



CLAASEN
— SHIPYARDS —



J-CLASS YACHTS - SY LIONHEART



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Classic Yachts with a modern twist

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. 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.

Established in 1985, Claasen Shipyards builds premium yachts that are renowned for their flexibility, quality and craftsmanship. 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.

From Truly Classics such as *Heartbeat* and *Kealoha* to groundbreaking performance yachts such as *Louise* and 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.

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 facilities. Who knows, you too may soon find yourself at the wheel of your very own Claasen yacht. In the meantime, we are proud to introduce to you the beautiful *Lionheart*.



The facilities at Zaandam.



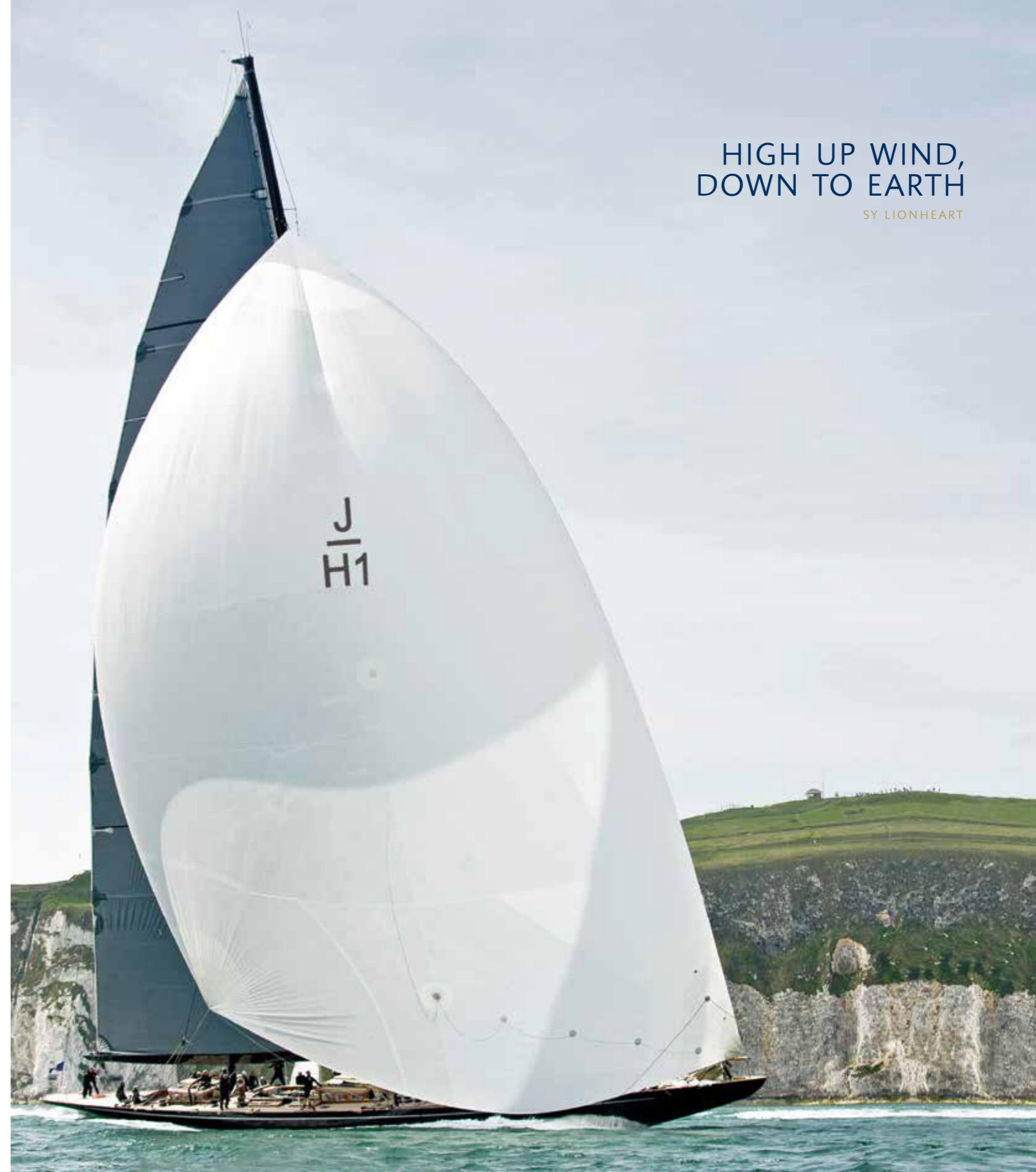
SY LIONHEART

Lionheart, completed by Claasen in 2010, was the first J-class yacht with an aluminium hull. With a length of 43.40 metres, she was also the largest so far.

The mighty J-class revival

The J-class revival started in earnest several years ago when the J-class Association decided to allow aluminium to be used in hull construction. A new handicap system was developed to allow new J's to race competitively alongside older ones, under the condition that they be built based on existing designs from the 1930s. Claasen Shipyards has been in the vanguard of this development with the build of *Lionheart*.

Lionheart is designed for cruising as well as racing, and is therefore built to MCA. No expense has been spared to ensure that she is competitive on the racecourse, and her performance has been optimised by a design that incorporates research done on previous J-class yachts. *Lionheart's* hull is built in high tensile Alustar plating and extrusion materials, and she employs horizontal stringers to ensure maximum stiffness.



HIGH UP WIND,
DOWN TO EARTH
SY LIONHEART



BUILT TO LAST

SY LIONHEART

INTERIOR

SY LIONHEART

The interior was completely designed by Hoek Design. The privacy concept of large classically styled cruising yachts was also created in *Lionheart* with an aft Owner's deckhouse and private cockpit. Three further guest cabins and a large open plan saloon with formal dining give guests ample space and feeling of luxury. Crew quarters are forward of the mast and separated by a watertight bulkhead with a watertight door. Four crew cabins, a crew mess and galley are integrated in the forward part of the yacht.

The interior styling is classic but not over detailed. The teak interior is detailed with waterfall margins between all wall and floors, a dado rail at the 90cm level and a cornice detail between ceiling and walls. Above the dado rail the interior could be painted white in all the cabins if the new Owners wish to do so. The galley was designed with the use of a professional galley designer and Sub Zero fridges, drawer fridges and professional equipment were selected.



PLAY TO WIN
BY LIONHEART





STYLE IN ABUNDANCE

SY LIONHEART

EXTERIOR

SY LIONHEART

Tremendous 17-metre overhangs lend *Lionheart* a striking appearance. She features two deckhouses and two cockpits, with one of each reserved for the owner, and the owners' cockpit linked to their suite for maximum privacy.

During racing the tables in the cockpits will be removed and the centre cockpit will be used as a store area for genoas and spinnakers. The dual purpose, racing and cruising, is obvious and the deck layout has also been designed to be able to cruise in comfort. The aft deckhouse is connected to the aft Owner's cabin and has a private Owner's cockpit. The centre cockpit has a large dining table and can have a bimini when cruising. The forward deckhouse has a settee that gives visibility when seated inside. The deck layout was extensively optimised and tweaked so racing would be the primary goal whilst an optimal layout for cruising was also created. The carbon Harken winch package, carbon steering wheel, black hull, clear coat carbon spars and 3DL carbon racing sails give the yacht an ultimate racing appeal whilst the interior and deck layout is also completely designed for luxury cruising and charter.



Technical Details

General

Type	J Class Yacht
Name & year	Lionheart 2010
Yard	Claasen Shipyards
Naval architect & interior design	Hoek Design Naval Architects
Class approval	Class ✱ A1 Commercial Yachting Service (Sailing Yacht) + MCA LY2

Principal dimensions

Length hull overall	43,40 m
Length on design waterline	26,52 m
Beam overall	6,55 m
Draft on design waterline	4,57 m
Total displacement on DWL	182 t
Ballast weight (approx.)	71 t

Rig and sail dimensions

Mast type configuration	Fractional cutter rigged sloop
Spars builder	Hall Spars
Sailmaker	North Sails

Upwind	975 m ²
Downwind	1508 m ²

I measurement	41,66 m
J measurement	15,32 m
P measurement	47,53 m
E measurement	18,50 m

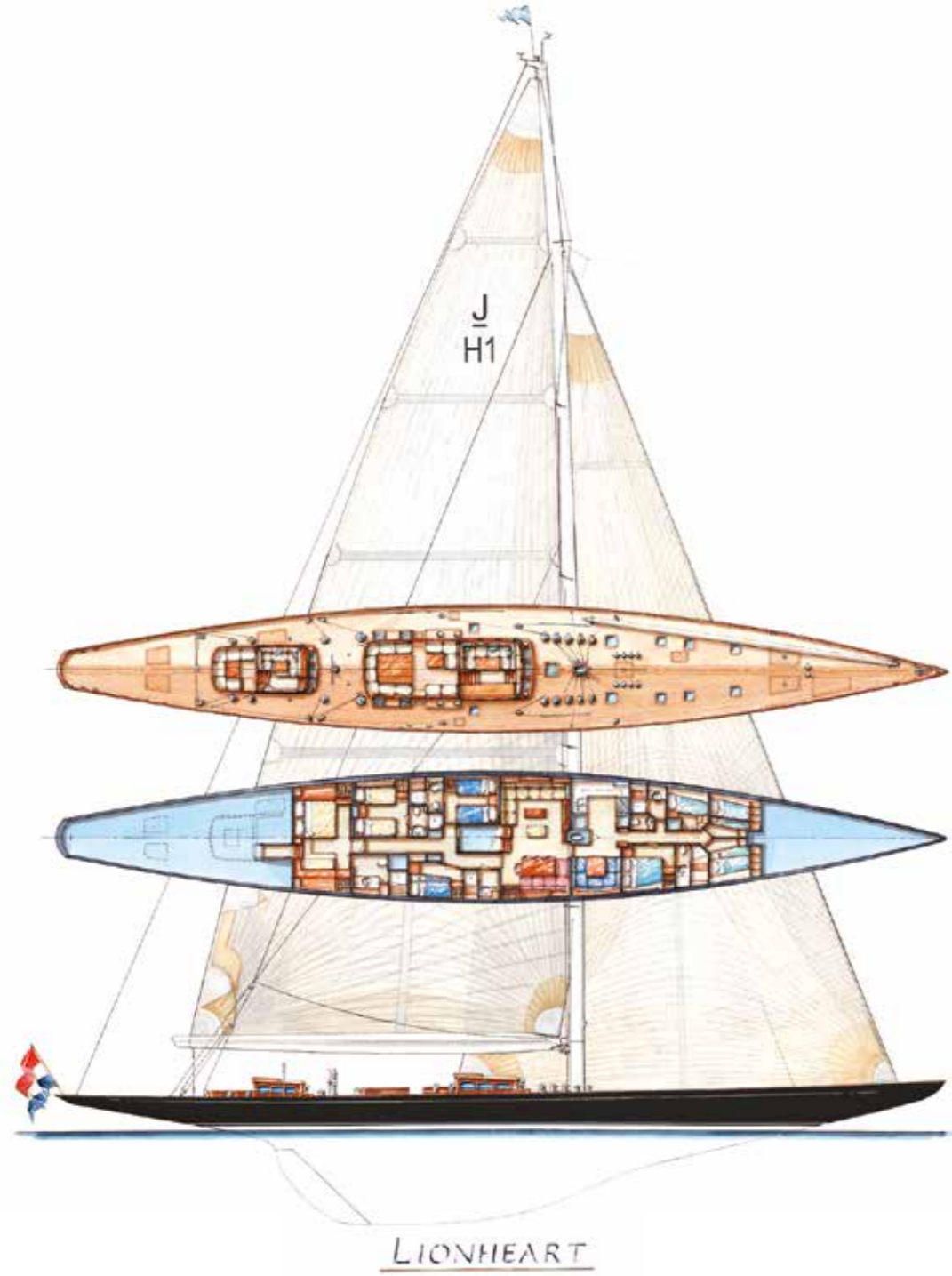
Tank capacities

Water tanks	ca. 3.000 L
Diesel tanks	ca. 7.500 L
Black water	ca. 775 L
Grey water	ca. 500 L

Propulsion arrangement

Main engine type	Volvo D9 MH
Max. power	313kW / 420Hp





WE ARE SAILING
BY LIONHEART

Claasen Shipyards
Kalverringdijk 40
1509 BT Zaandam
The Netherlands

Phone +31 75 628 1904
Fax +31 75 621 2260
E-mail info@claasenshipyards.com
Web www.claasenshipyards.com



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