

JOY



FLOATING PROOF OF RENOWNED

Wim van der Valk power yachts exceed the expectations of the most discerning boat owners. The Dutch yacht builder's objective is to complete a perfect, high quality yacht, which matches the company's renowned service and warrantee, and guarantee the yacht owner the ultimate in carefree nautical enjoyment throughout Europe.

Over 1,500 accomplished, displacement and semi-planing motoryachts - in size ranging from 15 - 22 metres - have been built to date by Wim van der Valk Jachten - a "floating" proof of the builder's renowned yacht builder's skill. The Waalwijk based yacht builder builds motor yachts up to and including 22 metres in length, both in steel and

aluminium. In the past 35 years the dedicated yacht builder successfully has completed over 1,500 yachts. It is not possible to purchase a Continental hull only, as the yacht builder insists on finishing and fitting-out the yacht to its own high standards. The yachts are constructed of Siemens Martin pretreated steel plate and, after fin-

ishing, are subjected to a galvanizing process protecting the hull against the corrosion impact of salt water.

Wheelhouse Type

The Waalwijk based yachtbuilder recently completed the power yacht 'Joy La Vita', a Continental 1700 Wheelhouse type in its Continental 1700 series of steel power yachts.

The yacht features a hard chine, with a sharp-bilge construction hull form. The power yacht is characterized by:

- a beautiful, flared bow;
- a modern slanted stern with a steel spiral staircase leading to the integrated swimming platform;

LA VITA

YACHTBUILDER'S SKILL

- a stylized superstructure with slanted windows;
- deluxe woodwork;
- a modern, practical layout and
- complete equipment.

Hull Construction

The owner of the 'Joy La Vita' has chosen for the wheelhouse model. A convertible model, however, is also available. The complete hull has been manufactured by the wharf at its location in Waalwijk. In- and outside parts have been sandblasted and preserved. Mounting of all the electrical components, engines, interior etc. will take place at the wharf. All materials and fittings are of good quality. The hull is made of type Grade A

steel and is divided by bulkheads into the following compartments:

- fore peak,
- fore accommodation,
- engine room and
- aft accommodation.

The hull is constructed according to the webframe design. The horizontal distance between the frames is approximately 500 mm, the frames are cut from 5 mm thick steel sheets. The frames are connected to each other by smaller horizontal frames, at 400 mm distance, which are also cut from 5 mm thick steel sheets. All sheet materials have been cut to exact tolerances by a CNC plasma cutting machine, resulting in a very accurate, even hull.

The underwater hull parts are of 5 mm steel plate while dry hull parts, superstructure and deck plates are constructed of 4 mm thick steel plate. The skegs are of 8 mm thick steel plate.

The forepeak also serves as anchor chain locker. The fuel tanks are provided with the usual filling and de-aeration pipes.

In the engine room, heavy foundations support the engines.

The engine room is accessed by a waterproof aluminium door leading to the aft accommodation. The two rudders are sufficiently large and strong to guarantee the effective handle ability of the vessel. In front of the rudders, closed skegs are installed, housing the propeller shafts. The use of closed skegs is related to the better course stability of the vessel and a better water flow to the propellers.

Superstructure

The superstructure is made of 4 mm thick steel and sufficiently reinforced with 5mm thick steel strips. Around the afterdeck, there is an uninterrupted, permanent steel bulwark, with a stainless steel railing mounted on it. On the port side, there is a steel spiral staircase, providing access to the swimming platform from the afterdeck. From the afterdeck, the permanent bulwark changes into a low steel bulwark that continues to the bow of the vessel.

A polished railing made of stainless steel grade 316 is surrounding the main deck. On the lounge roof there is a polished stainless steel hand railing on both sides. A small, stainless-steel side step is included in the delivery, to be used at both the starboard and the port side.

On the foredeck, there is an electric anchor winch heavy enough for an anchor weighing 36 kg connected to a 10 mm diameter galvanized short-link chain with a length of 40 m and a tensile strength of 250 kg, at the end connected to the hull. The chain is guided by a chain pulley. On the bulwarks, stainless steel bollards with a diameter 89 mm have been welded onto stainless steel plates. A hydraulic gangway, totally made of stainless steel, has been mounted on the aft. This gangway also serves as a lift for the dinghy. Stainless steel dinghy supports are mounted on the swimming platform.

The 'Joy La Vita' features a luxury radar support totally made of stainless steel, with electrically lowered antennas.

A steel deck box is attached to the permanent bulwark on the afterdeck, serving as a bench and storage space, and is provided

with three teak lids supporting luxury cushions. The main deck, the deck around the superstructure and the swimming platform deck are made of teak strips measuring 48 x 15 mm. The strips are embedded in Sikaflex rubber compound and caulked with flexible rubber. The deck box has teak covers.

Wheelhouse

The vessel's wheelhouse is equipped with a wide range of navigational aids and communications systems, including:

- navigation lights;
- stainless steel air horn with compressor;
- a rudder position indicator;
- a compass;
- a log/sumlog;
- a depth sounder;
- a speed log;
- a VHF set/loudhailer;
- a radar system;
- an autopilot with wireless remote control;
- a colour GPS and radar screen;
- a monitor with multiple cameras.

The wheelhouse dashboard accommodates a double executed Volvo EVC handle, a steering wheel and two engine Volvo panels showing the operating conditions of the main engines. The lay-out and design of the dashboard are in accordance the owner's preferences. The wheelhouse is equipped with three double-arm windscreen wipers, each provided with interval timers and water spray systems.

Accommodation

Cabins, beds and bulkheads, etc. are finished in teak or cherry wood finish, according to the highest standards. The interior of all cabinets is realised in cherry wood, except for the cabinets in the bathroom and kitchen, where the interior is realized using white block board. The woodwork is finished with trim. The ironmongery is of good quality. Door handles and pressure locks are made of polished stainless steel.

Guest accommodation

Below main decks is the guest accommodation with double bed with storage space underneath it and a wardrobe/cupboard on each side. The forward bathroom in port side has a shower cabin, electrical toilet and a washbasin. The walls in the bathroom are realized in marble. Floor covering is with teak parquet. A large storage cupboard situated opposite of the fore bathroom houses the washing machine and the dryer.

A dining table and sofa in dinette shape are arranged on port side, with storage space underneath the sofa (accessed via small hatches underneath the seats). The shape of the dinette is straight.

Galley

The galley has a draining board in U-shape, on the starboard side with a rinsing unit and a mixing faucet. A 100 litres refrigerator, ceramic cooking ring, extractor fan and

microwave oven, plus various storage cupboards are situated underneath the draining board. The standard draining board has a Formica inlay. Near the kitchen there is an escape hatch of 50 x 50 cm and in the owner's accommodation there is an escape hatch of 115 x 75 cm. The escape hatches tilt from the inside and are mounted in aluminium frames.

Lounge

A spacious lounge with - to starboard - a comfortable L-shape sofa; to port, storage space with a TV cabinet underneath the gangway. More storage space has been arranged underneath the lounge sofa, and is accessible via various small hatches.

Owner's accommodation

The owner's accommodation in the aft saloon features a double bed and night tables on both sides. Storage space has been arranged underneath the bed as a drawer in its front. A large wardrobe is situated in starboard and port, which change into a low cabinet wall with cupboards with shelves on both sides of the owner's bed and two corner cupboards with shelves.

The owner's bathroom to starboard is fitted with an electrical toilet and furthermore with a washbasin with lower structure and mixing faucet. The complete shower cell features a shower basin and shower screen, a shower faucet, a shower sliding rod and



bathroom accessories. The washbasin plate has an inlay of Formica plastic. The walls in the bathroom are realized in marble. The floor of the bathroom is equipped with Teak parquet.

Sleeping accommodation

The third sleeping accommodation is in the aft saloon to port, with two single-person beds on top of each other and a wardrobe/cupboard. There is also storage space provided underneath the lower bed, which can be accessed through a hatch.

Windows & portholes

All windows in the superstructure are made of hardened security glass. The windows are mounted in aluminium frames with acute corners. The glass has a light grey tint. The two sliding windows in the lounge have condensation grooves. The access door and the access hatch (tilting-sliding) are realized in hardwood. Optionally the access doors to the wheelhouse can be made from stainless steel. All portholes, opening windows and hatches are provided with mosquito nets.

Insulation

The luxury power yacht has been thermally insulated throughout. For example:

- all decks are insulated with a layer of glass wool with foil, thickness 35 mm;
- all hull plates are insulated with a layer of PU foam.
- the entire superstructure is insulated with a layer of PU foam, wherever such is allowed by the woodwork.
- all decks are insulated with a layer of glass wool.
- all floor and bulkhead cracks, seams, etc. are sealed with PU foam.

In order to prevent the transmission of sound as much as possible the access staircase leading to the engine room



has been insulated with sound-absorbing material.

Power Plant

The Continental 1700 is equipped with a twin-engine propulsion plant consisting of two Volvo Penta diesel engines, type D 6 MPM, common rail 272 kW (370 hp) each at 3,500 rpm, optionally two Volvo Penta diesel engines, type D 9 common rail EVC, 500 HP each.

The engines are fitted to a hydraulic reversing reduction gearbox. The propellers shaft installation consists of water-lubricated propeller shaft of stainless steel.

The main engines with flanged-on reversing-reduction gear are mounted flexibly on rigid engine foundations by means of flexible supports supplied by the engine supplier. The housing of the flanged-on reversion-reduction gear is mounted flexibly to prevent the transfer of engine vibrations to the steel structure as much as possible. The lower side of the lounge floor is lined with 40 mm sound-absorbing material in order to reduce the noise level. The connections for coolant water, fuel, exhaust and electrical power are also flexible. There are flexible couplings between the reversing-reduction gear and the propeller shafts. Propulsors consist of two four-blade Mn bronze propellers.

The main engines feature water-cooled stainless-steel exhaust gas lines of 168 mm diameter. Water locks are installed between the exhaust gas lines and the engines. The exhaust gases are led via these water locks to the aft, through the exhaust pipes which end underneath the swimming platform.

A door in the portside cabin provides access to the engine room. The main engines are operated electronically via

Builders :Wim van der Valk Jachten B.V.,
Waalwijk, The Netherlands

the double Volvo EVC handle on the dashboard. The motor yacht is power steered manually/hydraulically from the helm stand. The installation consists of the following components:

- two balanced rudders made of component parts with C45 steel rudder heads with 45 mm diameter;
- two helm ports provided with bronze bearings with grease grooves and seals;
- one hydraulic steering machine (with two hydraulic cylinders) complete with clutches, stoppers, tillers and pipes/conductors.

The entire installation is mounted on a special made foundation.

Auxiliary Systems

The fuel oil system incorporates a fuel tank with filling and de-aeration pipes. A gauge glass is installed on the tank. Between the engine and the tank, an additional water-separator and coarse filter of sufficient capacity has been installed. The fuel pipes are made of copper and the system has the usual shut-off valves.

The yacht is equipped with potable water tanks. The polyethylene water tanks are located in the engine room and under the master bed. A freshwater hydrophore set is installed in the engine room. The pipes and connections are realized in red-copper pipe of sufficient diameter. The hot water is supplied by a Kabola CH boiler located in the engine room. The system includes mixing faucets at all tap points of the galley, wash basins and showers, and is provided with the usual filling and de-aeration pipes. There are also provisions for a stern shower.

The wastewater tank, also made of polyethylene, is fitted with a floater and a dilution pump; all drains are connected to the tank, except those from the shower and wash-basin in the owner's bathroom, which are connected to the dilution pump and can be pumped directly overboard. A spare dilution pump is installed on the wastewater tank. Manoeuvring capability slow speed is enhanced by a hydraulic bow thruster generating 16 kW (22 hp) thrust. The hydraulic stern thruster is of the same capacity.



Electrical Installation

The vessel is equipped with a 12/24 VDC and a 220 VAC electrical installation. The electrical system features:

- 24 VDC starter motors for the engines;
- a 24 VDC lighting system for general on board service and
- a 220 V shore supply system for general on board service.

A switching cabinet has been installed in the control cabinet fitted in the lounge, where all functions can be activated and deactivated locally.

Subcontractors and suppliers of equipment fitted on board the 'Joy La Vita' (partial list)

Altena Waterflash, Werkendam	toilets
Amartech, Hardinxveld	propellers; propulsion system
AWLGRIP Europe, Grobbendonk (B)	paint
Barco Marine Equipment, Numansdorp	waterlocks
Belship, Utrecht	gangways; portholes
Biemans Timmerfabriek, Waalwijk	solid wood; teak wheelhouse doors
Bok Jachtschilderwerken, Waalwijk	painting
Boomsma, Almere	Gebo windows and hatches
Centurion, Venlo	X-tender batteries
Dulst Watersport, Van, Breda	Zodiac yachtline; Honda outboard
Eberca, Numansdorp	Cruisair AC installation
Econosto, Capelle a/d IJssel	valves & fittings
Exalto, Hardinxveld-Giessendam	pumps; sound

Holland Nautic, Apeldoorn	insulation; whippers; hoses; gauges Raymarine navigational equipment
Hooymans Electro, Alem/Kerkdriel	electrical installation
Hydrosta Technisch Handelsond., Zwartsluis	hydraulic installation; bow-, and stern thruster
Innotech, Waalwijk	sliding roof
Jongbloed & Zn, Tilburg	mirrors
Kroon, Hoogezand	ship's hardware
Limbustaal, Meerssen	steel
Linac Actuator-Systems, Breda	electrical actuators
Loon / Sealskin, Van, Waalwijk	shower cabins
Mastervolt, Amsterdam	Whisper generator set
MRM Waalwijk, Waalwijk	valves & fittings
NKIP, Joure	classification
Snijtechniek Brabant, Raamsdonkveer	plasma steel cuttings
Styn Marine Plywood, Van, Hazerswoude-Dorp	veneered plywood
Styn Marine Sandwich Panel, Van, Hazerswoude-Dorp	soundinsulating sandwich panels
Technische Unie, Tilburg	radiators, tap cranes
Touwcompany, Heukelum	Opacmare electrical wheelhouse chair
Vetus den Ouden, Schiedam	hoses; filters; insulation
Volvo Penta Europe, Beesd	main engines; gearboxes; filters; exhaust rizers
Vosco, Heusden	upholstery
Werkvreugde, Echt	stainless steel railings; accessoires; tanks
Yacht floor heating, Den Helder	floor heating
Zwets Werkendam, Werkendam	waterpumps

Principal particulars

Length o.a.	17.40 m
Beam	5.00 m
Draught	1.50 m
Height (max.) with mast down	4.50 m
Dry weight	38,000 kg

Tank capacities

Fuel oil	3,000 litres
Potable water	1,100 litres
Sewage	500 litres