



PEMMY PETRA

44 METRE ALUMINIUM SEMI-DISPLACEMENT



What makes a Heesen so distinctive? Custom built in Holland, it is not just a matter of style but more importantly, the contemporary application of engineering: the architecture of performance. Our concept has evolved over 30 years and the experience we have accrued is unlike that of any other yacht builder in the world. Building in aluminium to enormously demanding tolerances, the Heesen hull-form is unique – quite simply no other ship shape so optimises the way a yacht moves through water. Meticulous attention to weight reduction results in increased levels of luxury. A Heesen is a Heesen because we are dedicated to one principle: the performance of luxury.



An aerial photograph of a large white and dark blue yacht, the 'My Petra', sailing on a deep blue sea. The yacht is moving from the bottom left towards the center, leaving a white wake. In the background, there is a rugged, rocky coastline with some buildings on a hill. The sky is clear and blue.

My Petra is the sixth 44 metre, semi-displacement yacht custom-built at Heesen. Owned by the legendary Frans Heesen she is an exceptional example of what can be achieved in a yacht of this style.

Twin MTU 2.720kW engines, meticulous attention to weight saving and the ultra-efficient Heesen hull, produce a scintillating performance of 25 knots and a range of nearly 3.000 miles at 12 knots. The gentle curves of the negative sheer line flow into the superstructure from the point of the bow to the edge of the swimming platform.



When your client is Frans Heesen, everything has to be perfect. But then, that is just the Heesen way. Deck space fulfills every possible requirement for a yacht of this size. With full-height, glass retracting doors on both main and upper deck levels, the interior and exterior saloons combine with their aft decks to create very large dining and entertaining terraces.





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he sundeck has been custom-built to provide for both elegant entertaining and relaxation. Large sunbeds radiate from the aft Jacuzzi and there is even a forward helm station for flybridge cruising.

A foredeck dining area and a vast quadruple sunbed provide privacy on deck when the yacht is in port.



Large windows, wide side decks:
My Petra is an easy yacht to live
and move around on.



My Petra is subtly styled to be equally enjoyable day or night, throughout the seasons. Apart from the sheer build quality, the lighting and furniture, space and practicality, make her a yacht suited for home or holiday use. The semi-circular glazed saloon and film library combines with the aft deck to provide an elegant indoor/outdoor informal seating space that flows through to the main saloon and dining table. Three distinct entertaining areas in one - perfectly designed for any occasion.



MAIN DECK SALOON

The dining area of the main saloon is large enough for a ten-person table. It is separated from the main seating by a low cabinet. Built-in cupboards are seamlessly integrated to provide storage without impacting on the style or entertaining capacity of the yacht.





With a 450 GRT, My Petra has industry leading volume for a yacht of this size and style. Furniture and panelling in these spacious interiors were built by Oortgiese and Sinnex working together with in-house Heesen craftsmen. The clean-lined, simple design belies the quality of finesse and finish. Every join is perfect, every book panel – perfect. Heesen demands nothing less.



UPPER DECK SALOON
AND BAR



Then guests sleep in a main deck master suite, two doubles and two twin cabins all with pearwood ensuite bathrooms. The forward master suite includes a study, full-beam bedroom with enough space for a vanity unit, a large built-in sofa and a full-beam ensuite bathroom with both a separate bath and walk-in shower.

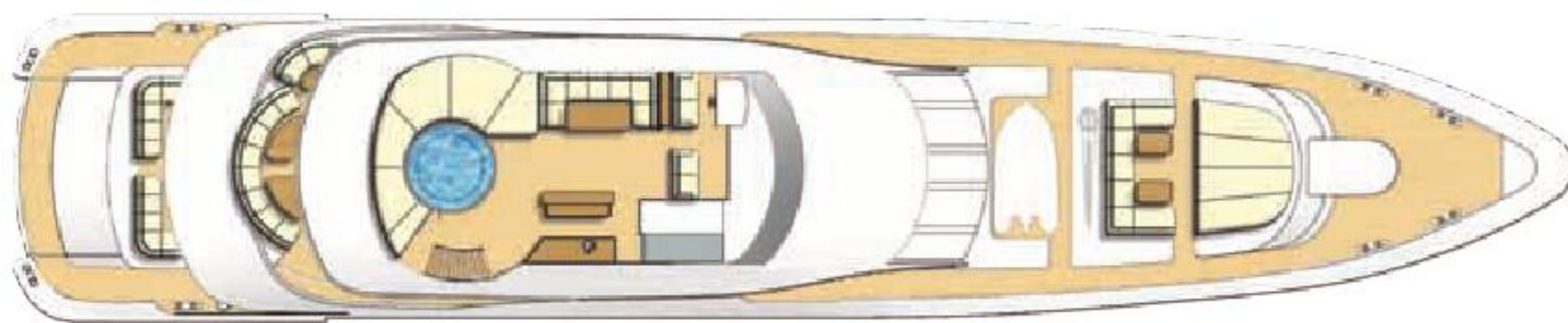




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eesen believes that even areas that guests rarely visit should be completed to the same quality and attention to detail. The bridge is fully-equipped with the latest technology in communication and navigation systems. Piping, welding, cabling and all mechanical elements were meticulously installed with both crew working conditions and any future maintenance in mind.





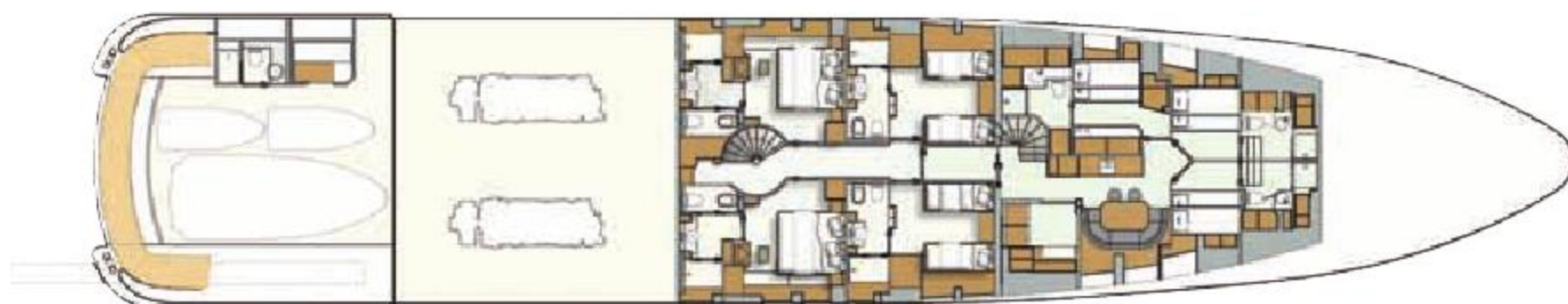
SUN DECK



UPPER DECK



MAIN DECK



LOWER DECK

SPECIFICATION

Hull type:	Twin Propeller, hard chine, semi-displacement
Naval Architect:	Heesen Yachts
Exterior Designer:	Omega Architects
Interior Designer:	Omega Architects
Classification:	ABS ⚡A1 Yachting Service ⚡AMS Large commercial Yacht Code LY2 / MCA
Hull:	Aluminium
Superstructure:	Aluminium

ACCOMMODATION

Guests:	10 / 12
Cabins:	Full-beam master suite, two double cabins, two twin cabins, convertible upper saloon

DIMENSIONS

Length over all:	44,00m / 144ft 4in
Beam over all:	9,00m / 29ft 6in
Draft:	2,50m / 8ft 2in
Displacement (50% load):	250 tons

TECHNICAL DETAILS

Maximum speed (50% load):	25 knots
Range at 12 knots:	2.950Nm
Fuel capacity:	63.000 litres / 16.640 US gallons
Fresh water:	16.000 litres / 4.250 US gallons

PROPULSION DETAILS

Main engines:	2 x MTU 16V 4000 M90
Maximum power:	2 x 2.720kW
Gearbox:	2 x ZF 7550
Engine control:	MTU Blue Vision, four control stands
Water lubricated shafts:	Stainless steel 431 Ø 145mm
Propellers:	Schaffran five blade fixed pitch Ø 1.380 mm
Generators:	2 x Kilo-Pak
Power:	2 x 99kW
Bowthruster:	HRP 85kW, hydraulically driven
Steering system:	Northrop Grumman Sperry Marine,
Stabilizers:	VT Naiad, type 720 with 2 fins of 3,5m ² , zero speed

A photograph of a yacht launch ceremony. A white yacht is being lowered into the water from a large industrial crane. The scene is filled with a thick shower of red and white confetti falling from above. In the foreground, the blurred back of a person's head and shoulders is visible, looking towards the launch. The background shows the industrial structure of the launch facility with corrugated metal roofs.

HEESEN.
A COMPANY
BUILT
BY YACHTS

Anyone looking to purchase a new yacht from Heesen should be confident that the quality of the Company is equal to that of the yachts.

The fact that this is the case is due in no small part to the principles of the founder. Frans Heesen founded the Company that bears his name in 1978.

THE FUTURE FROM THE PAST

Where most yachts were made from steel, his yachts were to be built in aluminium. Where most yachts had displacement hull-forms for slow, long distance cruising, his yachts were to use semi-displacement hulls and be performance-driven.

Heesen stands for individuality and quality in a world where these principles are increasingly compromised.

A Heesen will always be hand built by craftsmen in Holland. A Heesen will always be custom-built to combine the Owner's ideas with our expertise. A Heesen will always be the highest denominator of performance and luxury. A Heesen will always look like a Heesen because it performs like a Heesen.

Continuous investment has created one of the most modern construction facilities in the world. Great efficiency gives owners custom-built yachts using pre-engineered platforms, in a time scale and to a quality that is unsurpassed.

APPROXIMATELY
400
EMPLOYEES

YACHTS FROM
37-65
METRES
AND BEYOND

44.000
SQUARE METRES
SHIPYARD SITE

OVER **150**
YACHTS LAUNCHED
SINCE 1978

**FAST
DISPLACEMENT
HULL CONCEPT**

1978
HEESEN FOUNDED



OSS SHIPYARD



In 30 years we have delivered over 150 yachts. Our current range of yachts includes aluminium and steel, displacement, semi-displacement and fast displacement hulls from 37-65 metres and beyond.

Heesen is recognised as the world leader in aluminium yachts and our 65 metre fast displacement project is 30 per cent more efficient than any other yacht of this size.

Heesen moved into steel production in 2000 as a result of a specific client request. Indeed 50 per cent of our sales are to existing clients, progressing through options of length, construction material and hull dynamics.

Our Oss shipbuilding complex has nine modern sheds, five dry docks, over 44.000 square metres of space and the most sophisticated construction programme imaginable: orchestrating the integration of more than four million parts per year.

In 1978 Frans had a visionary idea - today it is a company called Heesen.





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