

# SHIPPING & MARINE

THE MAGAZINE FOR MARITIME MANAGEMENT



## UNDER CONSIDERATION

There are a multitude of reasons as to why nuclear propulsion on ships is now being considered



## A VALUABLE LEGACY

Accurate wind resource assessment is fundamental for confirming the economic viability of a wind farm



## ON THE MENU

Viking Line is introducing a revolutionary new vessel in 2013 - it will be the first cruise ferry in the world that is fuelled by LNG

# Cruising along

The 'look' of a ship is a crucial factor to anyone choosing a cruise holiday, but it is the technology and construction of the ship that is really important

# Embracing change



Designers of  
luxury motor  
yachts

Working on  
several new  
build projects

Providing  
comprehensive  
refit services

**Based in Benschop**, The Netherlands, Mulder Design is an independent company, specialising in the design and engineering of luxury motor yachts, which was founded in 1979: "For the past 27 years the company has been designing, engineering and styling large motor yachts, working with shipyards in Europe, Australia, China and the US," explains Frank Mulder, founder and managing director of Mulder Design.

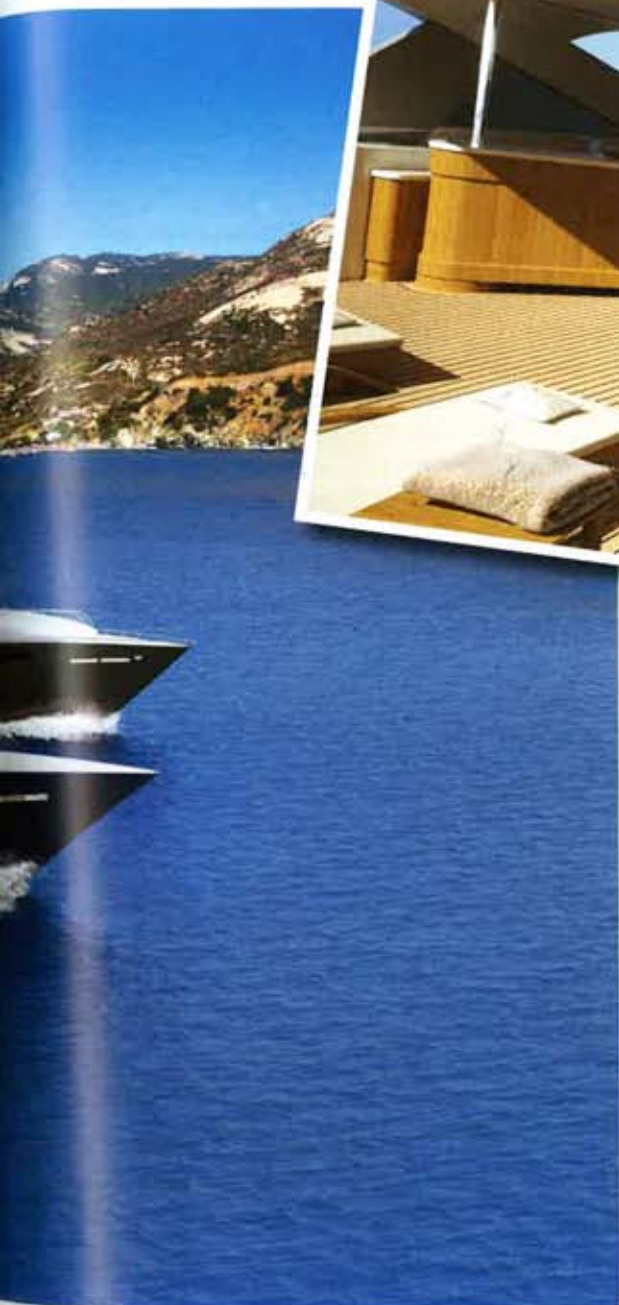
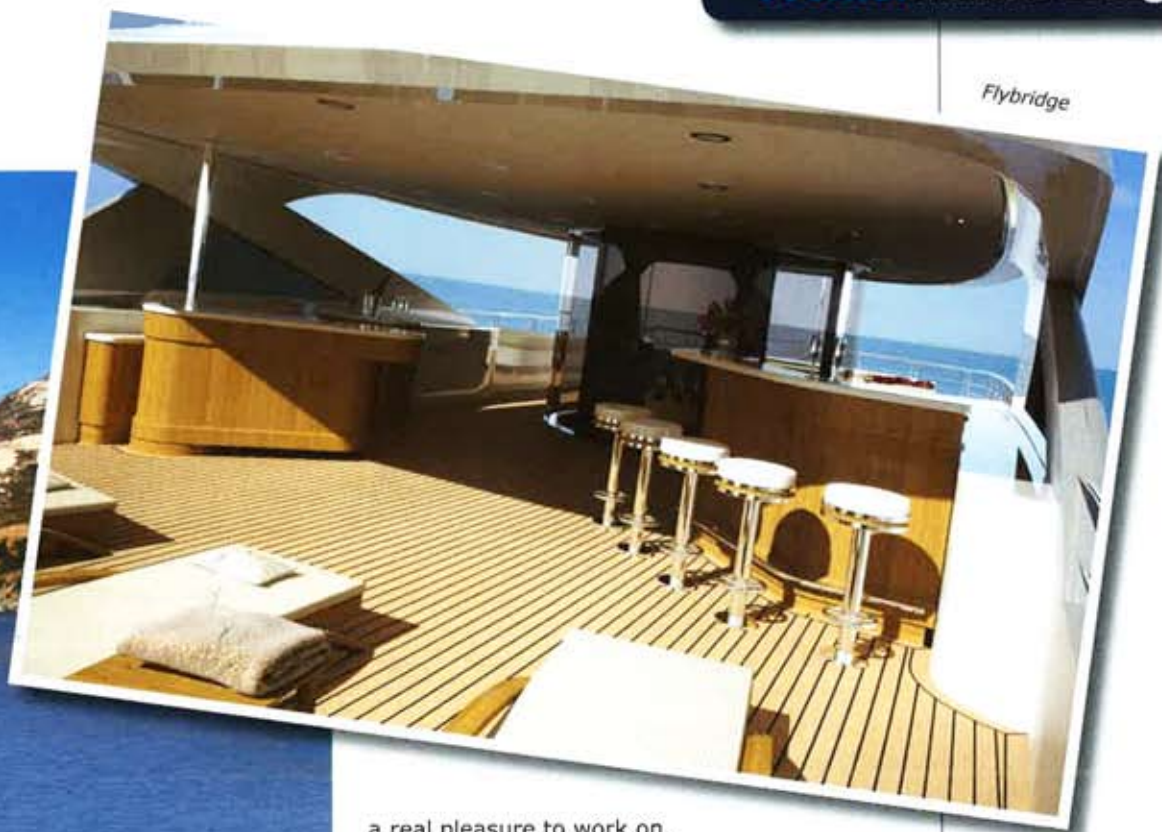
Through its designs, which include the vessels Moonraker, Blue Velvet and The World Is Not Enough, Mulder Design has earned a reputation for its high-speed yacht designs. Equally important to the company's operations however is its work on small and medium size vessels and its semi-displacement and displacement

luxury yachts: "During the company's lifespan it has made some 15 to 20 high-speed motor yachts, so that area actually represents just a small percentage of the work Mulder Design has carried out," Frank continues. "The area we really focus on today is the one covering boats with speeds of between 20 and 30 knots, which is probably the most interesting field to be in."

Mulder Design's role begins before the construction process when it takes customers' ideas and requirements and produces a concept design and the engineering drawings. The next stage is the building, carried out in shipyards, but Mulder Design's job is only truly complete when the client is completely satisfied with the end product.

The company currently has a number of

Flybridge



a real pleasure to work on.

"Other projects the company is involved in include the building of three motor yachts in Turkey. These are medium speed, halfway sea boats measuring 32, 35 and 46 metres in length with the largest clocking in at a top speed of 27 knots. At the same time the company is working on several small motor boat designs in Holland that are around 20 metres in length, are made of aluminium and will reach speeds of close to 40 knots."

In recent years the design quality that is synonymous with Mulder Design has been recognised in the form of various awards. In February 2006 the International Superyacht Society presented the award for Best Power 32 - 43 metres to Mulder Design for their vessel, *The World Is Not Enough*. Presenting awards each year to honour the industries finest builders, naval architects, designers and stylists, the Society recognised that year that Mulder Design had achieved their goal of designing and building a 140 foot yacht that provided both a high level of comfort and ultra-high speed.

The secret to this success comes not only in the company's drive to set itself apart from the competition but, as Frank says, having a dedicated team at the heart of all its operations: "For starters I believe Mulder Design is one of only a hand full of naval architects that carries out extensive work of large composite structures. Its innovative work in structural construction definitely makes the company stand out and its is all backed up by a motivated, experienced team that is driven by the desire to be responsible for a quality, well balanced product."

With the recession having a major impact

exciting projects underway, one of which, as Frank highlights, is rather unique: "Mulder Design is involved in the construction of a 46 metre, aluminium superstructure, steel displacement motor yacht that is currently being put together in Italy. While there is nothing overly spectacular about the design of vessel it is a unique contract in that it is for dual owners. What makes this project different is that unlike in normal circumstances where joint owners split the use of a vessel, these two couples will be using the yacht at the same time and thus require their own individual spaces. While this does present challenges in terms of the yacht design there is a very strong relationship between the owners, their representatives, the shipyard and Mulder Design that makes this job

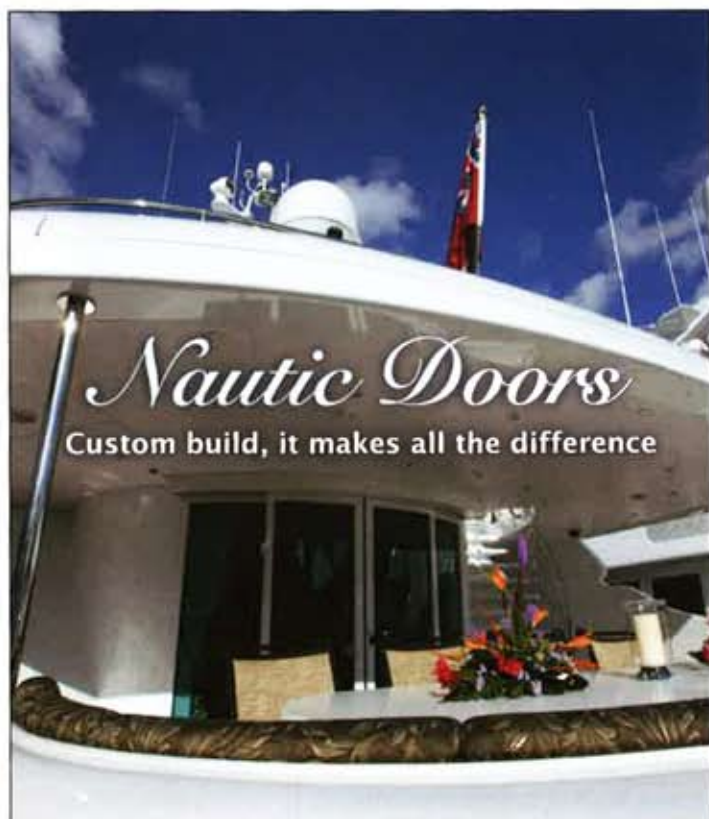


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on the European market Mulder Design had to adapt in order to cope with the changing climate. The major development was the creation of an in-house refit department: "The recession left many owners unable to fund the maintenance and upkeep of their vessels and many more moved into the second hand yacht market," Frank reveals. "These yachts are usually in good condition but are slightly outdated. So for a decent, affordable price, owners can put these

vessels into Mulder Design's refit department and come out of it with a boat that is as good as new."

The creation of a refit department displays the companies determination to grow even in the face of tough times by diversifying its operations, as Frank concludes: "The company continues to work with individual clients wanting unique vessels as well as shipyards who are rolling out standardised boats in bulk. Going forward the company would like to see a growing industry trend leaning towards larger motor yachts and it will use its shipyard contacts to look at the potential here. Last but not least the company will continue to build on its work within the refit market, providing a professional service to those who want to modify and upgrade their existing vessels. Operating in these different areas of business forms Mulder Design's strategy of always trying to stand on more than one leg." ❖



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