

Dream Job

To designer Olivier van Meer, it was “an order to dream of—a short list of clear-cut requirements and carte blanche for the rest.” The job: come up with the concept, construction details, and interior for a 162' classic ocean motoryacht, starting with an existing steel-built North Sea commercial trawler. To the traditionally inclined, this project has got to be about the ultimate “trawler yacht.”

“Instead of a floating hotel,” van Meer said, he took advantage of the boat’s original lines for “overtones of an expeditionary vessel, but a very luxurious one!” Letting his fertile imagination run, he gave her a gallery surrounding the engine room for a panoramic view of the main power plant—a gleaming 12-cyl, 1,200-hp Deutz, which he illuminated with spotlights. He put a second lounge in

a corner of the spacious bridge so passengers can “watch how it’s done.” The boat’s new superstructure is aluminum.

In the saloon and cabins, van Meer “focused on nostalgic luxury.” Eight guests are accommodated in large cabins (each with its own head), a large dining saloon, lounge, piano bar, library, Jacuzzi, and a children’s room. In the bow is a “garage” for water toys.

He didn’t say who’s doing the work, but the yacht will fly a Netherlands flag.

Another recent van Meer job is the design of a new 180' gaff-rigged tops'l schooner patterned somewhat after the designer’s 200' *Swan fan Makkum*, a brigantine he designed six years ago that is now part of the world’s “tall ships” fleet.

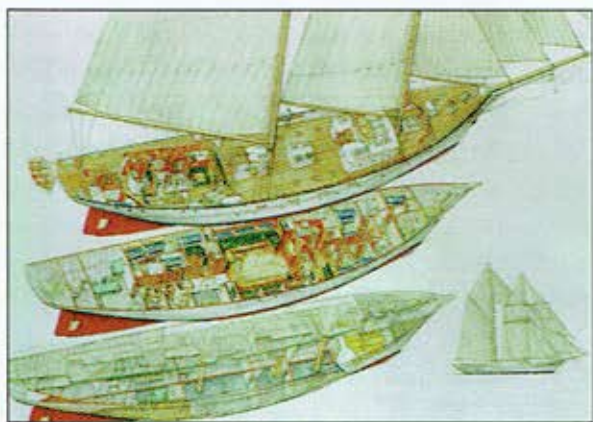
Van Meer’s loft in the Netherlands, incidentally, includes a team of like-minded designers and engineers; a separate van Meer firm specializes in deck equipment and in rigging large sailing vessels, especially for shorthanded crews. His group also offers services ranging from vessel maintenance and

repairs to crew training. Van Meer was born on a 90' tops'l schooner, the son of an engineer and professional seaman.

Must be in his blood.

This new schooner design is to be launched in two years as a German school ship for young people with “difficulties in adaptation,” the designer said. The clipper-bowed boat will carry conventional rigging because “the passengers are supposed to *work!*” Although not Spartan, accommodations for the 36 pupils are simple and straightforward.” Again, van Meer didn’t tell us who’s building this 450-ton steel vessel, but you can ask:

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Dutch designer Olivier van Meer favors classic styling, as evidenced by the motoryacht (below) that he created from a 162', steel-built, North Sea commercial trawler. Another recent but very retro commission is the 180' gaff-rigged tops'l schooner at left.



OLIVIER VAN MEER