Two twin guest cabins with bathroom and direct access to the beach area

Tender garage/beach area

- Main deck:

Master stateroom with bathroom

Additional owner's study/office

VIP cabin with bathroom

Main hall with stairway to all decks and separate crew stairway

Pantry with food lift

Day head

Main salon with dining facility

- Bridge deck:

Wheelhouse

Ship's office

Captain's cabin with bathroom

Pantry with food lift

Sky lounge with bar to be open space with aft deck

- Upholstery

Soft furnishing, carpets etc. to be determined.

- Stone materials

All stone materials and decorations to be determined.

- Fridge and freezing system

Walk-in cold store on lower deck. Store to have stainless steel finish.

### ENGINE ROOM

GENERATOR ROOM: The generator room is placed on the tank deck, below galley and crew mess, and will be Rockwool A60 insulated against noise and fire. Walls and ceilings will be finished with metal Bondal plating, finished with a white paint system. The generator room will have anodised, aluminium flooring with removable plating.

CONTROL ROOM: The control room is placed on the lower deck and will be Rockwool A60 insulated against noise and fire.

Walls and ceilings will be finished with metal plating, finished with a white paint system. The control room will have anodised, aluminium flooring with removable plating.

PROPULSION ROOM: The propulsion room is placed on the tank deck below the guest accommodations and will be Rockwool A60 insulated against noise and fire. Walls and ceilings will be finished with metal Bondal plating, finished with a white paint system.

All technical spaces will have the required ventilation.

PROPULSION ARRANGEMENT: Twin shaft/propeller arrangement driven by electric motors on a reduction gear box. Total propulsion power: 1,800 kW. The electric motors and power converters will be water cooled.

Water lubricated propeller shaft assembly with 2.5 metre five bladed high efficiency propellers.

GENERATORS

Main generators:

Two, variable speed, generator sets. Power range: 40–200 kW. Generators and power converters will be water cooled.

The generator sets will be in stand alone sound boxes.

Secondary generators:

Two, variable speed, generator sets. Power range: 350–900

KW. Generators and power converters will be water cooled.

The generator sets will be in stand alone sound boxes.

Emergency generator:

One 65kW, 50Hz, generator placed in the bosun's locker.

The main and secondary generators will be automatically controlled by the intelligent energy management system.

All generator sets will have a wet/dry exhaust system with mufflers and water separators.

FUEL OIL SYSTEM

Fuel transfer system from all tanks towards the day tank. The fuel system will be equipped with a centrifugal separator unit and fuel transferring pump system.

All diesel engines will be fitted with double, change over filter units.

SEAWATER SYSTEM

A two inlet cross over seawater system will be provided in the generator room including all necessary pipes, valves and strainers.

LUBRICANT SYSTEM

Clean lubrication oil system for all generator sets will be installed including pump and hose connections.

Sludge oil system will be installed including pump and hose connections.

### BOARD SYSTEMS

BLIGE/FIFI SYSTEM

Central, single line bilge system including remote controlled valves. One electric driven bilge pump and an electrically driven general service pump. A separate diesel engine driven emergency bilge/fire fighting pump will be installed in a separate space.

Central seawater fire fighting system.

FIRE FIGHTING

The generator room, control room and propulsion room will be provided with an automatic Novec 1230 fire extinguishing gas system.

The interior will be provided with a high pressure water mist system with nozzles fitted in ceiling panels and overheads.

FRESH WATER SYSTEM

Fresh water pressure system for sanitary spaces, galley, deck connections, etc. Fresh water will be filtered and treated. Hot water supply by electric boiler units. Two 15,000ltr/day water makers.

SEWAGE SYSTEM

Combined sewage treatment plant/vacuum toilet system.

Both grey and black water will be drained to a central sewage tank. Discharge by a separate sewage pump system or shore connection.

COMPRESSED AIR SYSTEM

Air compressor will be installed in the generator room to provide air for the air horn and hose connections for tools.

HVAC

Reverse cycle heating/air-conditioning system based on chilled water and fan coil units. Air-conditioning in every interior space and fresh air supplied by air handler units. Fresh air flow will be balanced by air extraction via sanitary spaces.

ELECTRICAL SYSTEMS

The power supply on board is based on four generator sets with a power supply range of 40 – 2,200 kW. Shore power by means of a 100 kVA frequency converter. Power will be used by the propulsion and domestic operation, or can be stored in 155 KWH Li-ion battery bank.

The intelligent energy management system will control consumption and supply power automatically.

Main switchboards will be placed in the control room. Several distribution switch boards throughout the interior spaces.

Interior and exterior lighting and power sockets.

Navigation lights according to international regulations

Three control stations for propulsion, steering and thruster control, one in the wheelhouse, and one on each bridge wing;

wing stations equipped with controls for throttle, rudders, bowthruster, horn, rudder indicator, shaft rpm indicator

Fire detection and alarm system

General alarm

The alarm, monitoring and control system is based on a double redundant Profibus system with two master PLC's. All board systems will be controlled by means of three touch screens.

Entertainment system: To be determined.

Navigation equipment: To be determined.

### DECK GEAR

Anchor system: Two windlasses below deck. Two Poole anchors stored at the bow including sufficient chain and stainless steel protection on the bow.

Winches: Two mooring capstans on the foredeck.

Two mooring capstans on the aft deck.

Deck fittings: The following deck fittings will be installed:

Stainless Steel fairleads in the bulwarks.

Stainless Steel bollards mounted on deck

Stainless steel railings with glass panels and teak cap rail

Stainless steel strip on rub rail

Safety equipment: Following classification requirements.

OWNER'S DELIVERIES:

All loose interior and exterior furniture

Inventory

Tenders

Entertainment system

## HOLLANDER LIGHT 52 m Specifications

### HULL CONSTRUCTION

The hull and superstructure will be an entirely welded aluminium construction. Plating will be aluminium Almg 4,5 Mn5083/H321. Profiles will be extrusion 6082/T6. The hull construction will have sufficient water tight bulkheads and integrated tanks to comply with classification.

Other items:

- Tender bay recessed in fore deck including hatches
- Transom hatch
- Stairs to swim platform
- Seating arrangement on main aft deck
- Seating arrangement on fore deck
- Sun beds and integrated Jacuzzi on bridge deck
- Anchor arrangement recessed in the bow
- Water tight doors
- Aluminium rub rail with stainless steel protection strip
- Composite chimney to store satellite domes and radars

Steering system: Two spade rudders with electric/hydraulic ram type steering gear. Helm positions in the wheel house and both wing stations.

Windows & portholes: The superstructure will have laminated, glued in, floating, glass panels. Laminated glass panels for the aft main deck and bridge deck bulwarks  
Oval port holes welded in the hull structure.

Bow thruster: 100 kW tunnel thruster, electrical driven.

Stabilizers: Two hydraulic operated fin stabilisers, with controls for stabilizing when sailing and at zero speed. System to have stand alone hydraulic powerpack.

Specials

- Hydraulic operated tender bay hatches
- Hydraulic operated tender crane
- Hydraulic operated stern crane
- Hydraulic operated lazarette crane
- Hydraulic operated pasarelle
- Hydraulic operated side boarding ladder

Paint system: The hull and superstructure shall be protected by a first class, epoxy yacht painting system following the COT standards for luxury yacht paintwork. The aluminium hull and superstructure shall be sand blasted externally before applying the primer. The entire exterior of the hull above water line and the superstructure including exposed areas of decks and outfitting shall be faired with filler in sufficient thickness and layers to eliminate all dimples and unfair areas.

Insulation: The yacht shall be designed and constructed to

meet the minimum noise and vibration levels acceptable for this type and size of yacht as well as the fire protection and condensation as required by Classification.

Cathodic protection: Adequate cathodic protection shall be provided for the hull and its under water fittings by means of zinc anodes recessed in and flush with the hull.

### EXTERIOR

Exterior woodwork

The following exterior outfitting shall be provided:

- 20 mm teak on main deck and swim platform
- 20 mm teak on the bridge deck
- Exterior staircase with teak steps from main deck to bridge deck
- Painted exterior ceilings
- Teak, varnished, cap rail on main deck and bridge deck railings

Hatches and doors

The following hatches and doors will be provided:

- All deck-, access- and storage hatches will be flush.
- Hatches for tender storage on the fore deck.
- Weather tight doors in the superstructure.
- Automatic sky lounge sliding doors.

Jacuzzi

Jacuzzi integrated in the sun bed area on the bridge deck.

### INTERIOR

Interior joinery: Weight optimized interior plan. Interior will be "floating" and not hard connected to the vessels structure. Attention will be paid to sound and fire insulation according to classification.

Final interior layout and styling to be determined.

Proposed interior layout:

Lower deck:

- Four double crew cabins with bathroom
- Control room
- Pump room
- Galley with food lift to all decks
- Cold store
- Laundry
- Guests stairway and separate crew stairway
- Two queen guest cabins with bathroom and direct access to the swim platform
- Two twin guest cabins with bathroom and direct access to the swim platform

Main deck:

- Master cabin with bathroom

- Additional owner's study/office
- Main hall with stairway to all decks & separate crew stairway
- Pantry with food lift
- Day head
- Main salon with dining facility

Bridge deck:

- Wheel house
- Ships office
- Captains cabin with bathroom
- Pantry with food lift
- Day head
- Sky-lounge with bar to be open space with aft deck

Upholstery: Soft furnishing, carpets etc. to be determined.

Stone materials : All stone materials and decorations to be determined.

Fridge and freezing system: Walk-in cold store on lower deck. Store to have stainless steel finish.

### ENGINE ROOM

Main technical spaces

Generator room: The generator room is placed on the tank deck, below galley and crew mess, and will be Rockwool A30 insulated against noise and fire. Walls and ceilings will be finished with metal Bondal plating, finished with a white paint system. The generator room will have anodised, aluminium flooring with removable plating.

Pump room: The pump room is placed on the lower deck and will be Rockwool insulated against noise. Walls and ceilings will be finished with metal plating, finished with a white paint system. The pump room will have anodised, aluminium flooring with removable plating.

Control room: The control room is placed on the lower deck and will be Rockwool A30 insulated against noise and fire. Walls and ceilings will be finished with metal plating, finished with a white paint system. The control room will have anodised, aluminium flooring with removable plating.

Propulsion room: The propulsion room is placed on the tank deck below the guest accommodations and will be Rockwool A30 insulated against noise and fire. Walls and ceilings will be finished with metal Bondal plating, finished with a white paint system. All technical spaces will have the required ventilation.

Propulsion arrangement: Twin shaft/propeller arrangement driven by electric motors on a reduction gear box. Total propulsion power: 1.200 kW. The electric motors and power converters will be water cooled. Water lubricated propeller

shaft assembly with 2,5 metre five bladed high efficiency propellers.

Generators: Main generators: Two, Volvo Penta, variable speed, generator sets. Power range: 35–200 KW. Generators and power converters will be water cooled. The generator sets will be in stand alone sound boxes.

Secondary generators: Two, Volvo Penta, variable speed, generator sets. Power range: 100–450 KW. Generators and power converters will be water cooled. The generator sets will be in stand alone sound boxes.

Generators will be automatically controlled by the intelligent energy management system.

All generator sets will have a wet/dry exhaust system with mufflers and water separators.

Fuel oil system: Fuel transfer system from all tanks towards the day tank. The fuel system will be equipped with a centrifugal separator unit and fuel transferring pump system.

All diesel engines will be fitted with double, change over filter units.

Seawater system: A two inlet cross over seawater system will be provided in the generator room including all necessary pipes, valves and strainers.

Lubricant system: Clean lubrication oil system for all generator sets will be installed including pump and hose connections. Sludge oil system will be installed including pump and hose connections.

### BOARD SYSTEMS

Bilge/FiFi system: Central, single line bilge system including remote controlled valves. One electric driven bilge pump and an electric driven general service pump. A separate diesel engine driven emergency bilge/fire fighting pump will be installed in a separate space.

Central seawater fire fighting system.

Fire Fighting: The generator room, control room and propulsion room will be provided with an automatic Novec 1230 fire extinguishing gas system.

Fresh water system: Fresh water pressure system for sanitary spaces, galley, deck connections, etc. Fresh water will be filtered and treated. Hot water supply by electric boiler units. Two 12.000ltr/day water makers.

Sewage system : Combined sewage treatment plant/vacuum toilet system. Both grey and black water will be drained to a central sewage tank. Discharge by a separate sewage pump system or shore connection.

Compressed air system: Air compressor will be installed in the generator room to provide air for the air horn and hose connections for tools.

HVAC: Reverse cycle heating/air-conditioning system based on chilled water and fan coil units. Air-conditioning in every interior space and fresh air supplied by air handler units. Fresh air flow will be balanced by air extraction via sanitary spaces.

Electrical systems: The power supply on board is based on four generator-sets with a power supply range of 35 – 1.300 kW. Shore power by means of a 100 kVA frequency converter. Power will be used by the propulsion, domestic operation or can be stored in a 270 KWH Li-ion battery bank.

The intelligent energy management system will control the power consumption and supply automatically.

Main switch boards will be placed in the control room. Several distribution switch boards throughout the interior spaces.

- Interior and exterior lighting and power sockets.
- Navigation lights according to international regulations
- Three control stations for propulsion, steering and thruster control, one in the wheelhouse, and one on each bridge wing; wing stations equipped with controls for throttle, rudders, bowthruster, horn, rudder indicator, shaft rpm indicator
- Fire detection and alarm system
- General alarm

The Alarm, monitoring and control system is based on a double redundant Profibus system with two master PLC's. All board systems will be controlled by means of three touch screens.

Entertainment system: To be determined.

Navigation equipment : To be determined.

### DECK GEAR

Anchor system: Two windlasses below deck. Two Poole anchor's stored at the bow including sufficient chain and stainless steel protection on the bow.

Winches: Two mooring capstans on the foredeck.

Two mooring capstans on the aft deck.

Deck fittings: The following deck fittings will be installed:

- Stainless Steel fairleads in the bulwarks.
- Stainless Steel bollards mounted on deck
- Stainless steel railings with glass panels and teak cap rail
- Stainless steel strip on rub rail

Safety equipment: Following classification requirements.

## POWERING Hollander

### POWERING HOLLANDER WITH HYBRID ENERGY

The Hollander's ingenious hybrid power supply system takes account of total onboard power consumption.

### GENERATING THE BEST PERFORMANCE

Between three and five variable speed generators supply all the power needed for propulsion and domestic consumption (hotel load). This offers a much wider and more efficient power range compared to a single rpm genset. Option to vary output per generator provides exceptional flexibility and ensures diesels achieve the best possible performance.

### MAXIMISING EFFICIENCY

Power consumption is calculated in different user modes. An intelligent monitoring and control system optimises the sets, deciding which generators need to run at which rpm and when. The result is that smaller generators create the maximum required kilowatts.

### SAVING FUEL

The use of variable speed generator sets means the power delivered can be customised to your requirements at different rpms. This is in contrast to standard gensets that have a fixed rpm and restricted operational curve. This results in significant fuel savings (especially in combination with the sleek hull) and is more environmentally friendly.

### COMPACT AND LIGHTWEIGHT

The high-tech water-cooled alternators, electric motors and power converters used are compact and lightweight. This offers savings in space and reduces weight.

### SILENCE IS GOLDEN

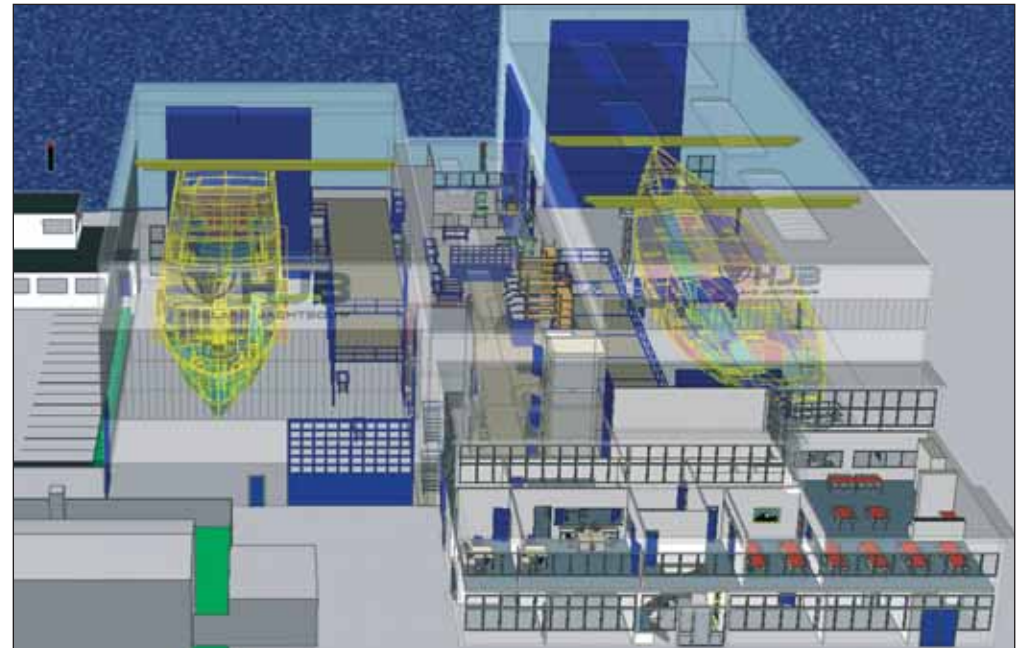
An integrated battery bank provides a silent operation option. Hollander can therefore enter harbour quietly or spend several hours in quiet and secluded anchorages, where guests can swim without the smell of exhausts. As an added bonus, power can be stored or drained from the battery bank as and when required in order to optimise the efficient use of resources.

### LAYOUT FREEDOM AND FLEXIBILITY

As the gensets can be located away from the propulsion train, there are many options for interior layout. Without a traditional engine room, more living accommodation can be created in prime real estate areas of the vessel. And the generator room can be located in the best place for interior weight distribution and maintenance.

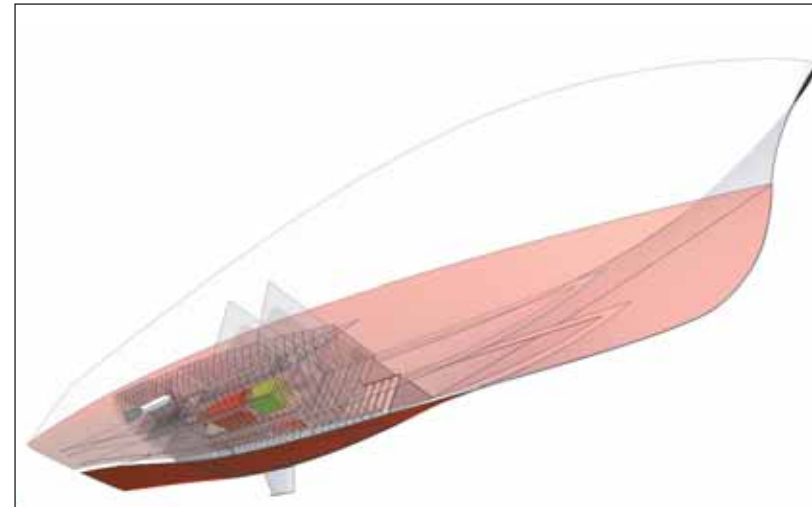
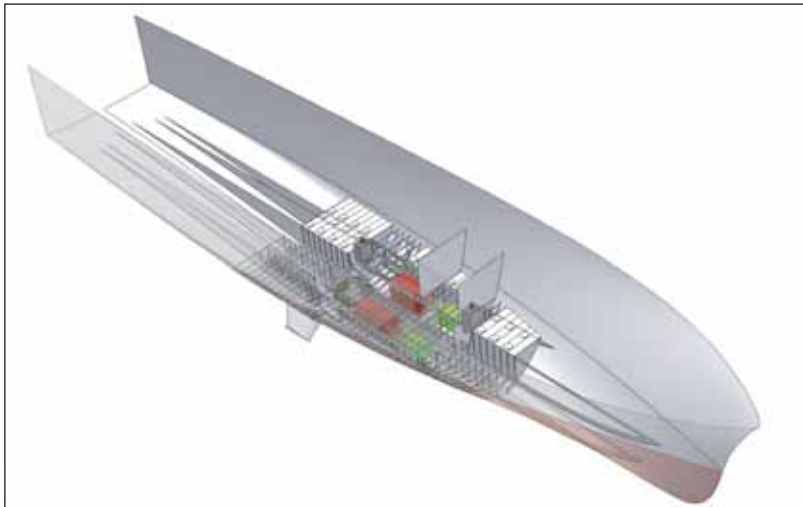
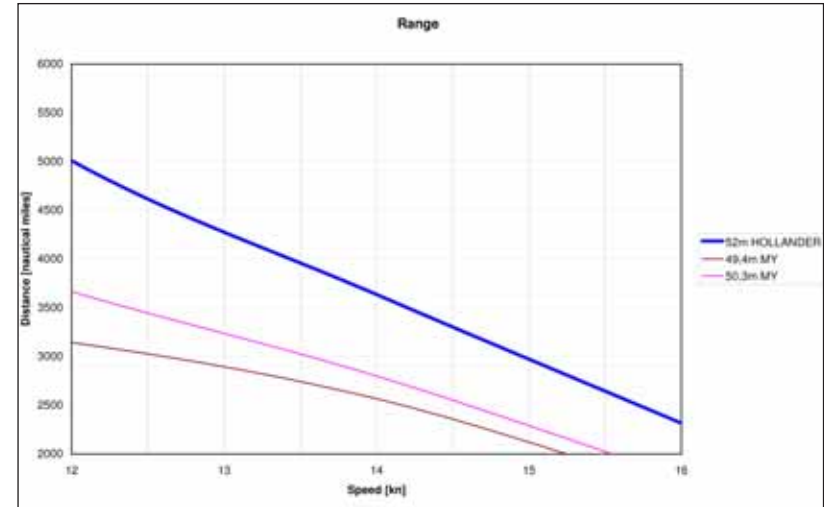
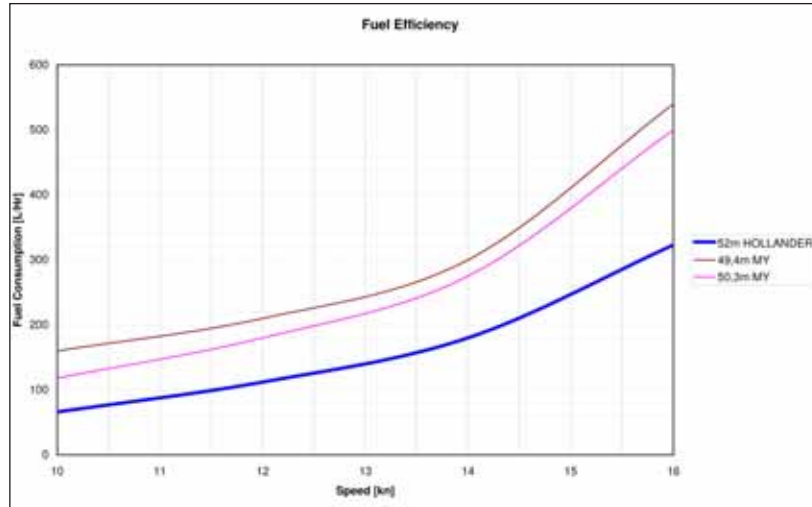
### TRIED AND TESTED

The Hollander is not being experimental in terms of the equipment, just the way it is combined with other parts of the yacht. The alternators, for example, will be supplied by an established company. Moreover, Holland Jachtbouw is a yard with enormous experience in building luxury yachts to the highest Dutch standards.



# HOLLANDER

## POWERING Hollander



# HOLLANDER

Designed by Andre Hoek • Engineered by Azure Naval Architects • Built by Holland Jachtbouw

**HOEK DESIGN**  
NAVAL ARCHITECTS

AZURE NAVAL ARCHITECTS



**HJB**  
HOLLAND JACHTBOUW