

The Beast from Workum

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PLUS

- + design and construction
- + cruising qualities
- + employment of hold

MINUS

- no room for fellow passengers

INTRO

They possibly build the most beautiful drawn boats all over Holland: Kuperus Watersport in Workum. Yet, the company does so much more. Repair works, maintenance, reconstruction etc.

Now Kuperus launch their own motor yacht: K 1150. A step and a boat showing grit. When Gert Kuperus pondered on his company's future, soon some ideas came to light. A new model apart from the two already existing boats, the 660 (80 of which already built) and the 875 (15 of which already built) Steel? Actually, this was not an option. So why not make a motor yacht of similar style: beautifully drawn, easy to ride and solid. Experience Kuperus sure has enough of by now. Once the decision was made, the question which construction material to use was posed. Steel? Given the large number of already existing makes it is hard to earn fame with this. Besides, the yacht had to be seaworthy and able to go fast. The latter demand made polyester suggest itself. However, this requires high investments in dowels, molds etc. Thus it was aluminium that remained. And since Kuperus is also Yamaha-dealer, there was the opportunity of equipping the new yacht to be built with a relatively unknown drive: Yamaha hydradrives - in a way the counterpart to the established rear drives out on the market.

As most important advantage over common rear drives, Kuperus specifies the weight (according to him per each two blocks plus end piece - 500 kilograms lighter) and the compact make, which leaves more space inside the engine room. Hydra stands for hydraulic: the gear shift is hydraulic, thus very flexibly running. The drive consists of two screws per end piece, each of which has its own drive shaft. The second shaft travels through the hollow outer axle. Yamaha provides its hydradrives in different engine powers. For this boat, two types are available. Each one makes up to 315 pk, but there are also lighter versions up from 165 pk.

"A Great Project"

Yacht designer Jan Visser has committed the conception for K - 1150 to paper. Kuperus himself has designed body and interior equipment - both aspects have quasi continuously evolved throughout the entire construction process and have been adjusted and improved more than just one single time. In summer 2007, **Folmer** has commenced building the hull. Last winter it was taken to Workum and Kuperus has started completing it. "A great project" he now calls it. And whoever beholds this boat knows what he is talking about. Of course, each K - 1150 is made on order and precisely customized all over. Kuperus can build a maximum of two boats a year; thus, exclusiveness will be granted.

K-1150's hull is completely made of 6-mm-aluminium (deck and superstructure 5mm) and has frames each 40 cm. The mount on which both hydradrives are placed is 8 mm, the end pieces' mirror is even not less than 5 cm thick. With an aluminium boat, it is self-evidently necessary to ideally protect the material from electrolytic corrosion. Thus there are four notches in the hull into which fit the same number of heavy anodes, which "sacrifice themselves to the construction material's benefit". Moreover, the entire technical installation has been mounted floating and all

surroundings are made of aluminium or plastic. Just think of, for instance, aluminium hinges and - for fastening - plastic screws.

Optimally

On a boat like this, the hold is by definition more limited than it will be on a displacement. By comparison, it is more narrow and instable. However, Kuperus has managed to find unusual solutions to make ideal use of the internal space. For instance, a part of the entrance from the open tub has been deliberately sacrificed inside the deckhouse to make room for an athwart bench - this does not only provide additional seats but also extra storage space. And on the foreship, not the mandatory door in the middle leading towards the fore has been chosen, but instead an offset door. This creates far more space inside the galley in the front part of the yacht. That much more, it even makes you wonder why not some more cabinets have been placed here. The fore, too, is spacious and does not suffer from the fact that a fast boat has to feature a prolonged, slender heading. Much storage space plus a broad bed of 120 x 160 cm. Furthermore, the room is agreeably bright. Not only due to its design (with light laths along the walls), but also because not less than ten(!) small lamps, three gateways and a skylight have been mounted - it's a recovery in the world of darkly boats.

And that's not all of it. The bathroom, for instance, is just as spacious. Including a separate shower cubicle and an electric WC. And if you think all of this must be charged to the debit of the remaining premises, you're wrong. Since, they, too, are first class. With, again, lots of storage space, a large bed (210 x 150 cm) and more than one meter of head room. And finally there is the headroom across the whole of the boat: all over it's 198 cm at least, and inside the deckhouse even 210 cm. And the best is: it doesn't change any of the boat's shapes which are most beautiful and proportional. Also the equipment is impressive. Light and daring. A sycamore interior with a touch of aluminium in form of a decoration strip which is recurring all over the place. Another beautiful detail is the stainless steel door posts. A "trendy" dark wengé-floor fully completes the image of contemporary designed interior. It's modern but doesn't bear the risk of finding it obsolete in a couple of years.

The exterior is just exactly the same. Again, we have to praise Kuperus for not accepting solutions easily at hand. For instance, a back facade from Oregon has been placed - not common but "green" and additionally beautiful. The gangway (deck) features no differences in level, is easily 40 cm wide and the feeling of secureness is even magnified by a heavy aluminium foot-bar in combination with a heavy, stainless-steel twin railing of more than 70 cm - plus, of course, magnificent handholds on the superstructure.

An awkward little sea

We are cruising with K 1150 from Workum to Lake IJssel. Four to five Beaufort, deep shore, thus with the probably familiar "awkward" little sea outside. Short, bluff waves without any logics characterize these waters under those circumstances. This boat negotiates them straight-faced. Even more than that: especially such an unpleasant little sea proves K 1150's properties. And there are many of them, believe me. This boat is a beast which calls on better casting and throwing. Up from approx. 2600 RPM, K 1150 really launches off and the velocity constantly increases from approx. 25 up to 60 kilometers per hour. Incredibly short swell! You don't even recognize it. Sitting in a comfortable helm chair with excellent all-round vision, you are lord of the elements. The yacht steers easy and sensible which is most pleasant for a boat like this. You will not have to drag the helm to get it where you want it to be. A nice detail is the twin motor hand gears you can synchronize at the push of a button. Thus, two separate gears become quasi one, which simplifies their control. With increasing speed, the boat beautifully throws the water aside, which is the reason why you will hardly suffer from pipe water. To that comes: heavy wipers with interims and a spraying installation (for sea water) always ensure your clear sight ahead. One thing is a pity, though: this version of the boat does not provide any real "room for fellow passengers".

Now, cruising fast of course is great, but far more charming is a nice cruising speed. At 35 kilometers per hour, the noise level is still well acceptable, the fuel consumption is kept within bounds and you proceed most comfortably. Another outstanding feature: the boat also navigates well when it is slow - and that can be different with this type of boats. With working drives you restrict the boat's speed down to a bit more than 5 kilometers per hour and the boat keeps the course. Thus, even cruising small inland waters is easy. Due to the two end pieces in combination with a bow thruster maneuvering is very easy.

To conclude

A lot speaks for this boat. For instance, K 1150 with its upwardly directed rear drives features a complete flat underwater hull which enables running dry. It's possible to bunker 2 x 850 liters of fuel and you will have the choice among a wide range of Yamaha motors. What counts is the most practically usable internal space, as far as both, equipment as well as technics, is concerned. As the boat navigates excellent in slow speed and moves across the water surface in some kind of *kart* when it reaches top speeds, it is highly recommended. However, I think this boat's most outstanding feature is its builders' delight in its development and construction which can be felt all around. That much heart for a matter just has to create a top product.