



The exterior design is often dependent of what you normally don't see; the UnderWaterShip

The design of the UWS, as the hull shape, length, beam, and other underwater features can impact the overall aesthetics and performance of the yacht. The exterior design must also take into consideration factors such as stability, speed, and hydrodynamics in order to ensure the yacht performs optimally on the water.

When you wish for a **fast yacht** over 26kn, the UWS is almost flat like a speedboat, that flies over the water, such as f.i. a Mangusta 50m, 36kn or a Lamborghini yacht of 20m making 65kn.



Lamborghini 20m * 65kn * Fast yacht

A **full displacement** yacht has a heavy keel, is far more stabilized and the max speed of 10-13kn is mainly dependent on the total tonnage and length. The advantages of a displacement / cruiser yacht are less fuel consumption and for anchor the yacht is more comfortable while she does not move too much on the waves as well as in the marina.



Columbus Cross Over * 44m * 14kn * Displacement

A **semi-displacement** yacht has a bit of both; has a keel and max speed of up to 27kn, what speed is obtained by partially planing the hull such as a Sunseeker 27m max speed 27kn.



Sunseeker 90 Ocean * 27m * semi-displ



.Bekkers Yachts * 13,5m * 30+kn, Semi-displ.

Then there are **FDHF** (Fast Displacement Hull Form) yachts like the 36m Mulder max speed 17kn and the 50m Heesen max speed 16,3kn.



Heesen * 50m * 16,3kn * 2025 * FDHF * ALU, Hybrid

So as Buyers Broker and your Superyacht advisor we first discuss with you about your purposes why you want to buy a yacht and your plans, how you want to use the yacht, where, for how long and with whom, such as Atlantic crossing, bay /island hopping, explore the coasts, diving, island passages, the North Pole or just as pied-a-terre, etc.

Different goals could require a different yacht. As you can imagine if you are crossing the Atlantic you definitely will not find a tank station underway. Have you ever seen a speedboat with a flying bridge, or a fiberglass Ice-breaker at the North Pole? The range of a yacht is an extremely important feature. Theoretically you could go for a certain range but in practice the range of your voyage is dependent on several logical items such as the wind direction and strength plus the height and direction of the waves, any current and number of persons, luggage, F&B stock.

Meaning if you buy a small yacht in Italy and your berth is on Mallorca you can't draw a horizontal line as your course, but you have to visit several marinas along the Cote d' Azur and Spain for tanking. This requires sincere calculations. Don't get into a situation where the tank is almost empty and the needle of the fuel gauge no longer moves. When the engines stop you are in big trouble; most likely your Ancer chain is not long enough to hit the ground.

However if you do it correctly you will have a beautiful voyage.

In-dept analyses of what you really want and what you want to do with the yacht, your wishes, needs, and specific requirements, is a must in order to define the yacht exactly the way it has to be. **Once the yacht is properly defined then we can search for the right yacht** with the most secure feeling that it will become a success immediately. Importantly issue by visiting a Yacht Show; first define your visualized yacht, then search for it.

Our mission is to select the right Superyacht and personally guide you through the 8 stages of selecting and purchasing the perfect yacht. We follow **YES** (Yacht Europe System) Methodology.

Make sure that you get the yacht that meets your needs, that it is technically in order, that you pay the best price and with correct documents, flag registration, VAT regulation, insurance, etc.

Interested? Please contact:

Bob Schutte



BUYERS BROKER
CONSULTANCY • ADVICE • GUIDANCE
YES METHODOLOGY

SUPERYACHTS EUROPE

Independent Consultancy
YES Methodology
Advise | Guidance | Purchase | Construction
W: www.superyachtseurope.com

The Netherlands, Hoofddorp
M: +31 (0)619 383 393
T: +31 (0)235 764 924
E: bob@superyachtseurope.com

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