

PRESS RELEASE



WISP

Commissioned in the Spring of 2014 the 48m (156ft) Hoek / Rhoades Young designed classic sloop built by Royal Huisman left Holland for her maiden voyage to the fjords of Norway before entering the Western Mediterranean for the remaining Summer.





Wisp, a 48m (156ft) classic sloop with a performance that belies her traditional lines, is a magnificent example of revivalist naval architecture from the drawing board of Hoek Design with interior architecture by Rhoades Young Design. Fulfilling the brief as a supremely comfortable cruising yacht more than capable to provide the pleasures of some 'gentleman's racing' on occasion she presented an exciting challenge for the designers and shipyard alike.



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The client whilst satisfied to cruise at a leisurely pace, was looking for a decent turn of speed without sailing on the edge. Moreover, as he plans to make long passages he expected the same high level of comfort – both inside and on deck – he had enjoyed on various yachts; and with meticulous attention to detail, he was involved in every aspect of the design and construction of what has become his ‘home away from home’.



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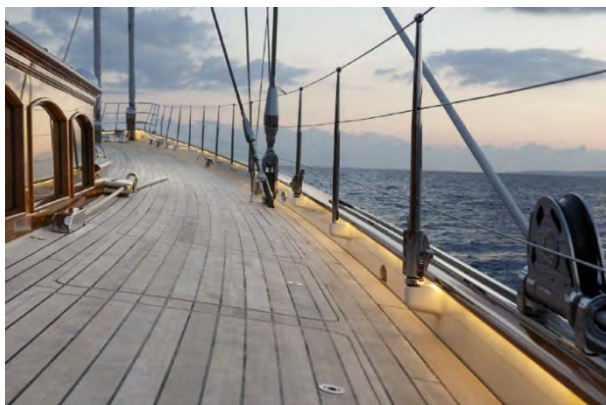
In terms of hull design, the Hoek Design team has revitalised the style and grace of the classic sailing yachts of yesteryear, whilst paying homage to the needs of today's modern lifestyle on board. Features developed by the team, such as the owner's aft cockpit, provide a degree of privacy and amenity.

Although not typical of the original design period, they help to marry echoes from the past with a thoroughly modern list of creature comforts for today's expectant guest. The talented Dutch firm of naval architects was tasked with developing a yacht that would sail very well without excessive heel; hence Wisp's added form stability, Alustar aluminium hull and spoon bow for a gentler ride.





Her cutter rig, moderate draft underbody, carbon composite spars from Rondal, EC6 and Carbo-Link hybrid rigging and efficient sail handling systems are all enhanced for performance, seaworthiness and ease of handling. The cutter-rig sailplan was designed for balance and simple handling while cruising and the possibility of using overlapping genoas for racing, with much thought going into the track positioning and winch sizes to handle the increased loads and speeds during regattas.

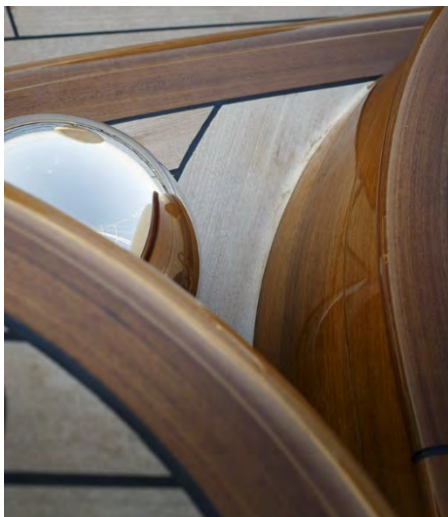




A close collaboration between the Hoek Design office and Rhoades Young Design ensured consistency between the exterior and interior styling details, which were made a reality by Royal Huisman. The deck design reveals a clean and contemporary layout that still respects the classic styling of the striking sheer, spoon bow, traditional counter stern and teak clad low-profile deckhouses.



The result is an uncluttered expanse of teak decking fore and aft with few obstacles to disturb the sense of harmony. Indeed, throughout the yacht the exterior woodwork has been rationalised by examining and simplifying every joint and detail to create calming guest areas with plenty of hidden storage and an efficient navigation cockpit. Instead of the more typical stranded wire, solid stainless steel lifelines linking the deck-mounted stanchions provide non-sailors an added sense of security and add an elegant, polished look.





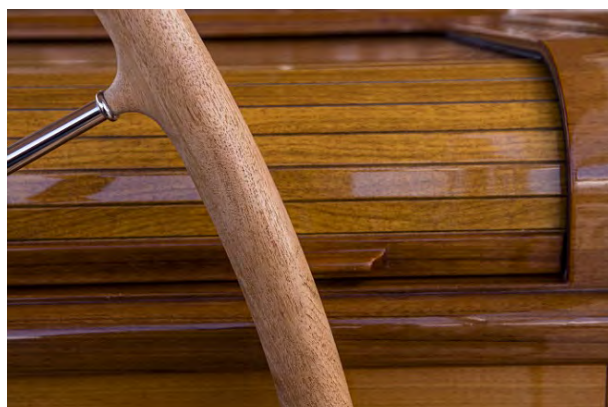
Wisp features traditional waterfall margins between the teak decking and the superstructures – a detail requiring much thicker pieces of carefully selected timber to provide a consistent grain and perfect fit and finish.



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The custom helm stations and steering wheels represent works of art in their own right. Various options were considered, from traditional all-wood to modern wheels in carbon fibre. In the end, a graceful design was chosen with 20 polished stainless steel spokes, rimmed with a delicate bead detail, which radiate from a central hub, itself clad with teak that has been lovingly milled and fitted by hand. In addition, the detailing of day light readable control panels and surrounding seating areas were designed to optimise space and present a visual impression of low volume.



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Further deck space has been freed up by placing the Rondal winches for the main halyard, mainsheet and preventer below deck in a separate compartment adjoining the engine room, which can still be quickly accessed from the forward engine room entrance and monitored via CCTV cameras.



To ensure the 6.2m (20ft) owner's tender blends in with the sweeping sheer of the hull, it is partially recessed into a pocket on the foredeck. Another notable deck feature is the crew cockpit just forward of the main mast. With a convertible car-style retractable dodger, protective coamings, storage and direct access below deck to the dinette, it provides a secure assembly point within easy reach of the deck equipment while under sail and a relaxing social area when at anchor.





Despite the timeless simplicity of the deck design and superstructures, trademark Royal Huisman detailing abounds, such as the louvered ventilation grilles made of veneer-clad carbon fibre on the sides of the deckhouses. First introduced on *Meteor* in 2007, the advantage of carbon over aluminium is that it allows for thinner profiles to optimise the airflow around and through the louvers when given a fixed perimeter dimension. These smaller grilles can be elegantly sized to harmonise with the softly arched deckhouse windows.



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The hull shape provided ample room for Rhoades Young Design, renowned for their sophisticated yet understated yacht interiors, to work their magic in creating grand accommodations for six guests in three en-suite cabins and a spacious owner's suite.



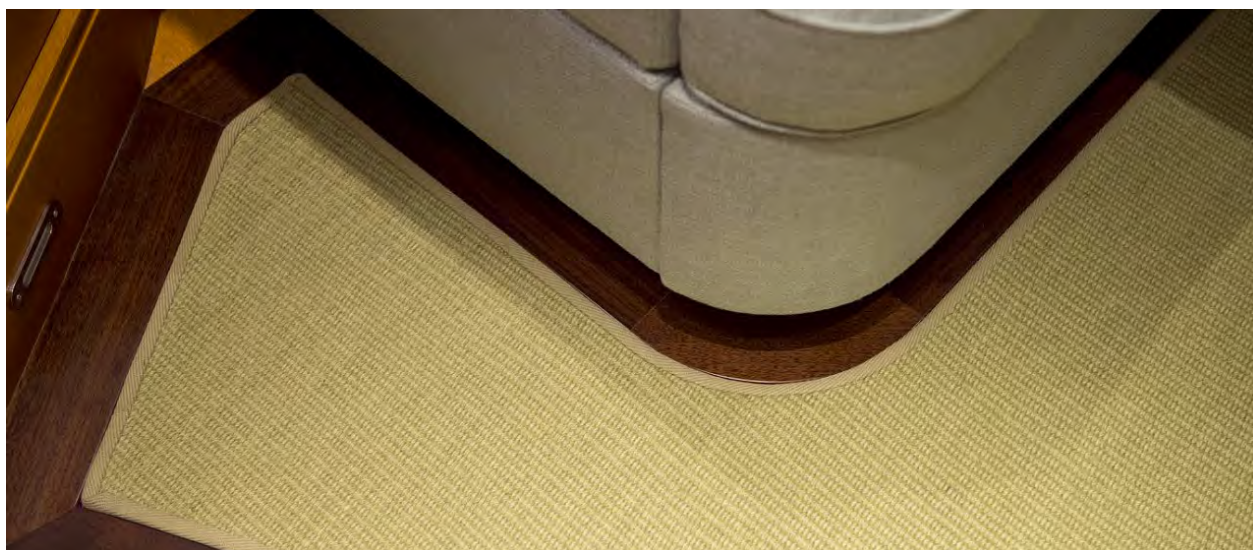
The brief was for a light, airy and calming ambience in which to travel the world – a style the owner summed up in the word ‘jolly’ – and this kick-started the process for Rhoades Young to define an interior design that reflected the classic grace of Wisp’s exterior.





To achieve a relaxed, home away from home feel, the designers selected as the principle material a light oak that has been stained a soft, honey amber to perfectly match the owner's personal tastes. Care was taken to ensure a quiet and continuous flow in the wood's natural grain so as to ensure a visually pleasing calmness to the interior. In the same manner, the overheads – typically either paneled or clad in leather – have been reinterpreted as simple, unembellished frames with relaxed, linen inserts.





This neutral background is contrasted with dark wenge inlays and fabrics of the highest quality in courageous colours that range from fresh, leafy greens to rich, duck egg blues and burnt oranges, punctuated with brightly coloured table lamps that have been converted from Murano glass vases. Beautiful handmade carpeting provides the casual charm of Japanese Tatami matting with a softness that only pure wool can achieve.

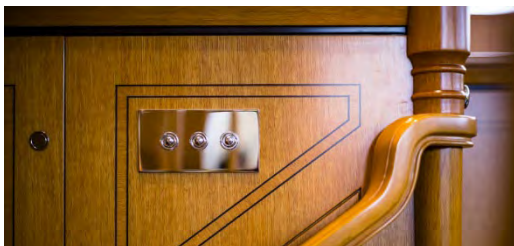


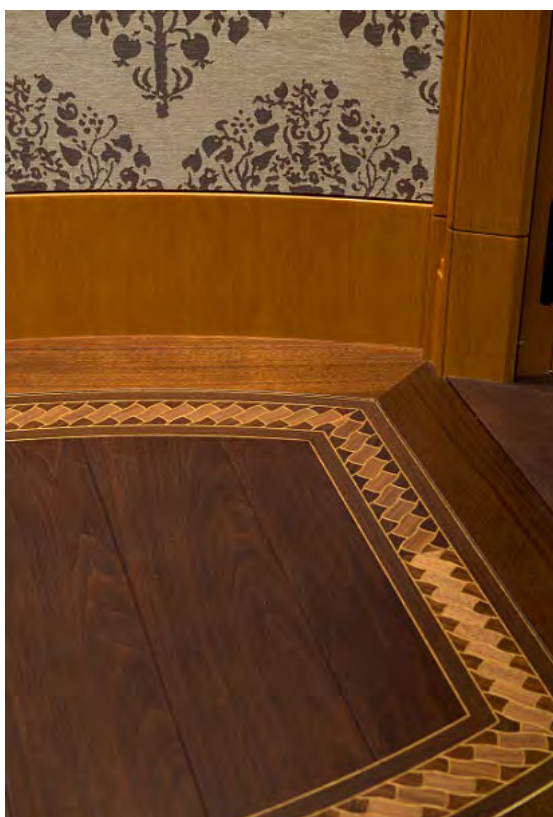
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“From an architectural point of view, we created an unusual open-plan interior layout that is designed in layers to reveal itself gradually,” says Jonathan Rhoades. “Below deck you are lead from space to space and at each destination the rooms feel resolved and complete. It is only on exploring further that you realise they open onto other spaces, until finally all the layers are peeled back to reveal salons and cabins with huge sightlines through the various deck levels linking the interior and exterior.”





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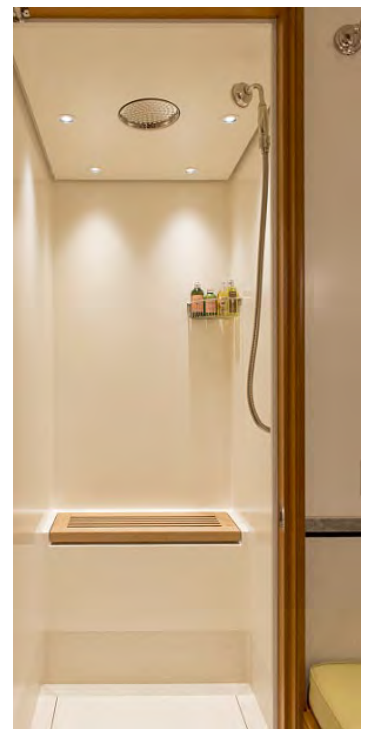


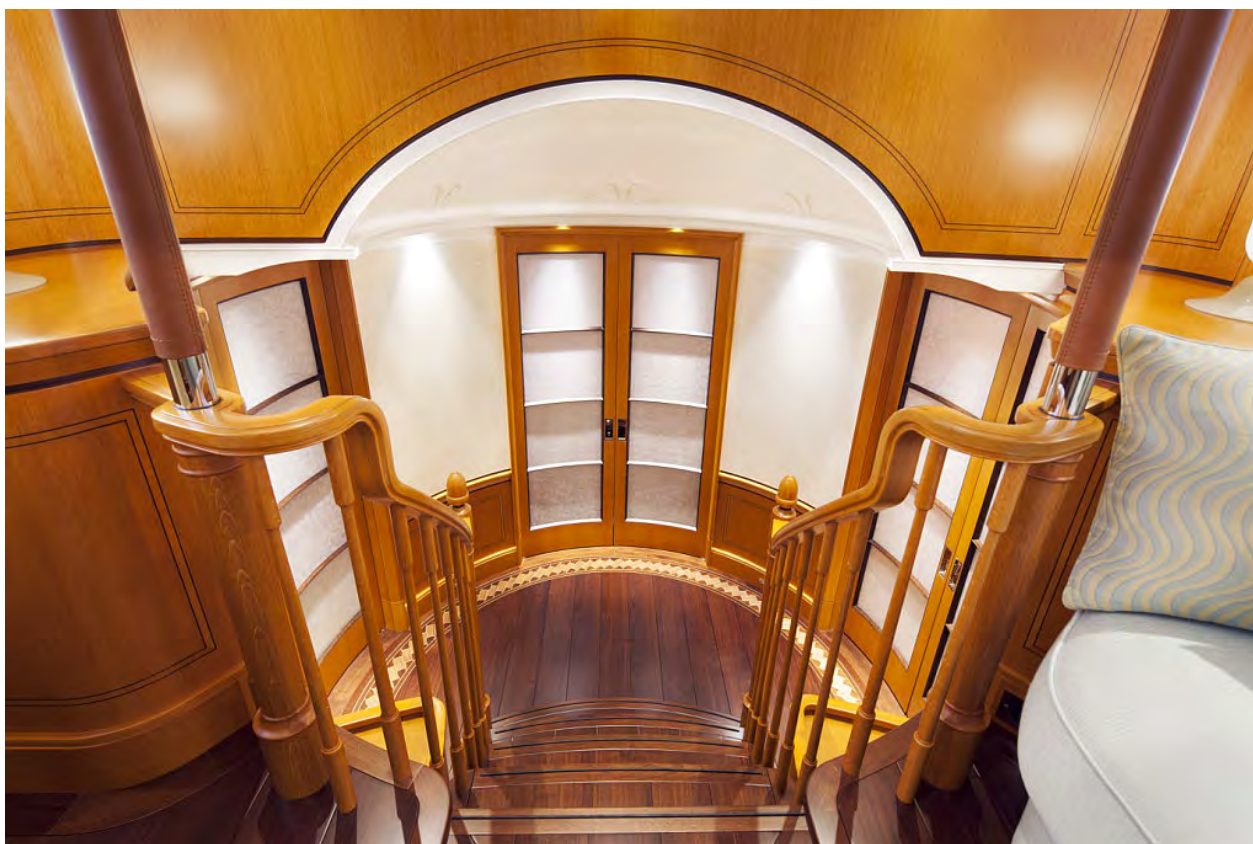


The owner's suite is a perfect example of this layering effect. The full-beam cabin has various Japanese shoji screens to bring in a gentle, suffused light into the room. Sliding aside the double doors on the portside reveals a generous bathroom with basins and bath of light green Costa Smeralda marble.



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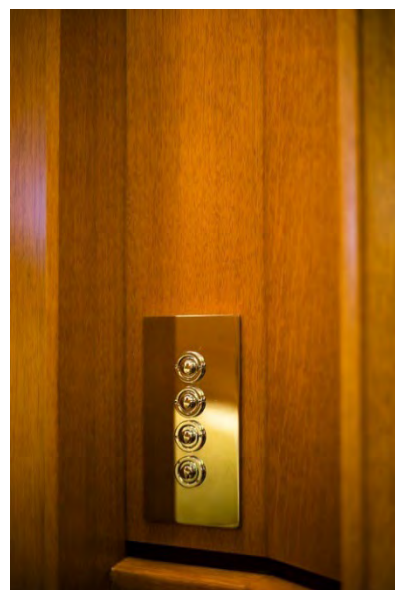




The space develops further when the curved aft doors are slid into their pockets to reveal a charming rotunda with a domed ceiling that leads to the owner's library on the portside and walk-in wardrobe to starboard.



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Flowing aft a sweeping staircase raises the eye to the owner's aft deckhouse that connects to their private cockpit, which is trimmed with two fixed captain's chairs integrated into the teak surrounds of the cockpit seating. As a whole, the owner's suite is a fantastically light and airy retreat that maintains the flexibility of distinct areas for working, relaxing and sleeping.



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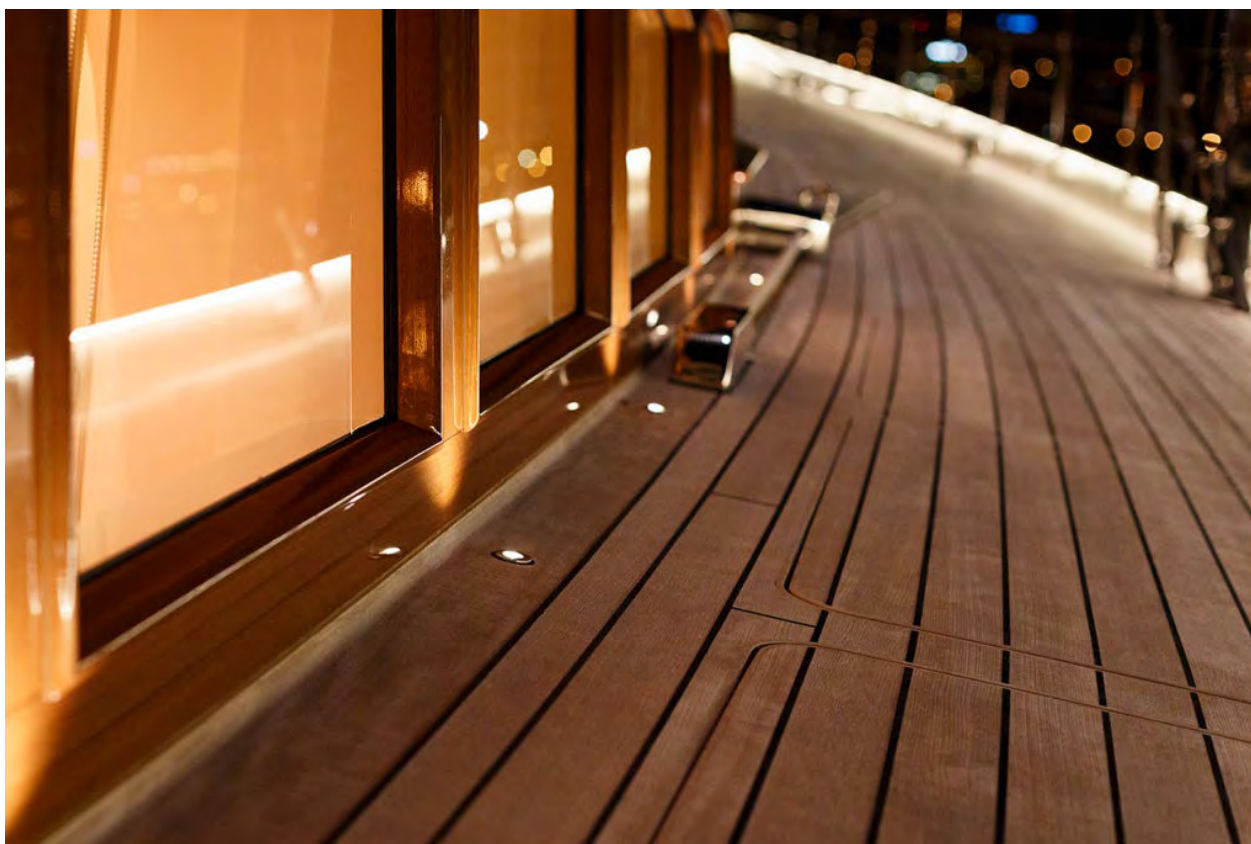




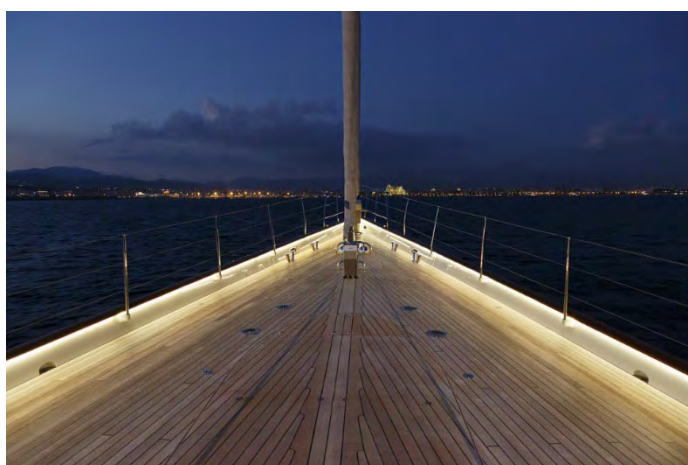
Hoek Design also worked closely with Rhoades Young Design and Royal Huisman to fine-tune aspects of the exterior styling. They collaborated, for example, on workshop models of the “styled to order” boom to produce one of the most elegant and lightest looking in-boom furling spars on any sailing superyacht.







Together with the shipyard, they also developed customised up lighting for the deckhouses, rig and bulwarks to create a gentle halo that highlights the outline of the yacht at anchor, as well the fine marquetry to the boom crutch and cockpit tables.



Collaboration and attention to detail has been key to the success of Wisp and it is clear that the more one looks the more one will see.

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Aware that a happy crew makes for a happy boat, the owner was equally anxious that the crew accommodation and workspaces are both comfortable and user-friendly.





So the well-appointed crew cabins all have large portholes, whilst the dual purpose forward cabin appointed for the captain's use is finished to the same high quality as the guest areas and could easily serve as an additional guest cabin with the added convenience of discretely placed instruments to monitor wind, depth and heading.







The engine and control room are not typical for a sailing yacht of this length as the owner requested a full-height engine room with maximised access to machinery. A separate sound-proofed and air-conditioned control room provides a comfortable and efficient working environment for the chief engineer.

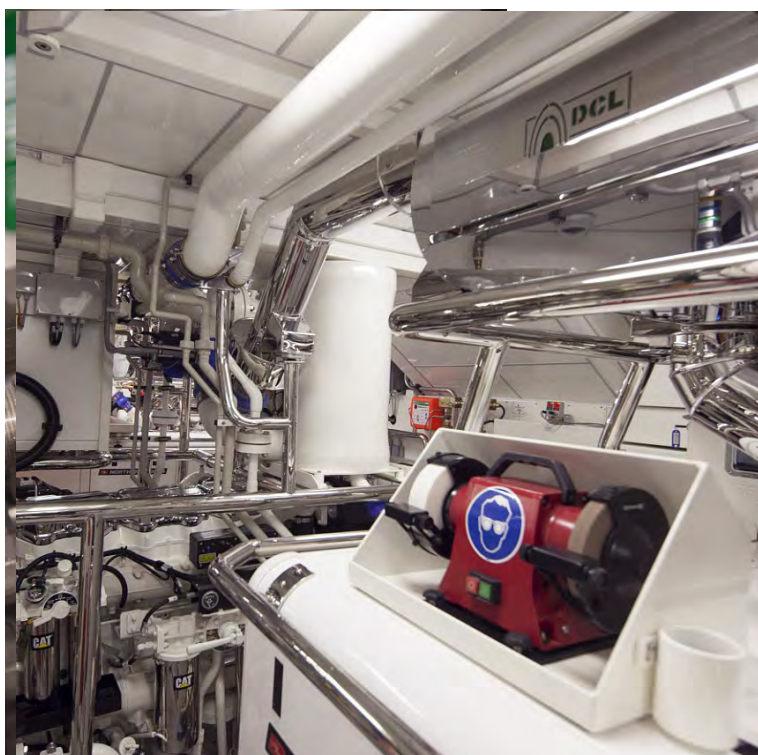
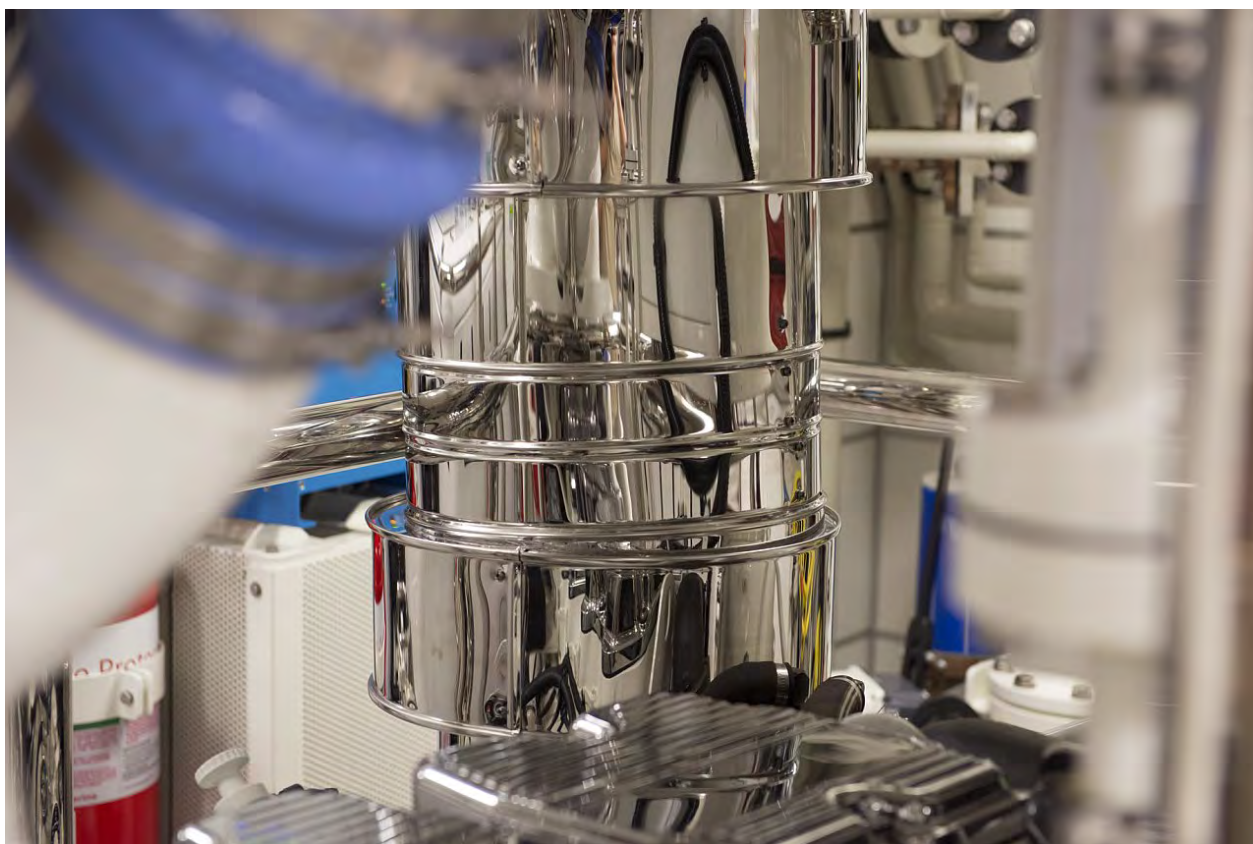


It also locates the electronics in a dedicated and properly ventilated space away from the guest areas and the disguised navigation station in the deckhouse, which is used primarily for route planning.



The engine room is every yacht's beating heart. Here Royal Huisman has turned surgical precision into an art form by designing and engineering the space to the highest standards – and if this cannot be seen by the casual observer, it certainly cannot be heard thanks to Huisman's famed attention to suppressing noise and vibration. Equipment such as the Hamann black water treatment system that uses micro flotation with ultraviolet light disinfection is now standard on Royal Huisman yachts, but on special request from the owner's team the Heinen & Hopman Air-Conditioning unit is more powerful than in conventional specifications. Special focus was given to the environmental impact of the vessel by installing exhaust gas scrubbers and soot burners to ensure clean air emissions.





P R E S S R E L E A S E



A commitment to the owner's pure and simple aesthetic by the designers, combined with Royal Huisman's signature attention to quality construction and seaworthiness, has resulted in a fine gentleman's sailing yacht with ocean-going capability, comfort and performance.

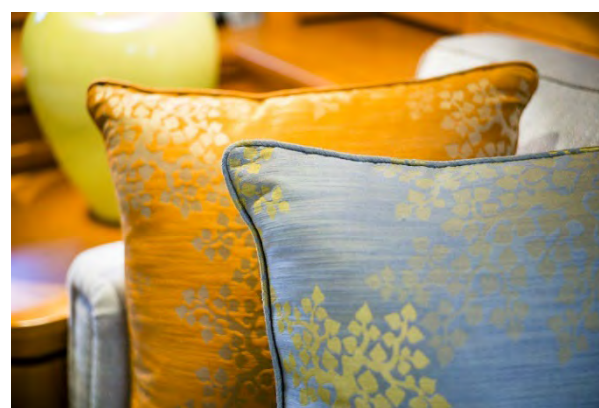
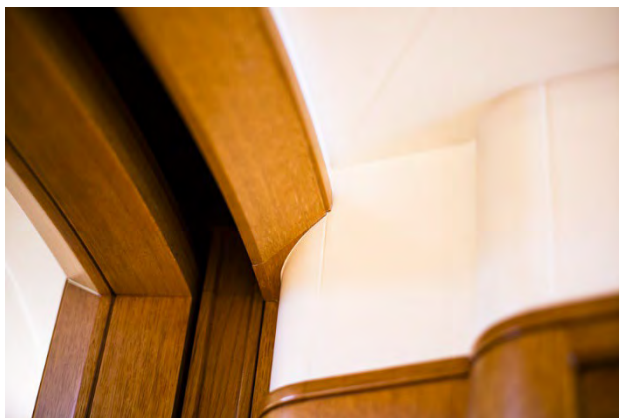
It has been an absolute pleasure to be part of the Huisman family, and a dynamic and focused project team," wrote the owner's representative, following delivery of the yacht. "Together we have exceeded the expectations of the client with exceptional standards and we can all be duly proud of the beautiful vessel *Wisp*. "

E N D O F P R E S S R E L E A S E

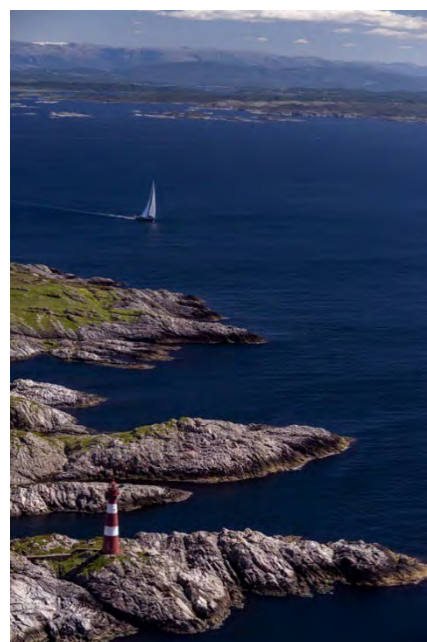
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EDITOR'S NOTES

ATTENTION TO DETAIL, IN EVERY DETAIL

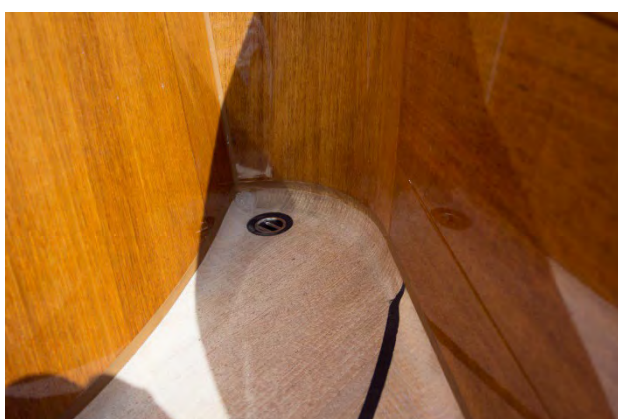


Pictures are worth a thousand words...



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A few additional amateur images that you may find interesting too:

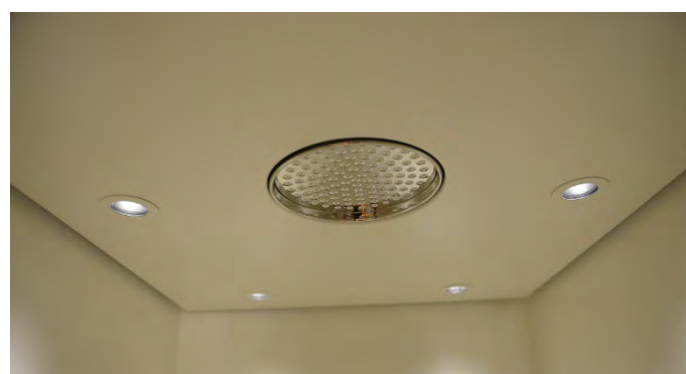
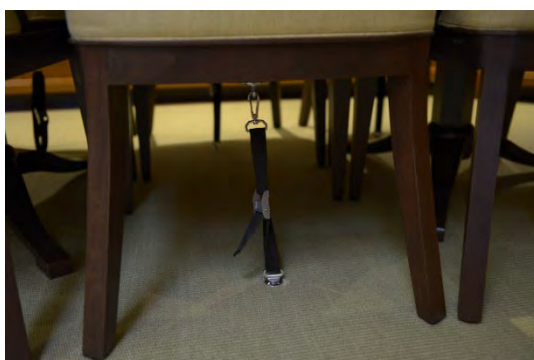




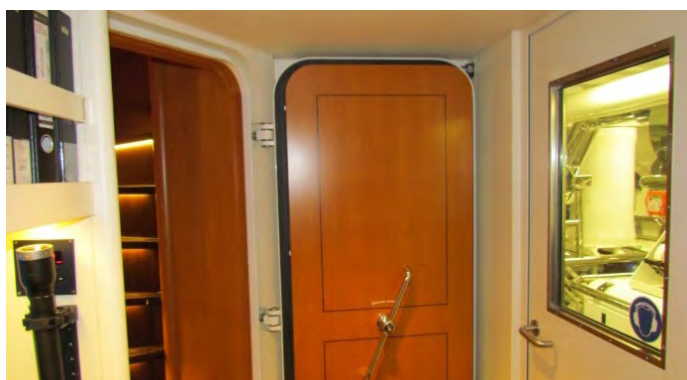
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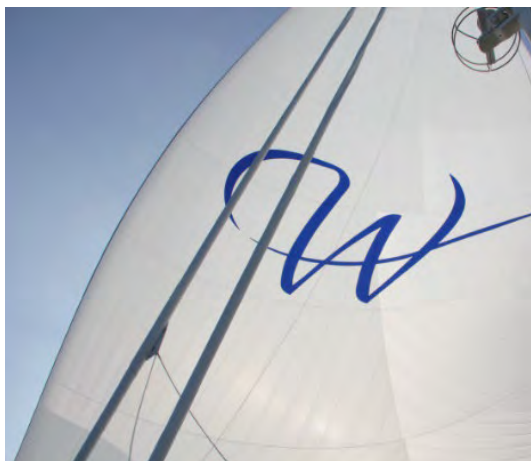
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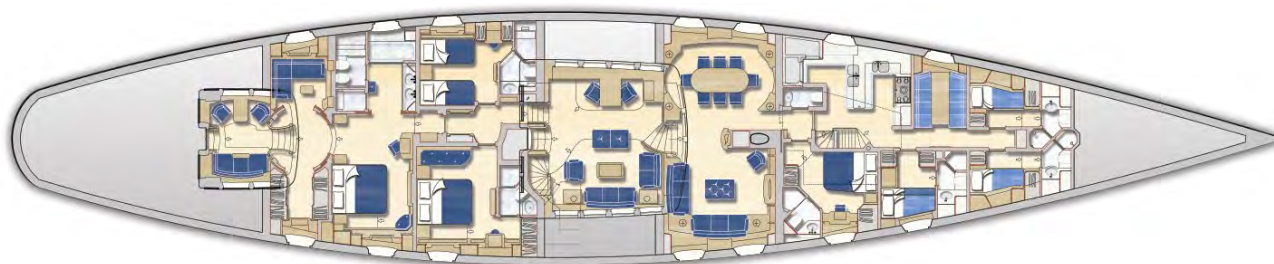
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MAIN DATA

Name:	Wisp
Shipyard number:	Project 393
Type:	Cutter-rigged classic sloop
Length	48m / 156ft



Naval architect:	Hoek Design Naval Architects
Interior design:	Rhoades Young
Project management:	MCM Newport, Nigel Ingram
Builder:	Royal Huisman
Year of delivery:	2014



Accommodation:	Owner's suite with king-size bed + 3 guest cabins (2 doubles + 1 twin; forward guest cabin is currently being used as captain's cabin) + 3 twin crew cabins
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Construction:

Alustar® aluminum

Classification:

Built according to the requirements
of Lloyd's Register EMEA and MCA
(Cayman Islands LY-2 compliant)

Main engine:

1x Caterpillar C18 Acert /
533 kW (715 HP) @2100 rpm

Generators:

2x Northern Lights, M1064 A, 67 kW, 50 Hz



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Spars:

Rondal carbon main mast
with batten car system
and style-to-order rollaway slab reef boom

Air draft:

57.5m / 189ft above CWL

More information:

royalhuisman.com/Wisp

PRESS RELEASE

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 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 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?