

# LADY ONDO

## A HIGH CLASS PERFORMANCE MOTORYACHT



*A Wim van der Valk craft exceeds the expectations of the most demanding and spoiled owner's expectancy. The yacht builder's objective is to deliver a perfect, high quality yacht, which matches the company's renowned service and warrantee, and will guarantee a customer 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 build to date by Wim van der Valk Jachten - a "floating" proof of the builder's renowned yacht builder's skill.*

Waalwijk based Wim van der Valk Jachten BV builds motoryachts 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 finishing, are subjected to a galvanizing process protecting the hull against the corrosion impact of salt water.

### Hull

The hull form of 'Lady Ondo' is a sharp-bilge construction. The wheelhouse model of this type is characterized by:

- a gracious flared bow and a rounded aft
- a modern slanted stern with a steel spiral staircase leading to the integrated swimming platform
- a stylized superstructure with slanted windows
- super deluxe woodwork
- a modern and ergonomically layout
- complete equipment

The hull is of type Grade A steel and divided by bulkheads into the following compartments: Fore peak, fore accommodation, motor room and aft accommodation.

The hull is constructed according to the web frame design. The horizontal distance between the frames is approximately 500 mm, and the frames are cut from 5 mm thick



steel sheets. The vertical frames are connected to each other by smaller horizontal frames, at 400 mm distance, which are cut from 5 mm thick steel sheets. All sheet materials are cut to exact tolerances by a CNC plasma cutting machine.

Thickness of hull materials:

- underwater hull: 5 mm
  - hull, superstructure and deck plates: 4 mm
- The forepeak also serves as anchor chain locker. The fuel tanks are provided with filling and de-aeration pipes. In the motor room, heavy foundations support the engines. The motor room is accessed via the staircase leading to the aft accommodation. The two large rudders guarantee effective handling of the vessel. In front of the rudders, closed skegs (keels) are installed, housing the propeller shafts. The closed skegs take care of better course stability and an optimum water flow to the propellers.

### Deck Arrangement

The superstructure is made of 4 mm thick steel and sufficiently reinforced with 5mm 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 installed on 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.

Cabinets, beds and bulkheads, etc. are finished in cherry wood finish, according to high standards. The interior of all cabinets is realized 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 door handles and pressure locks are made of polished stainless steel.

All windows in the superstructure are made of hardened security glass. The windows are mounted in aluminium frames. 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. Twelve deep portholes are installed which are completely made of polished stainless steel.

### Guest accommodation

Underneath the main deck the guest accommodation in the forepeak consists of a double king size bed with storage space underneath it and a wardrobe/cupboard on each side. The fore bathroom in port side encompasses a shower cabin, electrical toilet and a washbasin. The walls in the bathroom are realized in marble. Teak parket is used as floor covering. A large storage cupboard opposite fore bathroom houses the washer/dryer combination.

### Dining table

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

### Kitchen

The kitchen features 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 draining board has a Formica inlay. Near the kitchen there is an escape hatch of 50 x 50 cm. The escape hatch is tilt from the inside and mounted in an aluminium frame.

### Lounge

The spacious lounge with (to starboard) a comfortable L-shape sofa; to port, storage space with a TV cabinet underneath the gangway. More storage space is underneath



the lounge sofa, 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 is underneath the bed as well as a drawer in its front. A tall wardrobe to 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 accommodation is fitted with an escape hatch of 115 x 75 cm. The escape hatch is tilt from the inside and mounted in an aluminium frame.

#### *Owner's bathroom*

The owner's bathroom is situated in starboard and has an electrical toilet. Furthermore, a washbasin with lower structure and mixing faucet, and a complete shower cell, with 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 parket. The owner's bathroom and the fore toilet are ventilated by natural convection via the portholes.

#### *Third sleeping accommodation*

The third sleeping accommodation is situated 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.

#### **Insulation**

The motoryacht features ample thermal insulation. For instance:

- all decks are insulated with a 35 mm thick layer of glass wool with foil;
- all hull plates are insulated with a 25 mm thick layer of glass wool with foil, down to the waterline or the floor;
- the entire superstructure is insulated with a 25 mm thick layer of glass wool with foil, wherever such is allowed by the woodwork.



- all floor and bulkhead cracks, seams, etc. are sealed with PU foam.

Cabinets, beds and bulkheads, etc. are finished in teak or cherry wood/finish, according to high standards. The interior of all cabinets is realized in teak or 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.

#### **Propulsion Plant**

'Lady Ondo' is equipped with a twin-engine propulsion plant: Two Volvo Penta diesel engines, type D 6, common rail 370 HP each, or two Volvo Penta diesel engines, type D 9 common rail EVC, 500 HP each. The propulsion plant is operated electronically via the double Volvo handle on the dashboard. Access to the motor room is via a door in the portside cabin.

The reversing reduction gear is hydraulic and flanged directly at the engines. The main engines are connected to 50 or 60 mm diameter RVS 316 Armatex water lubricated stainless steel propeller shafts, incorporating Python homokinetic couplings and thrust bearings. In order to prevent the transfer of engine vibrations to the steel structure as much as possible, the main engines with flanged-on reversing reduction gears are

resiliently mounted on rigid engine foundations supplied by the engine supplier. 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 oil, exhausts and electrical power are also flexible. There are flexible couplings between the reversing reduction gear and the propeller shafts. Propulsors consist of two Manganese Bronze five-blade Armatex propellers fitted in front of two balance type rudders. An extensive hydraulic system controls amongst others the 16 kW (22 hp) Hydrosta bowthruster and stern thruster.

Water-cooled stainless steel exhaust lines with a diameter of 168 mm are mounted to the main engines. Between the exhaust pipes and the engines, water locks are installed in the engine room. From these water locks, the exhaust gases are conducted aft through the exhaust pipes that open underneath the swimming platform.

The engine room is ventilated by natural convection. For this purpose, the starboard and port sides of the hull have ventilation slots, which are connected to the engine room by ducts. The interior of the access staircase leading to the engine room is insulated with sound-absorbing material in order to prevent the transmission of sound as much as possible.

#### **Manoeuvring Stand**

The motoryacht is power steered manually/hydraulically from the manoeuvring stand. The installation includes the following components:

|                        |   |
|------------------------|---|
| <b>Builder</b>         | :Wim van der Valk Jachten BV,Waalwijk,The Netherlands |
| <b>Interior design</b> | :Wim van der Valk Jachten BV,Waalwijk,The Netherlands |
| <b>Naval architect</b> | :Wim van der Valk Jachten BV,Waalwijk,The Netherlands |



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

The entire installation is mounted on a special made foundation.

At low speeds manoeuvring capability is enhanced by the fitting of a hydraulic bow thruster generating 16.17 kW (22 hp) thrust, and a hydraulic stern thruster of the same thrust power. The vessel is standard equipped with a wide range of navigational aids and communications systems, including:

- echo sounder;
- rudder angle position indicator;
- magnetic compass;
- log/sumlog;
- VHF set;
- radar system/GPS panel;
- autopilot.

The dashboard (control console) accommodates all control systems and indicators, such as:

- the double engine control system;
- the steering wheel;
- two engine panels showing all engine condition parameters;
- siphon switches (for navigation & anchor lights, air horn, windscreen wipers, navigation equipment/lights, and wastewater pump);
- Mastervolt AC/DC panel.

### Electrical System

The electrical installation consists of a 12 kW Mastervolt Whisper generator, a shore connection socket, a battery charger, a Mastervolt 75A converter and large number of 12VDC, 285 Ah Centurion maintenance-free batteries. These batteries are utilised as follows: two batteries for the engines, six for lighting purposes and one 75 Ah battery as starting power for the generator.

The electrical system has:

- 24 V starter motors for the engines;
- 24 V light system for general onboard service;
- 220 V shore supply system for general onboard service.

A switching cabinet has been installed in the

control cabinet in the lounge, where all functions can be activated and deactivated.

The switching cabinet features a switch for the 220 V system to select the following functions:

- 12 kVA generator Mastervolt;
- shore connection;
- battery charger and converter 24 V / 100 A / 2500 VA.

The low-voltage current supply comprises an extensive 12 and 24 V installation. The installation can be switched by using the main switches located in the engine room. The main switches are for the main engine and the shipboard system. The 12 V supply is made of a separate converter for all 12 V equipment.

### Motor Room Systems

The fuel tank features a filling and a de-aeration pipe. 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 two main engines feature: a heat exchanger, an oil cooler, a circulation pump, and an outboard water pump.

The outboard inlets have weed filters, the covers of which are above the waterline. These can be shut off using ball valves.

The chain locker in the forepeak has a small drainage pipe leading to the bowthruster tube from where the water drains overboard. In the fore ship, engine room and aft ship is a bilge pump which is activated by a floater switch. The potable water tanks are of stainless steel grade 316 and are located in the motor room. One of the water tanks has a gauge glass. A hydrophore set is installed in the engine room. The pipes and connections are realized in red copper pipe.





Hot water is obtained via the CH boiler, which is located in the engine room and is included in the system. The system comprises 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 waste water tank has a floater and a dilution pump; all drains are connected to the tank, except those from the shower and washbasin 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.



### Deck Equipment

The exterior woodwork on the main deck includes a complete helm stand with dashboard and accessories. A one-person bench and a map table, with a 60-litres refrigerator are situated underneath it. 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.

The fore deck carries an electric anchor winch handling a 36 kg anchor connected to a 10mm 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 (diameter 89 mm) have been welded onto stainless steel plates. Bollards arrangement is:

- 2 x 2 bollards on the foredeck;
- 2 x 2 clamps amidships;

- 2 x 2 bollards on the afterdeck;
- 2 x 1 bollard on the swimming platform.

In the standard version stainless steel, manually operated davits are mounted on special davit supports. The standard version of the wheelhouse model includes an aluminium radar mast on the roof, which can be rotated backwards by an electrically operated actuator. A steel deck box is attached to the permanent bulwark on the afterdeck. It serves as a bench and storage space, and is provided with teak lids supporting cushions.

### Summary

'Lady Ondo' is a very luxury and most comfortable motoryacht. Construction, outfitting and finishing is of extreme high quality. On board safety measures and the built-in maintenance-friendliness are of a very high level. Due to the very comfortable shipboard facilities and smooth sailing characteristics this motoryacht is without doubt a floating paradise for high demanding and spoiled owners.

### Subcontractors and suppliers of equipment fitted on board the 'Lady Ondo' (partial list)

**Altena Marine,**  
Werkendam ..... : toilets  
**Amartech,** Hardinxveld ..... : *Faster* propellers;  
*EasyStern* propulsion systems; *Pyton*  
*Homokinetic*

couplings; *EasyTurn*  
rubber bearings

**AWLGRIP Europe,**  
Grobendonk (B) ..... : paint  
**Barco,** Numansdorp ..... : waterlocks  
**Belship,** Utrecht ..... : gangway, portholes  
**Biemans,** Waalwijk ..... : solid wood  
**Bok Jachtschilderwerken,**  
Waalwijk ..... : painting  
**Centurion Akku,** Venlo ..... : X-tender Batteries  
**Dulst watersport, Van,**  
Breda ..... : *Zodiac* yachtline,  
*Yamaha* outboard

**Eberca Cruisair,**  
Numansdorp ..... : air conditioning  
**Econosto,**  
Capelle a/d IJssel ..... : valves & fittings  
**Exalto,**  
Hardinxveld Giessendam ..... : pumps, sound  
insulation, whippers,  
hoses, gauges,

**Gebo Boomsma,**  
Almere ..... : windows and hatches  
**Hofax,** Waalwijk ..... : integrated  
computer/internet  
system  
**Holland Nautic,** Apeldoorn : *Raymarine*  
navigational  
equipment

**Hooymans Electro,**  
Kerkdriel ..... : electrical installation;  
navigation &  
communication  
equipment  
**Hydrosta,** Zwartsluis ..... : hydraulic installation,  
bow & stern thruster  
**Innotech,** Waalwijk ..... : sunscreen, sliding  
roof

**Jongbloed & Zn,** Tilburg ..... : mirrors  
**Kroon,** Hoogezaand ..... : ship's hardware  
**Linak,** Breda ..... : electrical actuators  
**Limbustaal,** Meerssen ..... : steel  
**Loon/Sealskin, Van,**  
Waalwijk ..... : Shower cabins  
**Mastervolt,** Amsterdam ..... : *Whisper* generator  
sets  
**MRM,** Waalwijk ..... : valves & fittings  
**Muir,** Australia ..... : anchor winch  
**Navimo Holland,**  
Schoonhoven ..... : emergency raft  
**NKIP,** Joure ..... : classification  
**Snijtechniek brabant,**  
Raamsdonksveer ..... : plasma steel cutting  
**Styn, Van,**  
Hazerswoude-dorp ..... : plywood  
**Technische Unie,**  
Tilburg ..... : radiators, tap cranes,  
**Touwcompany,**  
Heukelum ..... : *Opacmare* elektrische  
stuurstoelen

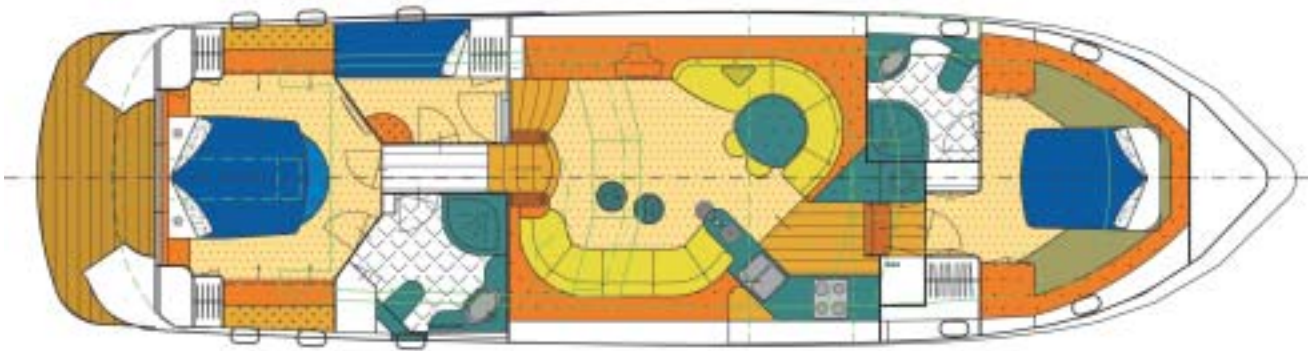
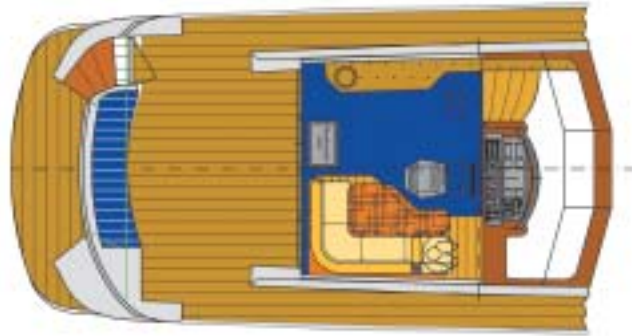
**Veenstra rvs,**  
Roelofsarendsveen ..... : stainless steel  
wheelhouse doors

**Vetus den Ouden,**  
Schiedam ..... : hoses, filters,  
insulation

**Volvo Penta Benelux,**  
Beesd ..... : main engines,  
gearboxes, filters,  
exhaust rizers  
**Vosco,** Heusden ..... : upholstery  
**VT Naiad Marine Holland,**  
Heerlen ..... : stabilizers  
**Werkvregde,**  
Echten ..... : stainless steel  
railings, accessoires,  
tanks, anchor

**Yacht Floor Heating,**  
Den helder ..... : floor heating  
**Zwets Werkendam,**  
Werkendam ..... : hydrophore

GENERAL ARRANGEMENT  
LADY ONDO



**Principal particulars**

|                                     |         |
|-------------------------------------|---------|
| Length o.a. ....                    | 19.34 m |
| Length b.p. ....                    | 19.00 m |
| Length on waterline ....            | 17.75 m |
| Breadth (max.) ....                 | 5.00 m  |
| Breadth on waterline ....           | 4.85 m  |
| Air draft (overhead clearance) .... | 4.40 m  |
| Draught (max.) ....                 | 1.60 m  |
| Deadweight ....                     | 40 t    |

|                       |            |
|-----------------------|------------|
| Propulsion power .... | 2 x 272 kW |
| Range ....            | 1500 km    |
| Speed ....            | 14 knots   |

**Tank capacities**

|                       |             |
|-----------------------|-------------|
| Fuel oil ....         | 5000 litres |
| Freshwater ....       | 1500 litres |
| Grey/black water .... | 500 litres  |