

INVICTVS

DEBUT



VAN DUTCH 55

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IN THE VANGUARD

In the early 20th Century the French writer Antoine de Saint-Exupery suggested: "A designer knows he has achieved perfection not when there is nothing left to add, but when there is nothing left to take away." If he'd lived long enough to consider the purity of the new flagship 55' from Van Dutch Yachts and designer Frank Mulder, Saint-Exupery may well concluded that the collaboration have achieved something close to perfection. We could only concur.



VAN DUTCH 55

→ SHORT SPECS

LOA: 54' (16.49M)

BEAM: 14' 8" (4.50M)

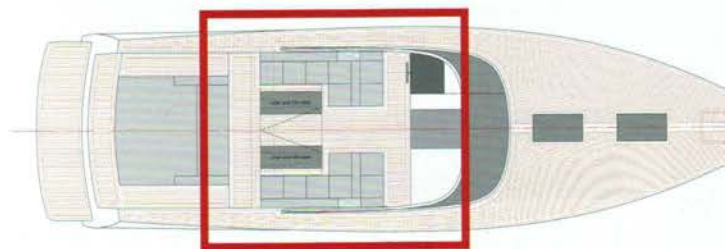
DRAFT: 3' 6" (1.10M)

WEIGHT: N/A

ENGINES: 2 X 900HP

MAX SPEED: 38-KNOTS

FUEL CAPACITY: 660 US GAL (2,500 L)



The sturdy bimini, which protects minimalist but comfortable cockpit, retracts into a dedicated stowage location.





Pressure creates extraordinary result.

Take carbon for example, the 15th most abundant element in the earth's crust. Both coal and diamonds are made from it, with the only difference between the worthless and the priceless being its exposure to pressure over time. Established as recently as 2008, the Van Dutch shipyard couldn't have been created in a

pressured environment. That very year the leisure marine industry came crashing down, crushing the less robust and leaving many out of business. Van Dutch thrived in this tough environment, forging a compressed and compact business model it nestled comfortably in a niche amongst the stresses of the marketplace. Those with the fortitude to seek out solutions during this period unearthed a true treasure. Speaking with Hendrik Erenstein, President of Van Dutch, we were pleasantly surprised to hear that the company had built and sold more than 70 craft in its five years of production, with no less than 40 of their models currently gracing marinas and boathouses around the world. "Many of our owners have larger yards too," Henk divulges to us. But the Van Dutch allows them to return to their earlier days of at-sea, wind in the hair boating, and running with no (or minimal) fuss. After a day on the water they know they can still slip into a marina for dinner, in a craft that reflects their status but without appearing ostentatious or turning too many heads." Cruising gently on the emerald waters off Dubai's coast, the all-new

The 55's fine entry point acts almost as a wavepiercer, ensuring the smoothest of rides.

Van Dutch 55 looks exactly like the brilliant gemstone that she is. Light reflects and refracts off the angular facets of her highly contemporary profile, with designer Frank Mulder not cutting one superfluous line when he fashioned her. The VD 55's minimalist styling and dark metallic brown livery ensures she wouldn't look out of place in the lobby of the city's Armani hotel, and her stablemate's appearances at glittering events from Monaco to Miami, Cannes to Sanctuary Cove, just prove she's well heeled and simply bred for high society. Ten of the 55's smaller sibling the VD40 could be seen shuttling the Red Bull Racing Team around during the 2012 Monaco F1 Grand Prix.

A PRODUCT OF HOLLAND

When Van Dutch sought a designer for a very different breed of yacht, they didn't look far before collaborating with fellow Dutch artisan, Frank Mulder. Setting up his studio in 1979, Mulder quickly established a name for high-performance yachts when providing the naval architecture for Octopussy, a 142' (43m) built at Heesen and capable of a stunning 42-knots. Moonraker and The World Is Not Enough followed and the studio has continued a prolific



Light and bright, Frank Mulder's interior design included remarkable interior for a yacht of this size.

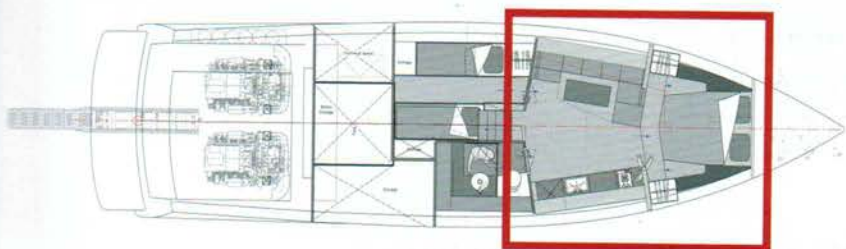
wake of passing boats did not provoke any reaction from the 55. As the speed increases her forefoot rises slightly higher than the water, meaning her fine entry point pierced any waves we encountered and the attitude of the boat changed not a jot. The ride, or lack of it, really is quite remarkable. I'll admit that prior to boarding I'd been concerned that her singular chine and slab sided hull might induce spray into the cockpit, but while pushing her through turns in larger yacht wakes there was no evidence of that either. If that would remain true during a choppy afternoon on the Med with a quarter sea and headwind we'd still question, but given Frank Mulder's reputation... he may well have that covered.

After a spell of carving through ever decreasing circles for the camera-boat, during which she gently heeled and ploughed a groove through the water like a downhill skier, and surging through to her top speed of 38-knots in smile inducing runs, we handed back the helm and settled into the deeply cushioned upholstery. Utilizing high-end leatherette fabrics, that dry quickly, resist UV and appear durable to the marine environment, the seats were comfortable and

the shade from the electrically actuated bimini proved most welcome. While discussing material it's worth pointing out that despite every horizontal surface appearing to be covered with it's not. Van Dutch use Ethec, a synthetic teak that is easier to maintain, more resistant to staining, lighter, more environmentally responsible and even has a grain through it when sanded.

BELOW DECKS

Sliding back the tinted glass hatch to starboard of the helm station, heading down the companionway, the Van Dutch 55 reveals another of her surprises: a sumptuously spacious and luxuriously appointed accommodation deck. Down here the leitmotif continues, with liners, upholstery, joinery and surfaces finished in virginal white. Complimented by bright stainless steel accents and mirrors, the contemporary minimalism is complete; though a warm yellow glow from concealed underlighting adds some welcome to the ambiance.



INVICTVS

**FOR ADDITIONAL PRIVACY THE
DOUBLE BERTH IN THE FOREPEAK
CAN BE PARTITIONED OFF AND
PROVIDES SUFFICIENT STOWAGE
FOR A WEEKEND'S CRUISING.**



VAN DUTCH

VAN DUTCH 55



Darkly charismatic and capable of 38-knots, we believe the Van Dutch 55 is a great craft on which larger yacht owners can day cruise in considerable style.



Consisting of a salon area to port and a larger galley than most owners will probably require to starboard, the overhead skylight and generous headroom ensure a deceptively bright and breezy feel. The mirrors and the white finish also reflect light and sun, creating additional spatial illusion. The bow section of the lower deck is devoted to a double cabin and sufficient stowage space for a comfortable weekend cruise, and this can be partitioned off from the main salon and galley for additional privacy. Aft of the salon, and either side of the companionway is a head and shower-room, starboard and an additional cabin to port. While headroom in the cabin is restricted in areas as one would expect, the L-shaped table arrangement makes for comfortable occasional overnight accommodation.

Throughout the Van Dutch 55 the overall impression is one of extremely high quality. The fit and finish is tight, the materials are understatedly high-end and the quality of design is impeccable. Appreciating the efforts taken by Frank Mulder to preserve the purity of the Van Dutch 55's lines, arguably our favourite feature onboard, and the one that defines Van Dutch for us, was the anchor. Concealed in a deep chain locker, the anchor is deployed and recovered through the use of an arm. It's a typically over-engineered and hi-tec solution that's concealed from the casual observer. You may well stand and admire the Van Dutch from a distance, you really have to spend some time aboard to appreciate her. ■