



**VanDerHeijden  
Steelyachts**

Representative for  
**VanDerHeijden Steelyachts**  
SCANDINAVIA – GERMANY – INT.

Micael Ullerteg  
Tel.: +46 (0) 70 590 12 09  
info@vanderheijdensteelyachts.se  
www.vanderheijdensteelyachts.com

# **SPECIFICATION**

**VanDerHeijden  
DYNAMIC DE LUXE**

**1500-1600-1700-1800**

# TABLE OF CONTENTS

<b>1 DESIGN AND FEATURES .....</b>	<b>3</b>
1.1 CONSTRUCTION OF THE BODY .....	3
1.2 HULL.....	3
1.3 MODEL .....	3
<b>2 DECK EQUIPMENT.....</b>	<b>3</b>
2.1 RAILING .....	3
2.2 ANCHOR GEAR .....	4
2.3 BOLLARDS.....	4
2.4 RADAR BRACKET .....	4
2.5 DECK BOXES.....	4
2.6 FENDER HOLDERS .....	4
2.7 BULWARKS .....	4
<b>3 PROPULSION .....</b>	<b>4</b>
3.1 ENGINES .....	4
3.2 REVERSE GEAR.....	5
3.3 PROPELLER SHAFT .....	5
3.4 FLEXIBLE ARRANGEMENT.....	5
3.5 PROPELLER.....	5
3.6 EXHAUST.....	5
<b>4 CONTROL.....</b>	<b>5</b>
<b>5 SYSTEMS .....</b>	<b>5</b>
5.1 FUEL SYSTEM .....	5
5.2 COOLING WATER SYSTEM .....	5
5.3 BILGE SUCTION AND DECK WASHING SYSTEM .....	6
5.4 FRESH WATER SYSTEM .....	6
5.5 WASTE WATER SYSTEM.....	6
<b>6 AUXILIARY TOOLS.....</b>	<b>6</b>
6.1 GENERATOR .....	6
6.2 HYDRAULICS.....	6
6.3 HEATING .....	6
6.4 VENTILATION.....	6
6.5 BOW THRUSTER.....	7
6.6 STERN THRUSTER .....	7
<b>7 INSULATION.....</b>	<b>7</b>
7.1 THERMAL INSULATION .....	7
7.2 ACOUSTIC INSULATION.....	7
<b>8 ELECTRICAL INSTALLATION .....</b>	<b>7</b>
8.1 ELECTRICAL SYSTEM .....	7
8.2 SHORE CONNECTION.....	7
8.3 CONVERTER/BATTERIE CHARGER .....	7
8.4 BATTERIES .....	7
<b>9 LIGHTING FITTINGS AND WALL SOCKETS.....</b>	<b>8</b>
<b>10 NAVIGATION AND COMMUNICATION SYSTEM .....</b>	<b>8</b>
<b>11 DASHBOARD .....</b>	<b>8</b>
<b>12 PANELLING.....</b>	<b>9</b>



---

<b>12.1</b>	<b>PANELLING OF THE INTERIOR.....</b>	<b>9</b>
<b>12.2</b>	<b>PANELLING OF THE EXTERIOR.....</b>	<b>9</b>
<b>12.3</b>	<b>HOME APPLIANCES .....</b>	<b>9</b>
<b>12.4</b>	<b>STEREO SYSTEM .....</b>	<b>9</b>
<b>12.5</b>	<b>SOFT FURNISHINGS .....</b>	<b>9</b>
<b>12.6</b>	<b>WINDOWS AND PORTHOLES .....</b>	<b>9</b>
<b>12.7</b>	<b>ESCAPE HATCHES .....</b>	<b>9</b>
<b>12.8</b>	<b>EQUIPMENT.....</b>	<b>10</b>
<b>13</b>	<b>PAIN T SYSTEM AND CONSERVATION .....</b>	<b>10</b>
<b>14</b>	<b>ANODES.....</b>	<b>10</b>
<b>15</b>	<b>DELIVERY .....</b>	<b>10</b>
<b>15.1</b>	<b>DELIVERY TERMS AND CONDITIONS .....</b>	<b>10</b>
<b>15.2</b>	<b>MANUAL .....</b>	<b>10</b>
<b>15.3</b>	<b>WARRANTY .....</b>	<b>10</b>
<b>15.4</b>	<b>RECEIPT PROTOCOL .....</b>	<b>10</b>
<b>15.5</b>	<b>CE CERTIFICATE .....</b>	<b>10</b>

# 1 Design and features

## 1.1 Construction of the body

The body and the superstructure will be made of shipbuilding steel 42. The thickness of the keel insole will amount to 10 mm. The bottom plate will amount to 5 mm, the side plates of the body to 4/5 mm and the rest of the ship to 4 mm (side decks will be 40/50 cm wide), in consultation with the construction plan.

Where necessary the ship will be welded in a double manner and 4 bulkheads will be constructed in the body, frames will be placed every 40 cm.

### Finishing

- 2 x ventilation holes in the engine room
- 2 x rudder, rudder heel and galand
- 2 x steel propulsion-shaft tubes
- 2 x stainless steel exhaust pipes for the engines
- 1 x diesel tank

## 1.2 Hull

The form of the hull of the VanDerHeijden will be a hard-chine hull.

The VanDerHeijden *Dynamic* design is characterised by the stylised superstructure, a flared bow and a slim-lined rear side of the ship which ends in a slanting stern with an integrated swimming plateau.

As a consequence a ship movement with favourable features, like stability and comfort, is obtained at high as well as at low speeds. This ship is pre-eminently suitable to sail all Dutch and/or European (coast) waters.

## 1.3 Model

The VanDerHeijden DYNAMIC DE LUXE can be delivered in Wheelhouse or Windscreen edition with a flared bow.

Standard: Both wheelhouse and windscreen version are equipped with 2 engines. On request with 1 engine.

Standard specifications:

<b>DYNAMIC Model</b>	<b>1500</b>	<b>1600</b>	<b>1700</b>	<b>1800</b>
Overall length [m]	15.30	16.30	17.30	18.10
Hull length [m]	14.95	15.70	16.70	17.60
Beam [m]	5.00	5.00	5.35	5.35
Draught [m]	1.30	1.30	1.40	1.45
Displacement approx. [t]	28	29	35	37
Content water tank approx. [l]	1000	1000	1000	1000
Content diesel tank approx. [l]	2500	2500	3000	3200
Content waste water tank approx. [l]	370	370	370	470
Propulsion*	2 (1) x 150 HP	2 (1) x 150 HP	2 (1) x 220 HP	2 (1) x 220 HP

\* Brand and type in consultation

On account of the fact that the weight of the ship has a considerable effect on the correct performances of the ship the builder reserves the right to select good and light equipment pieces in all instances where no type and/or brand is mentioned.

HIN Code: NL.VAW.....

This code will be engraved at the top right of the stern.

# 2 Deck equipment

## 2.1 Railing

A polished stainless steel railing with a diameter of 38 (quality 316) will be placed on the main deck which will switch over into two spiral staircases on the rear side. The top of the bulwarks will, with an additional fee, be executed in stainless steel.

---

## **2.2 Anchor gear**

An electrical anchor hoist with sufficient tractive power, suitable for an anchor of approx. 23 kg and a chain of 10 mm, will be installed on the forward deck. According to the standards of the shipyard, the latter will be coupled to a 25-metre long galvanised chain which at the end will be connected to the hull. The chain will be guided by a stainless steel foldable anchor detail.

## **2.3 Bollards**

The ship will be provided with stainless steel bollards with a diameter of 85 mm equipped with a pin. The bitts will be divided as follows:

- 2 x 2 bollards on the prow
- 2 x 1 bollard amidships
- 2 x 2 bollards on the stern

All are welded and provided with a stainless steel protective plate and strip.

## **2.4 Radar bracket**

On the main deck at the rear side of the superstructure a aluminium- (for windscreen-model), stainless steel- (for wheelhouse-model) radar bracket will be installed.

The following equipment will be installed on the radar mast:

- Navigation illumination
- Air horn
- Various antennas
- Radar – brand SIMRAD
- Electrical floodlight

## **2.5 Deck boxes**

A deck box will be integrated in the permanent bulwarks on the aft-deck with teak covers on top.

## **2.6 Fender holders**

On the rear side of the ship a set of fender holders (for the benefit of 3 fenders) will be placed.

## **2.7 Bulwarks**

The entire aft deck (gangways and aft deck) will be provided with continuous bulwarks.

# **3 Propulsion**

The ship will be provided with a double propulsion (wheelhouse-model) installation.

## **3.1 Engines**

The engines are of IVECO and provided with the following appendages:

- Heat exchanger
- Outboard water pump
- Inter-cooling water system with circulation pump
- Thermostat
- Lubricant filter
- Fuel pump
- Fuel filter

The electrical system consists of:

- 24 Volt starting engine
- 24 Volt/60 Amps dynamo
- Revolution and hour counter
- Volt meter

- Acoustic alarm
- Engine control (reverse gear and revolutions) takes place by means of electrical handles on the dashboard.

### **3.2 Reverse gear**

The reverse gears are related to the motor and shaft.

### **3.3 Propeller shaft**

The propeller shafts are water lubricated and have a diameter of 50 mm. The shafts will be provided with an intermediate bearing.

### **3.4 Flexible arrangements**

The main engine with a flanged rear gear will, in a flexible manner, be arranged on a rigid engine foundation by means of flexible supports which will be provided by the relevant engine supplier.

The connections for cooling water, fuel, exhaust and electricity will also be executed in a flexible manner. A PHYTON-Drive will be placed between the rear gear and the propeller shaft.

### **3.5 Propeller**

Two bronze 4-bladed propellers will conjointly be installed on the propeller shafts.  
Measurement and type in consultation with the manufacturer.

### **3.6 Exhaust**

Main engines: water cooled stainless steel exhaust pipes with a sufficient diameter will be installed to the main engines. A water lock, located in the engine room, will be placed between the exhaust pipe and the engine. Stainless steel 316 exhaust pipes on the outside.

## **4 Control**

In a standard manner control of the ship will be executed in a manual-hydraulic manner by means of a plunger pump and will be operated from the control position.

The installation consists of the following components:

- two balanced rudders with steel rudderstock with a diameter of 45 mm.
- two rudder trunks equipped with bronze bearings with lubrication grooves and sealing.
- a hydraulic control machine, complete with coupling, relay and copper pipes with a diameter of 10 mm.

The whole will be placed on a thereto designated foundation.

## **5 Systems**

### **5.1 Fuel system**

The fuel tank constitutes part of the construction, the tank will accurately be cleaned and pressured; filling and ventilation pipe. A float will be placed in the tank for the benefit of the level meter; extra water separators with sufficient capacity will be placed between the main engine and the tank. The fuel pipes will be executed in copper and the system will be provided with the necessary valves which can be operated remotely.

### **5.2 Cooling water system**

The engine will be provided with:

- a heat exchanger
- an oil cooler
- a circulation pump
- an outboard water pump

The outboard inlet will be provided with a mud box of which the cover will be placed above the waterline and which can be locked by means of a spherical plug.

### **5.3 Bilge suction and deck washing system**

The front peak, used as chain box, will be provided with a small drain pipe which extends into the bow propeller channel. The engine room will be bilged by means of a bilge suction pump placed in the bilge.

### **5.4 Fresh water system**

The capacity of the fresh water system will amount to 1000 litres. The fresh water tank, made of stainless steel, will be placed under the bed in the rear bedroom and will sufficiently be insulated. A hydrophore of the brand PAR will be placed in the engine room which will take care of the water pressure system.

The pipes and couplings will be executed in accordance with the standards of the shipyard.

Warm water will be provided by the central heating boiler.

The system will include mixing taps at all tapping points of the kitchen, washing basins and shower/bath rooms and will be provided with the necessary filling and ventilation pipes.

### **5.5 Waste water system**

The capacity of the waste water system will amount to 370-472L. Draining from the kitchen, washing basins and toilets will take place directly to the waste water tank which will have sufficient capacity. The toilet at the guest room and the master bedroom will be electronically and will be rinsed with clean fresh water. Draining of the bath/shower will take place by means of an electronic extender pump with a capacity of 20 liter/ min.

## **6 Auxilliary tools**

### **6.1 Generator**

A water cooled diesel generator set of the brand ONAN 7 KWA at 1500 rpm will be installed in the engine room. The generator set will, in a flexible manner, be arranged on a foundation and will be provided with a soundproof box.

The whole will completely be installed and connected. The exhaust will be water cooled and will consist of a water separator and hose delivered by the generator supplier and will be connected to a separate outlet through the hull.

See page 10 for "schematic overview of the electrical installation".

### **6.2 Hydraulics**

See chapter 4.

### **6.3 Heating**

The heating of the ship will take place by means of an oil burning 220 Volt central heating installation of a brand in accordance with the standards of the shipyard; the entire ship will be provided with radiators and a designer radiator in the bathroom.

Radiators at the following locations:

- 1 small one at the front peak
- 1 behind the dinette
- 1 behind the salon couch
- 1 above the TV
- 2 in the rear bedroom
- 1 designer radiator in the bathroom
- 1 in wheelhouse

The whole ship is fitted with floor heating.

The heating can be controlled by means of a central thermostat in the salon.

### **6.4 Ventilation**

The engine room will be ventilated in a natural manner. End ventilation grooves are placed in the hull, on starboard as well as on port, which will be connected to the engine room by means of channels.

The guest and owner cabin will be ventilated in a natural manner by means of the portholes and windows.

## **6.5 Bow thrusters**

In a standard manner a 90 kgf electrical bow thruster of the brand CUPA will be installed. The valve will be equipped with flow partitions.

## **6.6 Stern thrusters**

In a standard manner a 90 kgf electrical stern thruster of the brand CUPA will be installed. The stern propeller channel will be integrated under the swimming plateau in the hull. A hydraulic stern thrusters is possible (additional fee).

# **7 Insulation**

## **7.1 Thermal Insulation**

The entire ship above the waterline will be insulated with isolation foam (PUR) and Rockwool.

## **7.2 Acoustic Insulation**

The engine with the flanged reverse gear will be arranged in a flexible manner to prevent a transmission of sound of the engine to the construction as much as possible. The salon floor will be covered with noise absorbing material to limit the transmission of sound as much as possible.

# **8 Electrical Installation**

## **8.1 Electrical system**

The ship will be executed with a 24 Volt and 220 Volt electrical installations, where possible, placed on cable carriers. The electrical system will be constructed as follows:

- 24 Volt starting system for the engine
- 220 Volt shore power system for board use general services
- A switch box will be installed at the hall to the rear cabin in which the necessary automatic safety fuses and earth leakage circuit breakers will be placed for the 12, 24 and 220 Volt groups.

A full automatic switch for the 220 Volt system will be placed in the switch box.

The latter will switch the following functions with the subsequent priority:

1. generator operation
2. shore connection
3. converter

In the "shore connection" or "generator" position all 220 Volt equipment and illumination groups will be available. In the "converter" position all heavy groups will be out of operation. The light groups like illumination, socket outlets and radio will remain operational. The 220 Volt shore connection will be placed at the rear side of the ship.

Complete system is shown in 6.1.

## **8.2 Shore connection**

1 x shore connection (starboard) at the rear bulwarks, stainless steel, incl. 1 x 25-meter cable.

## **8.3 Converter/batterie charger**

VICTRON type 24/3000/70

## **8.4 Batteries**

A total of 6 batteries (maintenance free) will be installed, each of 12 Volt 130 Ah. These will be divided in a series switch in such manner that a starting battery for the engine of 24 Volt 200 Ah is created as well as 200 Ah for the prow thruster and a peak capacity of 200 amp. for the starting batteries.

The generator will have its own power supply. All batteries will be placed in the engine room.

Charging of the batteries will take place by means of dynamos, generator with battery charger or shore power supply with battery charger.

## 9 Lighting fittings and wall sockets

The ship will be equipped with the following fittings, wall sockets and so forth.

Guest cabin front:	2 halogen lights with alternating switch 2 bed lights 1 wall socket
Guest bathroom front:	1 halogen light
Dinette:	2 halogen lights 1 wall socket 220 Volt
Kitchen:	neon cove lighting 2 wall sockets 220 Volt with EL
Salon:	6 halogen lights 2 wall sockets 220 Volt 1 TV connection 1 radio connection cove lighting
Engine room:	2 water-tight neon lights 2 wall sockets water resistant 220 Volt
Owner bathroom:	2 halogen lights
Owner bedroom:	6 halogen lights 2 bed lights 2 wall sockets
Nursery:	2 halogen lights 2 bed lights 1 wall socket
Hall:	1 halogen light

All wall sockets will be provided with earth limb.

## 10 Navigation and communication system

The ship will be equipped with the following navigation and communication means:

- Navigation illumination: starboard light (green)  
port light (red)  
rear light (white)  
top light (white)  
anchor light (white)

All in accordance with the standards of the shipyard.

- Control position: depth gauge  
speedometer/ distance meter  
rudder position indicator  
necessary content meters of the tanks  
instrument panel supplied by IVECO  
G.P.S.  
Vhf marine telephone  
plotter

All in accordance with the standard of the shipyard.

## 11 Dashboard

The dashboard will be arranged as follows:

- 1 double/ single engine control
- 1 steering wheel diameter 65 wood brand STAZO
- 1 switch panel navigation illumination
- anchor light

- horn
- 3 x windscreen wipers, Exalto panel (run synchronously)
- navigation equipment
- various pumps

The arrangement of the dashboard will take place in consultation with the customer.

## **12 Panelling**

### **12.1 Panelling of the interior**

The finishing of the interior for partitions, cabinets, beds and so forth will be executed in teak or cherry laminate (massive edges) in accordance with the standard requirements of the shipyard.

Locks and hinges will be of a sound quality (stainless steel) and will be executed in accordance with the standards of the shipyard. The accommodation will be panelled as depicted on the accompanying set-up drawing included in the attachment.

### **12.2 Panelling of the exterior**

The entire gang-board and aft-deck will be provided with a teak/composite deck according to the standards of the shipyard

### **12.3 Home appliances**

The ship will be delivered with the following home appliances:

- |                                      |  |
|--------------------------------------|--|
| • 1x ceramic hot plate               | in accordance with the standards of the shipyard |
| • 1x refrigerator (wheelhouse)       | in accordance with the standards of the shipyard |
| • 1x cooker hood                     | in accordance with the standards of the shipyard |
| • dishwasher                         | in accordance with the standards of the shipyard |
| • washer/dryer combination           | in accordance with the standards of the shipyard |
| • refrigerating/freezing combination | in accordance with the standards of the shipyard |
| • 1x combi-microwave                 | in accordance with the standards of the shipyard |

In consultation with the customer/shipyard a substitute brand will always be possible, if technically feasible and/or of the same quality.

### **12.4 Stereo system**

- 1 Dolby surround set with DVD-player.
- 1 TV (TFT) screen

### **12.5 Soft furnishings**

The soft furnishing will be at the discretion of the customer.

The ceiling plates will be furnished with skai, off-white.

Approximate estimate 9800:- Euro

### **12.6 Windows and portholes**

All windows in the superstructure will be made of hardened double security glass.

The windows will be placed in an aluminium frame with round corners. The glass used will be tinted grey. All windows will be provided with a condensation groove. The centre window in the salon will be a cantilever window.

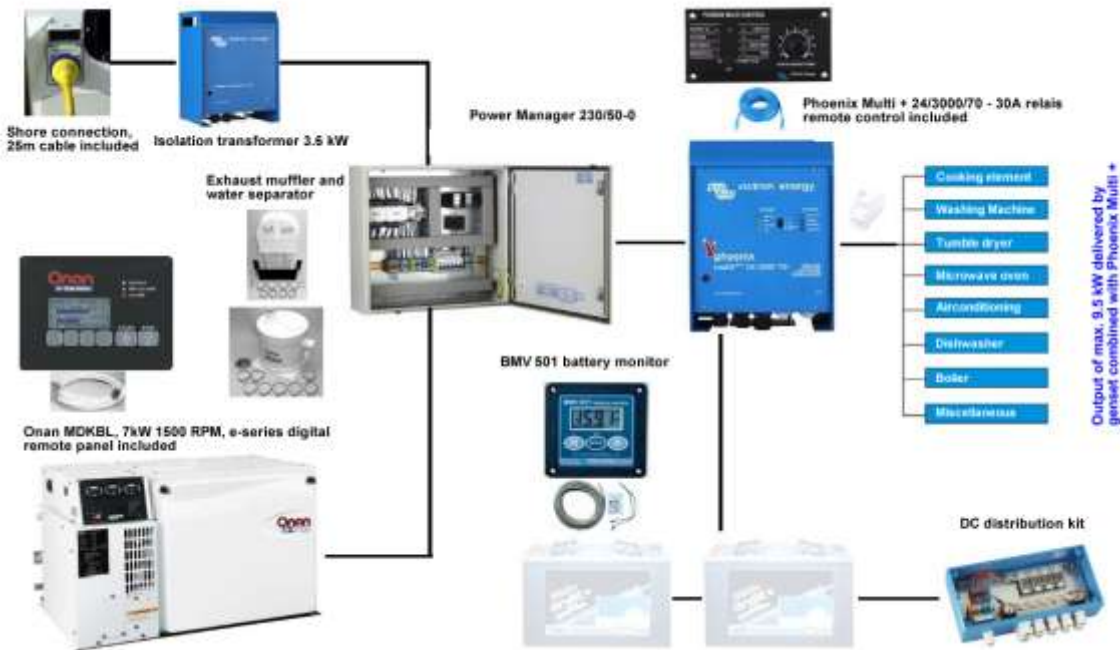
The portholes will be made of 6mm stainless steel and will be polished and installed in a cantilever manner in a coated aluminium frame of 375x175 mm.

### **12.7 Escape hatches**

An escape hatch made of teak will be installed above the guest cabin. The escape hatch can be flipped from the inside and will be installed in an aluminium frame of 500x500 mm.

A window of 500 x 1100 mm will be installed in the rear bedroom.





**Schematic overview of the electrical installation**