



CLAASEN
—SHIPYARDS—



High up Wind, Down to Earth

CLAASEN SHIPYARDS

COMPANY PROFILE



At the wheel

From super Js like Lionheart and the new 'Project 11' to Truly Classics such as Heartbeat and Atalante; from groundbreaking performance yachts such as Louise to the first ever F-class Firefly, the Claasen Shipyards fleet contains some of the most renowned superyachts of recent times. It also illustrates how we are able to offer you a full range of custom and semi-custom options from the boards of the world's leading designers and naval architects.

It is not only the splendid performances that draw attention to these and the other Claasen fleet yachts as they take part in regatta meetings around the world. Their stunning looks and the exceptional comfort levels they offer their owners and crew when cruising have also given Claasen yachts a global reputation for quality and excitement.

This booklet aims to take you behind the scenes at Claasen and give an impression as to how our yard has achieved its status among the leaders of the premium Dutch superyacht sector. If you would like to find out more in person, why not arrange a visit to the yard: We are only 20 minutes from Amsterdam Schiphol Airport and would love to show you around our first-class facilities. Who knows, you too may soon find yourself at the wheel of your very own Claasen yacht... Why settle for anything less!

Joachim Kieft,
Managing Director Claasen Shipyards

High up Wind, Down to Earth

The Dutch are known for their straightforward approach to life and business, and this is also reflected in their rich heritage of maritime trading around the globe. The Netherlands had an influence way beyond its size during its Golden Age of the 1600s and the Dutch would later lead the way in the pleasure boating sector. Over recent decades, Holland's superyacht industry has become a byword for quality. The Claasen story is inextricably linked to this rich history, with a background that reflects Dutch excellence in boatbuilding.

Claasen Shipyards was established in 1985 by Nico Claasen who initially used his expertise and experience to refit various fine motor and sailing yachts. From the outset the primary goal of the yard was to combine traditional Dutch characteristics of craftsmanship and dedication to perfection with a constant drive to incorporate new technologies.

Nico's skills in tool making and joinery were complemented by his ability to attract

craftsmen from the other disciplines involved in yacht building. The yard quickly established itself as a leading force in the Dutch market, building a range of traditional yachts called Lemsteraken to an unrivalled degree of quality and finish. The renowned Claasen synthesis of comfortable cruising and high performance when racing became firmly rooted in the mindset of connoisseurs, and was further refined by various projects built to the designs of Hoek Design.

Over the past decade Claasen has built Truly Classic yachts such as Atalante, Heartbeat, Copihue, Mulligan, Kealoha and Velacarina. The yard has also been one of the leading lights of the J-class revival and pioneered the new F-class. Throughout this period the Claasen success story has been driven by the ability to offer a truly customised approach to yacht building.

Nico Claasen retired in 2008 and is no longer involved in the day-to-day running of the business, although he still takes great pleasure in offering advice when requested. The fact that many of his original employees remain is a sign of the yard's team spirit.



Claasen superyachts are found on the seven seas.



The hull of J Class Svea at our aluminium facility

A flexible approach

Today, Claasen builds premium yachts that are renowned for their flexibility and quality. This is hugely appreciated by the growing number of proud Claasen owners, each of whom has been able to incorporate their own tastes and preferences into their custom yachts.

Some look for fast performance, others for maximum comfort – and such is the standard of yachtbuilding at Claasen that the two are never mutually exclusive. From classic cruisers to speedy racers, we have the skills and experience to create something truly special on your behalf.

This diverse choice and maximum flexibility is also achieved because Claasen has all the main disciplines in-house, including aluminium construction, interiors and painting. Moreover, where required we can leverage on the fantastic maritime equipment supply industry in the Netherlands for areas of expertise such as electronics, air-conditioning, rigging and the like. You will have the best of the best.

Being able to adapt to unique requirements from individual clients also requires an organisational structure that can instantly

respond. As a company, Claasen Shipyards has a flat and matrix-based structure. We employ craftsmen who are not only highly proficient at what they do but also how they do so in terms of their well-developed organisational skills.

Last but not least, our cost-effective operation, low overheads, professional dedication and hands-on style always result in exceptional client value. And it is worth stressing in these challenging economic times that Claasen Shipyards is financially independent, privately owned with no bank loans, and has a healthy financial structure and balance.





BUILT TO LAST

First-class facilities

Claasen Shipyards has two facilities. The first is in an excellent location on the outskirts of Amsterdam in the town of Zaandam. Our place at the heart of the Dutch yachtbuilding industry and close to Schiphol International Airport is ideal for owners who wish to visit the yard during the build. It is also a great spot for owner's representatives and captains, whom we offer accommodation, office space and other forms of support during the project.

As well as enjoying the first-class working facilities, those who stay with us during a build or a refit always enjoy their time at Claasen. The area called the Zaanstreek was the first industrialised region in Europe, the engine behind the success of the Dutch Golden Age and a leading innovator ever since. The region is well known for its food industry, classic Dutch landscape, green wooden houses and windmills. And the fact that Amsterdam is just a short ride away adds to the attractions.

Less than an hour north, our second facility in Makkum is specialised in the construction of aluminium hulls for luxury superyachts. Each hull is custom-built and quality is assured by meeting all the requirements of class societies such as Lloyds and ABS. The yard has a direct connection to the IJsselmeer lake and has created the modern underwater hulls for many Truly Classic yachts, playing an important part in the success of this concept.



The facilities at Makkum (left) and Zaandam are easy to reach and state of the art.



Pride in their work

Claasen Shipyards has always attracted people of the highest calibre across the spectrum of metalwork, engineering, carpentry and all the other disciplines involved in yachtbuilding. This is partly due to the location we were just discussing – the Zaanstreek area of the Netherlands has been home to countless generations of shipbuilders and the tradition of combining hard graft with serious craftsmanship is engrained in the mindset. The Claasen yard taps into this heritage with pleasure!

But there's more. As well as being specialists in their own field, many of the Claasen workforce are also highly experienced sailors. They know what it takes to run a yacht and why she must be seaworthy, exceptionally safe and easy for the crew to maintain and operate. And our people also enjoy sailing for what it ultimately revolves around – that unrivalled feeling one gets when out on the water, however big (or small) your yacht is!

Many smart features are introduced to Claasen yachts based on practical experience gained at sea. The yard also pushes the window of

innovation with co-makers from Holland's renowned marine equipment industry, and the world's top designers and naval architects.

Training and development is another key aspect at Claasen. Our craftsmen, engineers and technicians are meticulous in the application of their skills and take pride in their inventiveness. As a yard we ensure they have all the support they could need to grow in their profession.





STYLE IN ABUNDANCE

J-CLASS

CRUISING AS RACING

J-CLASS

The mighty J-class revival

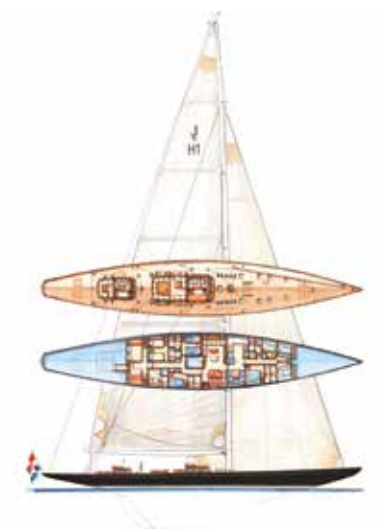
Have you seen some of the incredible recent regatta races featuring the new generation of J-class yachts? These spectacular giants capture the thrill of racing and the grandeur of the past in equal measure. At Claasen we have entirely built one of these new J's, created the hulls for two more and are gearing up to start work on a new project.

Claasen Shipyards has been at the forefront of the revival in interest in the J-class yachts of the 1930s. This started in earnest several years ago when the J-Class Association decided to allow aluminium to be used in hull construction. With the help of Hoek Design, the Wolfson Unit and Dykstra & Partners, a new handicap system was developed that allows 'old' and new J-class yachts to race competitively. A condition is that new yachts are built based on existing designs from the 1930s, including the designs that were never built.

We were responsible for the build of the first J-class yacht in aluminium since the new JCA rules were issued. Lionheart is designed for cruising as well as racing, and is therefore built

to MCA classification. With a length of over 43 metres, she is the largest Super-J ever launched and has performed incredibly well on the regatta course. So too has the 40-metre Rainbow, for which we built the hull in a lightweight construction with a high degree of overall stiffness. We also built a third hull (J8), which is currently being outfitted at another yard.

And there's more. Claasen has also been commissioned to build a replica J-class based upon a Tore Holm design from 1937. One of the best looking Js ever designed, the hull of 'Project 11' will be the longest of all the Js and, research suggests, will probably also be the fastest. This exciting new build is sure to dominate the headlines over the next two years.



F-Class: A new breed of racer

Designed by Andre Hoek, the F-class yachts capture the spirit of the Js in terms of their looks, then adds a 21st century twist. Super high-tech and totally performance-oriented, the idea behind this new class of yachts is to facilitate competitive races between vessels of almost identical speed. An F-class Association has been set up and a dedicated website created at www.fclassyachts.com.

Claasen was proud to have been chosen as the yard to build the first stunning and timelessly lined F-class yacht. Firefly was launched in 2011 and people have praised her long overhangs and sleek lines. A sweeping sheer with a flush deck and moderate deck camber echoes the look of yachts that were developed in the early 1930s. Below the waterline, however, she is comparable to a modern maxi racer with a high aspect ratio, T-style fin keel with a lead bulb.

The combination of a 5.2 m draft with a 3D-tonne lead bulb and carbon high aspect ratio spade rudder is exceptionally powerful. Nonetheless, Firefly can be effortlessly steered with two fingers. The deck layout features a large open cockpit and a separate cockpit for the helmsman. On deck and in the interior, the yacht is developed as a pure sailing machine with a minimalist interior with pipe cots forward of the mast, a stall shower and separate toilet, locker space for all the crew, a small galley and a navigation table. Catch her if you can!

The F-class yachts look good and perform even better.



SUPER HIGH-TECH
F-CLASS



WE ARE SAILING
TRULY CLASSIC

Classic yachts with a modern twist

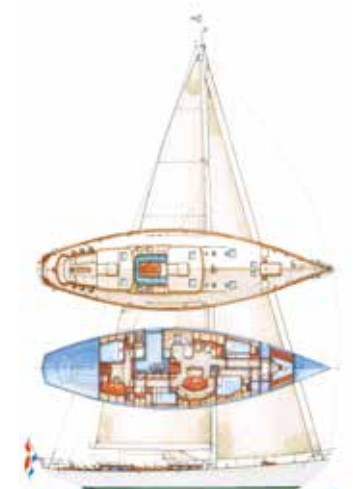
Claasen Shipyards works with leading designers from around the world and is always open to new ideas. Being based in the Netherlands, however, it is inevitable perhaps that we have built up a rich history of collaborations with two of the great Dutch designers - Andre Hoek and Gerard Dykstra.

One of the major highlights of our partnership with Hoek Design has been the fact that nineteen of the Truly Classic semi-series concept have come off the Claasen slipways over the past decades. These much-acclaimed superyachts combine the elegant aesthetics of the 1930s with modern underwater hull configurations in seven lengths ranging from 56 to 116 feet. Each yacht has a customised interior layout and style, sail plan, keel, draft, deck gear, rig, technical systems and performance level. All have made history in their own way.

A very different example of the classic approach is the recently launched 60 ft Pilot Cutter yacht Perseverance from Dykstra Naval Architects. The owner requested a comfortable

performance yacht with traditional exterior lines. As he has a background in shipping and a great passion for technology, the equipment onboard the yacht is of an exceptional standard. So too is the rest of the boat.

Perseverance may not be the largest yacht but she serves as a fascinating example of how Claasen enjoys working with owners who know exactly what they require. For instance, our client wished to be able to easily carry out maintenance on all systems onboard by himself. Perseverance has extensive technical equipment for a yacht of this size, making her particularly easy to operate. The owner can also sail with a limited crew: All sails are operable from the cockpit so there is no need to leave the safety of the deep cockpit during normal use.



PLAY TO WIN
J-CLASS LIONHEART





SLEEK AND SPORTY

PERFORMANCE



Performance yachts with power and panache

We also partner with other leading designers to build performance yachts of great style that incorporate the very latest technologies and most advanced building methods. A good recent example is the modern 72 ft racer/cruiser Louise, built to MCA. For this project the yard teamed up with Berret Racoupeau Yacht Design and Rhoades Young Design.

The brief from Louise owner required us to create a yacht that performs equally well as a cruiser and a racer. Weight plays a crucial role hence the choice for an aluminium hull and composite deck and superstructure. The interior is built of foam/sandwich panels to further reduce weight and the Claassen craftsmen individually weighed every item installed onboard.

Impressive features of the exterior include the sleek, modern lines and the large windows in the superstructure, which bathe the spacious interior with light. The reverse stern gives the

design a sporty appearance and is equipped with a hydraulically operated door. When open, the latter serves as a lovely swim platform and a place from which to launch the tender, stored in the lazarette.

More superyacht influences are visible in the interior of Louise where large windows and exquisite materials create the allure of a much larger vessel, and meet the standards you would expect from a Claassen yacht. The entire interior is finished in French walnut with a subtle maple edging.



Now it's your turn

At Claasen we strive to create the optimal synergy between client and build team in order to make your project a once-in-a-lifetime experience. Your wishes and vision will be incorporated into a project that leverages on our solid experience. We are sure the result will be spectacular.

And our journey together does not end when your yacht leaves the yard. She will always

be a part of the Claasen Shipyards family wherever you may roam and as a yard we will do everything in our power and your remit to ensure she stays in excellent condition. Claasen has long lasting relationships with its clients and their vessels, supporting them with respect to changes, upgrades and maintenance. We also offer a worldwide spare parts service as well as an extended warranty package.

Refit

All of the attributes that we have covered in this brochure – the cutting-edge facilities in Zaandam and Makkum, the dedicated personnel, the project-oriented approach, the commitment to premium quality – are also available for refits and major rebuilds, upgrades and maintenance work. The end result is sure to add value to your yacht as well as bring her up to the very latest standards.



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