

## P R E S S   R E L E A S E

### H A N U M A N   -   Royal Huisman, 2009

A modern recreation of the “Super-J” Class yacht Endeavour II. This elegant 1937 design – perhaps the most beautiful of all the J’s – is not all that she seems. Or, to be precise, she is rather more than she seems.



Created for a very experienced owner – who also commissioned both Hyperion (47m / 1998) and Athena (90m / 2004) from Royal Huisman – Hanuman has been conceived as a faithful homage to the original. Clean, tidy and efficient deck spaces, teak-clad deckhouse, matt finished deck hardware and gleaming black hull with a recessed gold cove stripe are complemented by a magnificent, hand-polished classically inspired interior in French Walnut designed by Pieter Beeldsnijder and finished by art and architectural renovation experts, Acanthus International.



One of the great pleasures for all who work at Royal Huisman is the opportunity to realize the diversity and ambition of their client's individual dreams. Even when every project is unquestionably special, some commissions can only be described as exceptional.

Such a gem is Hanuman, a modern recreation of Tommy Sopwith's beautiful "Super-J" Class yacht, Endeavour II.

### **JK6 HANUMAN**

**Cut and polished,  
the gem begins to sparkle**

Hanuman first touched the water in March 2009 and, following near-faultless sail trials, she set off across the Atlantic on her own keel to Newport, Rhode Island, for a twenty-first century duel with the recreation of her twentieth-century nemesis, Ranger (see "A fascinating encounter").



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THE BRIEF WAS FOR A TIDY UCLUTTERED  
DECK LAYOUT OPTIMIZED  
FOR EFFICIENT SAIL HANDLING







Clean, tidy deck spaces are enhanced by extraordinary attention to detail: invisible hatch hinges are under mounted beneath the teak decking, the lines of planking run perfectly through the margin free hatches and appear to dissolve as their ends marry into deck structures and coamings.

The deck equipment has been painstakingly fabricated and polished in stainless steel then bead-blasted to provide a subtle, silver-grey matt finish that is the perfect complement to the gleaming, jet-black hull with its lustrous, recessed gold cove stripe. The teak-clad deckhouse looks every part the original, belying the lightweight carbon-fibre structure beneath.





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THE TEAK CLAD CARBON FIBRE DECKHOUSE IS COMPLEMENTED ON THE INSIDE BY FOURTEEN COATS OF HAND RUBBED FRENCH POLISHED WALNUT STYLED BY PIETER BEELDSNIJDER USING HIS OWN DESIGN FOR LIGHT FIXTURES AND FITTINGS



THE DEVIL IS IN THE DETAIL

### STEM TO STERN, INSIDE AND OUT: HARMONY

Stepping back in time descending an elegant staircase from the finely proportioned deckhouse, one cannot help but be struck by the almost architectural symmetry of the interior layout, with mirrored guest cabins to port and starboard divided by a hall way that focuses the eye towards a beautifully appointed main salon.

Here, Royal Huisman's craftsmen were able to exercise their joinery skills to the full, creating magnificent furniture and fittings in hand-polished French Walnut with floors in American Walnut. Overhead deck beams and cleverly curved wood paneling articulate the exterior hull lines, reflecting interior designer Pieter Beeldsnijder's compelling period vision for this lovely yacht. His attention to detail is further evidenced in the master cabin aft where, by neatly cantilevering the forward end of the bed, he has deceptively created an illusion of cavernous space far greater than that actually allowed by the slender hull lines.







HANGING THE OWNER'S OWN PHOTOGRAPHIC WORK  
PERSONIFIES THE MEANING  
OF BESPOKE YACHT BUILDING











OVERHEAD DECK BEAMS AND CLEVERLY CURVED WOOD PANNELLING  
ARTICULATES THE EXTERIOR HULL LINES, REFLECTING INTERIOR DESIGNER  
PIETER BEELDSNIJDER'S COMPELLING PERIOD VISION FOR THIS LOVELY YACHT

HIS ATTENTION TO DETAIL IS FURTHER EVIDENCED IN THE MASTER CABIN AFT  
WHERE, BY NEATLY CANTILEVERING THE FORWARD END OF THE BED, HE HAS  
DECEPTIVELY CREATED AN ILLUSION OF CAVERNOUS SPACE FAR GREATER THAN  
THAT ACTUALLY ALLOWED BY THE SLENDER HULL LINES







STEM TO STERN HARMONY: BEAD BLAST MATT FINISH HARDWARE  
COMPLIMENTS THE HARKEN RACE SERIES WINCHES  
(VARIABLE LINE SPEED UP TO 156 METERS PER MINUTE!)

### STEPPING FORWARD IN TECHNOLOGY

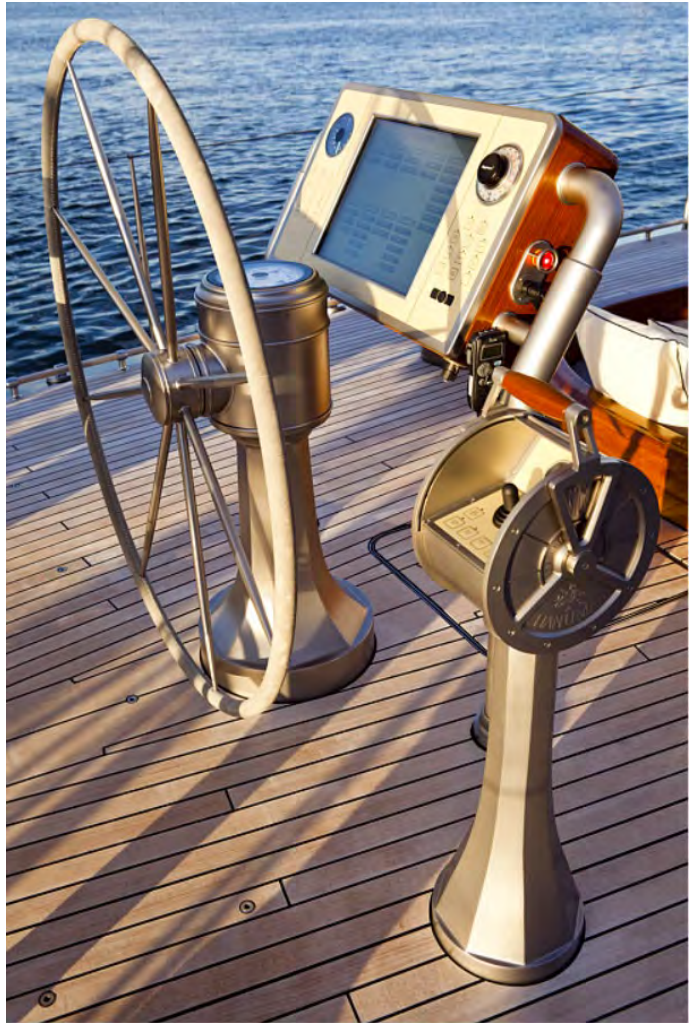
Despite the determination to retain an authentic classic appearance, Hanuman is anything but classic in her construction and the application of modern sailing technologies. Naval architects Dykstra & Partners have optimised performance potential in line with the rules of the J-Class Association which permit some flexibility in sail area, ballast ratio, righting moment and build materials whilst respecting historic design features. As a result, her hull is high tensile Alustar aluminium, her deckhouse carbon composite and her Rondal mast, boom and standing rigging in High Modulus carbon has been designed and engineered in collaboration with the Sailmaker to synchronize the mast and sail design as a single aerodynamic shape.

In stark contrast to Hanuman's elegant expanse of unobstructed deck areas the Dykstra team optimized a highly efficient, clutter free deck arrangement to optimize sail handling maneuvers when racing. With hydraulic winch speeds up to 156m / minute the talent lies firmly in the skilled hands of the sailor who must work hard to keep up with such performance.



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THE CHALLENGE WAS MET, BOTH IN STYLE AND FUNCTIONALITY, BY THE CREATION OF A CLASSICALLY INSPIRED SPLIT STEERING PEDESTAL THAT NEATLY DISGUISES A GYRO COMPASS AND 21" DAYLIGHT VISIBLE LED SCREEN WHILST ALSO HOUSING THE BOW THRUSTER AND OTHER OPERATIONAL CONTROLS ALONGSIDE



Though tradition may have dictated otherwise, the absence of a flat screen navigation display on deck was recognized as too great a racing disadvantage and compromise to safety, so the owner challenged the design team led by Pieter Beeldsnijder to incorporate a display with maximum practicality and sensitivity to the yacht's heritage. The challenge was met, both in style and functionality, by the creation of a classically styled split steering pedestal that neatly disguises a Gyro compass and 21" LED screen whilst also housing the bow thruster, throttle and other operational controls alongside.



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AS WITH ALL DECK  
HARDWARE A BEAD  
BLAST MATT FINISH  
ADDS THE FINAL TOUCH







### A WOLF IN SHEEP CLOTHING

The Hanuman project features an exciting collaboration between naval architects Dykstra & Partners, spar makers Rondal, master sail makers North Sails, carbon rig experts Composite Rigging, and the independent Carew Group to optimize the mast and sail design as a single, integrated airfoil. The Carew team has unrivalled expertise in this discipline, including the recent and victorious BMW Oracle Americas Cup campaign.

Their goal was to achieve maximum aerodynamic efficiency, combined with optimum lightness and strength. Sophisticated software programs test different configurations and analyze localized load-bearing requirements in different wind and sailing conditions. Detailed calculations for loads at mast partners, spreaders, goose neck, thru-deck and many other locations afford very fine tuning of safety margins to eliminate redundant weight, whilst retaining strong confidence in structural integrity.

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To ensure that the rig performs the way it was designed to, a different approach to fabrication is required. In a conventional carbon mast-build, 2 - 3 layers of carbon are laid down and collectively de-bulked under vacuum. For this project, spar maker Rondal used High Modulus carbon (150% stronger than standard) and de-bulked at every single layer to ensure local strength and the elimination of any possible air voids.

A further innovation is that the fractionally rigged 52.6m tapered carbon mast was fabricated by Rondal as a single piece. Instead of molding on a conventional metal mould, a carbon form was created to eliminate any risk of distortion from differing heat coefficients characterized in dissimilar materials.



The project team's wider capability brings additional value through Carew's expertise in headboard locks, spreader tip cups, spreader connections and adjusters; Composite Rigging's expertise in carbon standing rigging; and North Sails' expertise in Carbon Spectra 3DL sail design and fabrication.

The end result is a mast whose static shape can be configured to the highest levels of rig sophistication; and one that meets the most rigorous demands of both sail makers and trimmers to control sail draft and luff curve for optimum performance, no matter how mother wind decides to challenge them.





THE OWNER'S OWN PHOTOGRAPHIC COLLECTION  
CONCEALS A FLAT PANEL TELEVISION SCREEN  
IN THE FORWARD BULKHEAD

### PAINSTAKING PERFECTION

Hanuman's French Walnut interior has been hand-finished by methods first developed almost 200 years ago... Royal Huisman firmly believe in working alongside the world's finest specialists, and few specializations can be more painstaking in process, nor more stunning in effect, than that applied to Hanuman's interior joinery by art and architectural renovation experts, Acanthus International.

Their finish is a hand applied, 14 step process consisting of traditional methods of bleaching, colouring, French polishing, colour distressing and applying a light patina. The result is more than just a yacht interior – it is a magnificent assemblage of the finest collector-quality period style furniture.





#### A FASCINATING ENCOUNTER

The 1937 America's Cup represented the zenith of the great J-Class encounters before the second World War brought an end to the era of these magnificent racing yachts. It was fought out at Newport, Rhode Island, between Sir T.O.M. (Tommy) Sopwith's Endeavour II, designed by C.E. Nicholson, and Harold Vanderbilt's Ranger, designed by a young Starling Burgess at Sparkman & Stephens. Each of these yachts drew upon the most advanced technologies of the day in the quest for superiority on the water. "Tommy" Sopwith utilised all the expertise available from his vast aviation design and construction business for Endeavour II, whilst Vanderbilt and S&S undertook the first truly scientific tank testing to select the optimum design for Ranger from among four concepts.

After a debilitating passage across the Atlantic took its toll on both sails and crew, Endeavour II was not in the best shape to compete and she was obliged to concede the challenge after losing the first four out of seven races. However, there can be no doubting that Ranger was a fast boat and well sailed.





SPINNAKER TAKEDOWNS ENHANCED  
WHEN THE CREW QUARTERS  
CONVERT TO RACE QUARTERS

Fast forward to August 2009 when Ranger (J5) and Hanuman (JK6) – both modern recreations of the two famous yachts – met to re-enact that famous encounter. The venue was once again Newport but this time the occasion was the Newport Bucket regatta, where participants traditionally enter in a spirit of friendly competition. This was an eagerly awaited duel, but none were out to draw blood!

In the event, Hanuman was able to redress the balance on behalf of Endeavour II – at least on this occasion – by achieving two wins out of two races. This is of course, early days and serves only to set the scene for further fascinating encounters . . . fortunately, we should not have to wait seventy-two years for the next one.

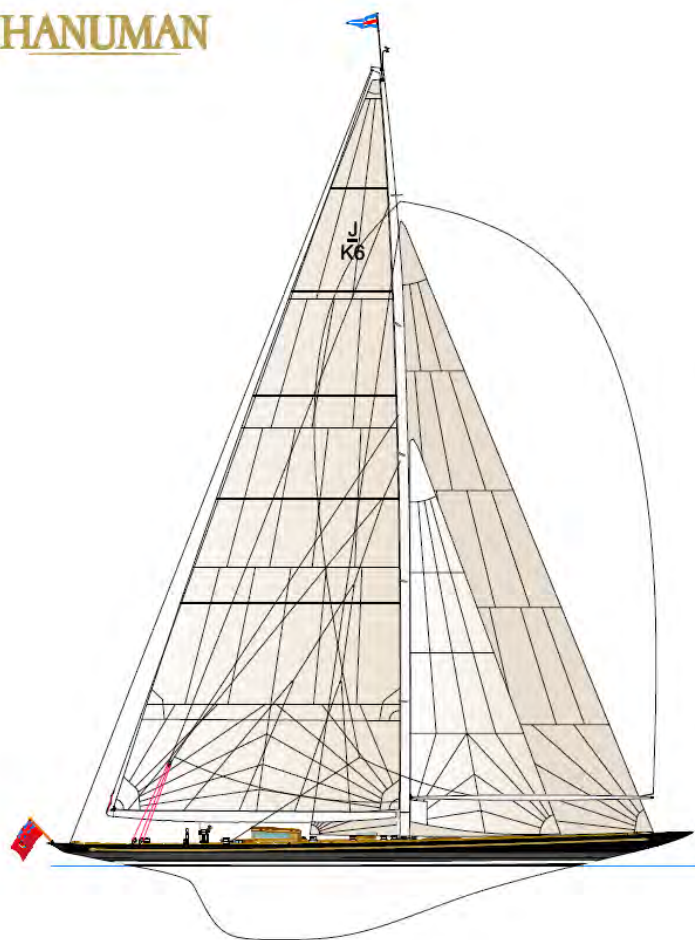
The sailing world is sure to seek a ringside seat for such fascinating encounters as they reappear in the 21st century ...



#### WORDS BY THE OWNER

My first experience with a boat from Royal Huisman was on Juliet, sailing with Bruce Katz in San Francisco Bay. I had a very good Dutch-built yacht at the time, but when I sailed on Juliet, I immediately decided that if I ever commissioned a custom yacht, it would be at Huisman. I eventually commissioned Hyperion, Athena, and most recently a replica of the 1937 J-Boat Endeavour II, which I named Hanuman.

**HANUMAN**







THE MIGHTY MONKEY DEITY HANUMAN IS ONE OF THE  
MOST POPULAR MYTHICAL HINDU GODS. HE IS  
CONSIDERED A SYMBOL OF PHYSICAL STRENGTH,  
PERSEVERANCE AND DEVOTION – USEFUL ATTRIBUTES  
FOR THE TEAM RACING THIS MAGICAL SUPER-J!

Over the years, my commitment to this great yard and group of people has only increased. What makes Huisman unique? There are obviously many excellent shipyards around these days, especially as large yachts have become more and more commonplace. The answer to this question is not as simple as it might appear.

The first reason is due to the spirit of Wolter Huisman. Wolter's grandfather had been building boats for many years, but Wolter decided to take simple boat building to another level. I'm sure he could not have imagined that he would ultimately agree to build Athena, but his enthusiastic and positive spirit over the years - his positive encouragement to Huisman's many expert machinists, woodworkers, technologists, and drafts people, his continual walking around talking to them, his wise judgement of what to do and what not to do, his insistence on always doing the best and never cutting corners – these are the foundations of Royal Huisman.



The second reason, ironically, is the relative isolation of Vollenhove. This relatively small Dutch village is dominated by Huisman and their winch and rigging subsidiary, Rondal. Many of the people who grew up in this community have learned their trade at Huisman, and most of the people in the village are related to someone who works there. Because the yard takes good care of them by providing an enriching work experience and by paying proper wages, their employees remain very loyal, as they enjoy a good life in this wonderful countryside. All great companies are built on the culture and the continuity of knowledge of their people.



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Another unique aspect of Royal Huisman is that many owners have returned to have them build multiple yachts, and loyal customers are the best measure of a great yard. Athena is one of the largest, most sophisticated yachts ever built, so they proved they can do almost anything. I would not consider building a yacht elsewhere, even a motor yacht. Even if I wanted to build an ultra-fast, all-carbon super-yacht, I would try to convince Huisman to build it, because I know no one would do it better.

I've been asked by many people whether Wolter's death soon after Athena was launched has changed the yard. The answer is that his quality, excellence and spirit live on in the people there. Nothing has changed because the same people are there, committed to the same ideals as always. That is why it is called "Royal" Huisman Shipyard.

Jim Clark

## END OF PRESS RELEASE



## EDITOR'S NOTES

### SPECIFICATIONS

Name:	Hanuman
Shipyard number:	Project 385
Type:	J-Class Sailing Yacht; recreation of Endeavour II
Naval Architect	Dykstra Naval Architects
Interior Styling	Pieter Beeldsnijder Design
Builder	Royal Huisman
Length	42m   138ft
Length waterline	27m   90ft
Beam	7m   22ft
Draft	5m   15ft
Hull speed	13 knots





Classification

Hull, deck and superstructure will be certified according to the Lloyd's Rules for Special Service Craft (SSC) @ 100A1, SSC, YACHT, MONO, G6

Construction

Sheets of Alustar H321 (AA 5059-H321)  
Extrusions of Alustar H112 (AA5059-H112)



Steering system

Mechanically and hydraulically  
operated steering system

Autopilot

Segatron

Main engine

Scania DI 12 59M 259 kW | 350 hp @ 1800 rpm

Reduction box

ZF W-350A; 2.636 : 1, angle down 7°

Propeller installation

Hundested, VP 5 FR-HP feathering version,  
diameter approx. 900 mm, four blades with high skew

Bow thruster

Hundested, FT 2 R hinged – 38 kW | 50 hp

Generators

2x Kohler 40EFOZD 40 kW diesel-driven generators





Tank capacities

Fuel approx. 8,240 litres | Fresh water  
approx. 2,900 litres | Black / grey water  
approx. 1,700 litres | Hydraulic approx. 465 litres



Hydraulic system

Custom Royal Huisman Bosch Rexroth manifold system for sail handling functions, bow thruster and anchor winch

Watermaker

HEM 20/1200,  
capacity 4,500 liters / day

Black water system

Hamann Mini Compact treatment unit

Fridge / freezer system

Custom-built Royal Huisman / Rovasta

HVAC

Ventilation system with fan coils on deck and a recirculation system with fancoils in the cabins





Electrical system

Power Management System

Navigation equipment

Communication equipment

230/400 VAC-50Hz parallel 3-phase system

1x Off-line UPS system | 2x Starting battery banks |

1x Radio battery bank | 1x Shore converter

Navigation system | B&G H3000 WTP2; Radar / charts | Nobeltec Admiral; GPS / AIS | Furuno GP32 / FA150; Gyro compass | C. Plath, SR2100; Navtex receiver | Furuno NX700A

VHF | Icom IC-M603 en IC-M503; Iridium satellite telephone system | Sailor SC4000; Telephone exchange | Panasonic; Fleet Broad band | Sailor FB250; Mobile phones GSM | Sagem Telsat; Satcom Vsat | 2406

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MODERN MEETS CLASSIC: IPOD CONTROLS AND  
CORDLESS TELEPHONE HOUSED IN WALNUT DOCKING  
STATION COMPLEMENTED BY ANIQUE MIRRORS







Entertainment

Standalone entertainment equipment Imac based entertainment system on Apple platform

Automation/Computer system

Based on Schneider Electric PLC's and Beckhoff IO with on top of this network a PC based Alarm and Monitoring system. On the Alarm and Monitoring system the complete ship's automation can be monitored and controlled.

Software

Royal Huisman Alarm and Monitoring system (A&M) based on Citect. Royal Huisman Yacht Administration System (YAS). MS Windows platform.

Mac OS, iTunes

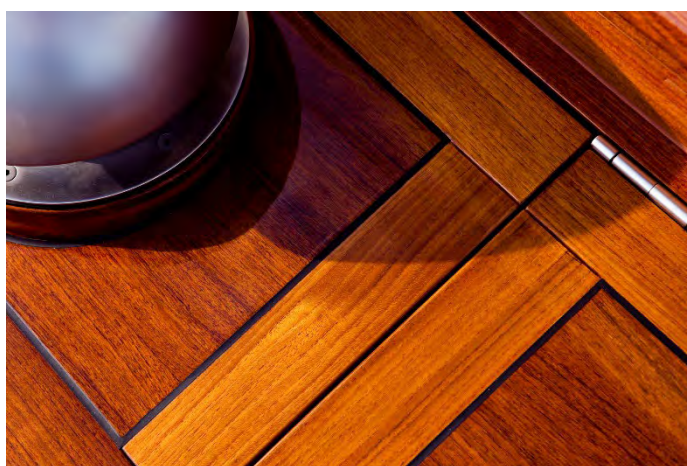
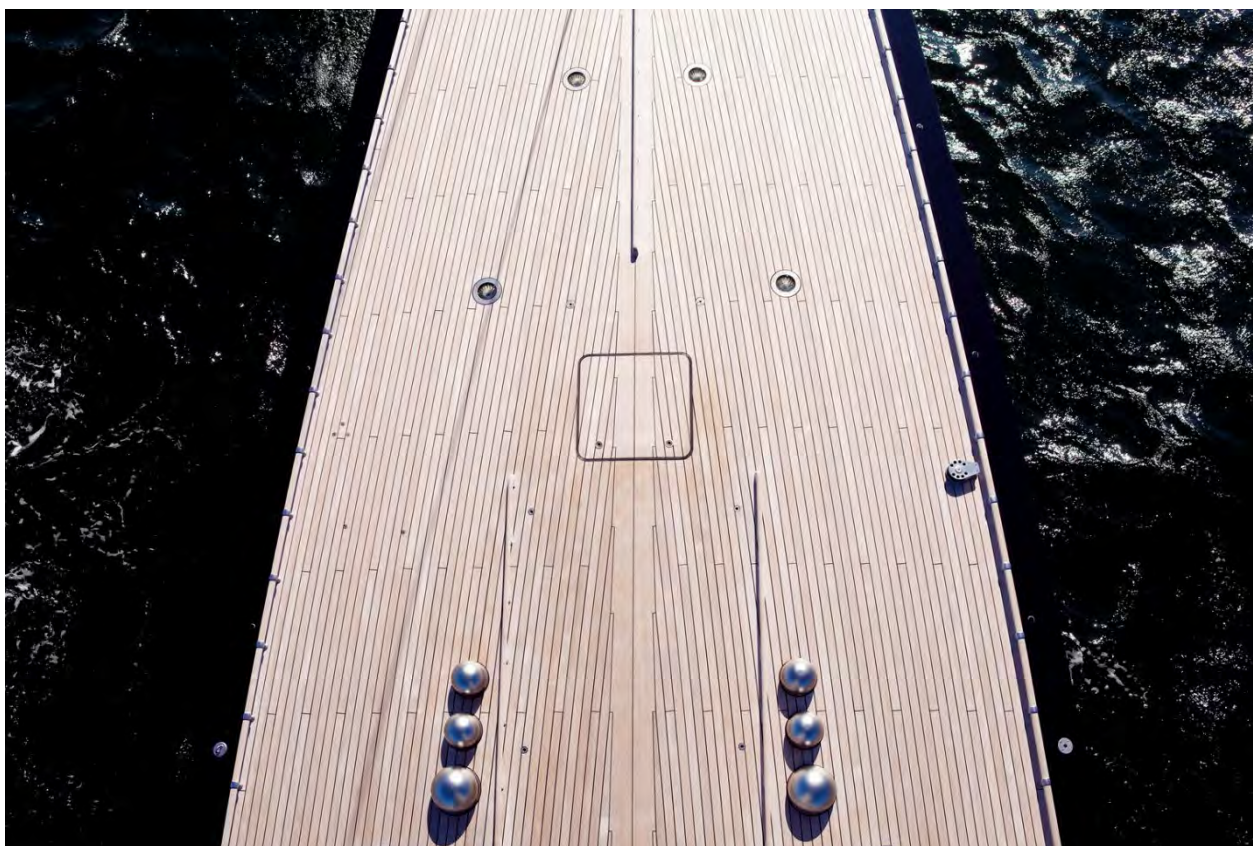
Interior styling

Interior joinery in a classic style as Endeavour by Pieter Beeldsnijder Design. Selected wood and veneer is American / European walnut and burl wood for countertops

Insulation

Lightweight insulation package

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Deck hardware

Hatches

Winches

Anchor system

Custom by Rondal

Custom by Rondal

Harken racing winches

Steen 23-9 size 6 hydraulic driven anchor winch  
1x 300 lbs Pool TW bow anchor stored  
in a deck locker; 1x Fortress FX125 stern anchor





Side gangway

Manually operated composite gangway

Passerelle

Manually operated composite passerelle

Safety equipment

4x Slimpack 6 persons throw overboard life rafts;  
1x Man overboard module; Life saving equipment  
for all persons on board

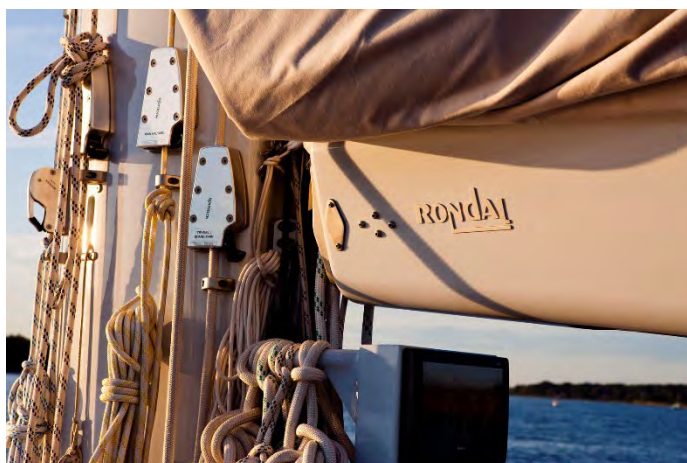
Fire equipment

Novec 1230 fire fighting system for engine room;  
Portable fire extinguishers for accommodation  
and engine room

Paint system

Akzo Nobel Coatings / Sikkens Yachtpaints system

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Spars

Standing rigging

Running rigging

Sails

Air draft

Racing sail areas

Cruising sail areas

Rondal Carbon fibre mast and slab reef boom

Carbon composite rigging and Kevlar backstays

Vectran and Dyneema ropes

North Sails

53m | 173ft (excl. aerals)

Main sail 534m<sup>2</sup> | Genoa #1 – 130% 461m<sup>2</sup> | Genoa #2 – 119% 408m<sup>2</sup> | Genoa #3 – 96% 338m<sup>2</sup> |

Racing staysail 130m<sup>2</sup>

Main sail 499m<sup>2</sup> | Storm trysail 113m<sup>2</sup> | Delivery main 271m<sup>2</sup> | Yankee 230m<sup>2</sup> | Cruising staysail 123m<sup>2</sup> | Storm jib 51m<sup>2</sup>



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### LAST, BUT NOT LEAST

As you might know Royal Huisman works closely with our clients and members of the yachting press. We do this in order to give all our media friends equal support and opportunity. Please introduce us to new press colleagues: we will be pleased to assist them and add their contact details to future press releases.

The images from this press release and press notification can be available on request. Please respect the following:

- “Let the yacht be the hero”: the owners of the Royal Huisman yachts respectfully ask that their names, nationality, occupation and all additional references to their personal lives should be excluded from all articles printed, online or otherwise. The owner of Hanuman, Jim Clark, is an exception to this general request.
- The information and illustrations are for media or press publications only.
- Royal Huisman requests that the use of images should also acknowledge the photographer / creator where applicable. The file name of each image contains the creator's name.
- Feel free to also send your draft text for review or fact checking before publication.



For any questions, please contact Jurjen van 't Verlaat ([jurjen@royalhuisman.com](mailto:jurjen@royalhuisman.com) or +31 527 243131). Can you please send us a high-res pdf of the final article or link to the website page after publication?