

MY Lucia-M (39 m) maneuvers like a runabout

Wieringerwerf – The technical sea trials of MY Lucia-M, the first Jongert 3900MY, went very well. Especially the way in which the yacht maneuvers, at all speeds, is remarkable. ‘It’s unbelievable’, says Folkert Brongers, General Manager of Jongert Shipyard. ‘This yacht weighing over 200 metric tons maneuvers like a runabout.’

The sea trials were held on the IJsselmeer (the old Dutch inner sea) and the North Sea. The 39 meter yacht reacts immediately to the slightest touch on the rudder. ‘The combination of propellers, rudders, their mutual positioning and shape of the underwater vessel is ideal for all speeds’, explains Brongers who held the rudder during the sea trials. “Even at a speed of 29 knots you are always in full control. Executing a Williamson Turn at that speed is easy and after a so-called “crash-stop” the yacht stops within three ships lengths and that from a speed of 15 meters per second. Low-speed maneuvering is also excellent. At the lock we had a fall of about one meter, but mooring was not necessary. Just playing a little with the bow and stern thruster, combined with the excellent trolling system on the ZF gearboxes, held her in place within inches.”



The yacht lying still with counter set propellers, without help of the very effective bow- an stern thruster, can literally pivot around its axis. The stabilizers (VT Naiad trim/stabilization system) function very well. ‘At a speed of 29 knots and 20 degrees rudder deflection the yacht tilts slightly and executes a short turn. You are always in full control. The 39 meter long yacht is maneuverable literally on the spot, even in windy weather.

What is striking is the speed flexibility of the Lucia-M. ‘You go smoothly from full displacement to gliding across the water. Remarkable is also the fact that on the IJsselmeer, which is only 6 meter deep, the yacht having a draught of two meter effortlessly achieves its top speed without first drawing its back deeply into the water. The master can choose from an unlimited range of speeds. Many gliders and half gliders have a relatively large speed range where you are as they say “climbing the mountain” causing unpleasant heavy stern waves and high fuel consumption.

Much attention has been paid to comfort during the design of the yacht. ‘However at a speed of 29 knots you do of course hear the engines and there are also slight vibrations’, says Brongers. ‘Those 8.300 pounding horses do not remain unnoticed. But at 700 revolutions, which is almost stationary, you will easily reach more than 10 knots and all you will hear is the wind.’

The Lucia-M is the first motor yacht of these dimensions ever built by Jongert. The motor yacht line has been developed by the yard at the specific request of several customers who appreciate the design of the Jongert sailing yachts but prefer a motor yacht. The fast sailing semi-displacement aluminium yacht is owned by a German hotel developer. The Lucia-M is his fifth motor yacht. ‘Our customer is an expert when it comes to products with a high degree of styling, finish, quality and performance. For private purposes he drives the sportiest type of Bentley. Now he ordered his first Jongert 3900MY. In my opinion that’s a huge compliment.’

After the sea trials the owner congratulated the Jongert team for their professionalism. 'I never had any doubts about this design. My expectations have even been exceeded.' Furthermore he was very satisfied with the fact that the maximum speed turned out to be higher than expected. 'Our customer considers the excellent performance rather as a form of active safety than a possibility he will use every day', says Brongers. 'He is primarily concerned with the comfort, style, reliability and quality. On all these points MY Lucia-M scores above all expectations.'

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Specifications Lucia-M

General

Naval Architecture	Azure Naval Architects
Interior design	Guido de Groot Design
Exterior design	Guido de Groot Design

Hull	Aluminium
Superstructure	Aluminium

Main dimensions

Length over all	39,00 m
Length waterline	33,68 m
Beam over all	7,80 m
Draught (half loaded)	2,04 m
Displacement (half loaded)	210 GT

Maximum speed	30 kts
Cruising speed	24 kts
Range at 12 kts one generator running	3.500 nm

Fuel capacity	46.500 l
Fresh water capacity	7.400 l
Black/Grey water capacity	2.600 l

Propulsion

Main engines	2 x MTU 16V4000 M93 3.250 kW / 4.150 bhp at 2.100 rpm each With trailing pumps and Trolling
Propellers	2 x Water lubricated propeller shafts with fixed pitch 5 bladed propellers
Bowthruster	Hydraulic app. 60 kW / 80 hp