



132 Years of experience

The graceful lines of the Yulia 34 revive the golden age of Boesch and Riva

Wood care If there is one place where they understand wooden built ships, it's at shipyard Joh. van der Meulen in Sneek in the Netherlands. Here they have been renovating schouwen, tjotters, boeiers and botters with traditional craftsmanship since 1880. Building a wooden speedboat however is a different story! Rather than shaping oak planks with a steam chamber, the Yulia was built layering 10 cm wide and 7 mm thick mahogany slats. An incessant job done only by passionate –and patient– ship builders such as Henk van der Meulen.

To build the casco of Yulia 34 Van der Meulen did use his trusted oak. On the keel he has placed a transverse frame every 40 cm and longitudinal framing every 30 cm. The constructed angles bring extra stiffness to the bottom and side of the hull. On this oak frame Van der Meulen applied a so called 'wood core' construction. 'Strong as iron, built up with 3 layers of mahogany slats, stapled and glued together with epoxy,' he explains. 'The first two layers are placed diagonally across each other, the third layer horizontally.' This manner of building has the advantage of creating a fixed form hull, that is nevertheless light weight. Remarkable as well are the strakes that run through from front to back without joints. Van der Meulen used mahogany planks of almost 11 m long for this! In order to ensure the whole is watertight, a transparent two pack coating was used that will make the Yulia a maintenance friendly ship.



Julia 34



A true classic power boat

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Volvo Although Henk van der Meulen never questioned the sturdiness of his wooden Yulia 34, the Swedish technicians from Volvo did not immediately welcome his idea of fitting the boat with IPS-propulsion. 'Volvo had never installed IPS-units in a wooden motorboat before,' Van der Meulen says. 'At their request I have asked Vripack to work out the design of Yulia 34 on paper. Vripack together with Volvo has adjusted the shape of the hull.' They also calculated whether the boat would be able to handle the immense forces the propulsion would produce. 'Specifically the rings on the floor of the engine space, where the tail ends protrude the bottom, endure huge forces,' explains Van der Meulen. Volvo eventually agreed to supply the engines, but only if the underwater hull and the engine space would be strengthened with epoxy mats. Van der Meulen: 'As a handicraft yard, specialized in wooden ships, we obviously prefer to use as little epoxy as possible, but I understand Volvo in not wanting to take any risks with this new introduction.'





The first wooden boat
in the world with
IPS propulsion,
the Julia 34 is foremost
a very beautiful ship.

Julia 34



Pure Dutch craftsmanship

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Technique

Below the ample sundeck on the back two IPS-350 motors are placed; expertly installed by Marinecenter van der Veer en Brinks in Zwartsluis. The two backwardly placed 260 HP diesel engines provide a capacity equalling 2 x 350 HP. That is sufficient to bring this 5 ton ship up to a speed of almost 80 km/h within a couple of tens of seconds.

In the engine space –which is quite big– we also find the batteries and inverter. Two batteries (88 AH) are used for starting the engines. The other two batteries (120 AH) supply power for all other electric utilities and are connected through a diode to each other and to the battery charger/inverter. This construction ensures fully loaded starting batteries at all times. The charger/inverter supplies the ship with 12 Volt and 220 Volt; on the display and control panel in the cabin the power supply can be monitored and adjusted. For safety reasons the electronically controlled motor hatch has an emergency measure, so it can be opened during a power cut.





Julia 34



132 Years of boat building experience

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Details De 10,50 m long sports boat is 3.30 meters wide amidships and 0,90 m deep. Inside and outside the panelling is mahogany, in the same colour as the hull. In the forepart of the ship you will find a V-berth and a closed toilet space. In front of the entrance door a stylish cabinet is placed in which a diesel stove, a sink and refrigerator are enclosed. Additionally build number one of the Yulia 34 is provided with television and radio, a boiler, shower with hot water on the swim plateau, LED navigational lights, a Victron charger/converter and connection for shore power.

A convertible hood –that can be invisibly stowed away behind the back of the round bench– is optional, although with a ship like this, one is more likely to avoid bad weather. A gem such as the Yulia is kept in the boat house and only taken out for the day if the weather is pleasant for a trip. However, looking at the complete inventory of the Yulia there is no reason why you should not stay and enjoy sailing for a few days.



Julia 34

**bundles 132 years of
boat building experience
and its shows!**

Julia 34



Unique, fun and exclusive

The graceful lines of the Yulia 34 revive the golden age of Breesch and Riva

Sailing You don't need a roaring exhaust pipe to be noted! With a simple movement of the IPS-joystick Van der Meulen steers the Yulia 34 sideways from her berth. 'The ship only weighs 5 ton, so it does not require a lot of power to move her from her place.' Sailing through the canals of Sneek we notice the ship has a pleasant and quiet pace with the engine running stationary and it is easy to manoeuvre through small waters. Here the joystick can also be used for easy steering. Fortunately it's not too busy on the Sneekermeer and we can readily go wild on the speed boat lane. We push the throttles forward and within seconds we are at top speed. With a maximum number of revolutions of just under 3400 we hit 80 km/h. The deep spray rails on 2/3 of the hull ensure the ship can easily cut into a turn. The ship behaves as graciously as she looks, which only dawns on us when we see the water shooting by with immense speed.





Julia 34

Measurements

Length x width x depth	10,5 m x 3,3 m x 0,9 m
Crawling height	1,95 m
Water displacement	5 tons

Hull

Material	Wood (oak framing, wood core mahogany for the hull and bottom, underwater ship and engine space strengthened with epoxy)
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Accommodation and facilities

A non self draining cockpit with an outside galley on the starboard side, the cockpit on the portside and a round bench and table. Cabin with V-berth and enclosed toilet space. Large sun bed behind the cockpit. Teak mast on the front deck.

Technical specifications

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Hull shape

CE-category	2
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Propulsion

Engines	2 x Volvo IPS-350, four cylinder, 260 HP at 3400 rev/minute
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Tanks

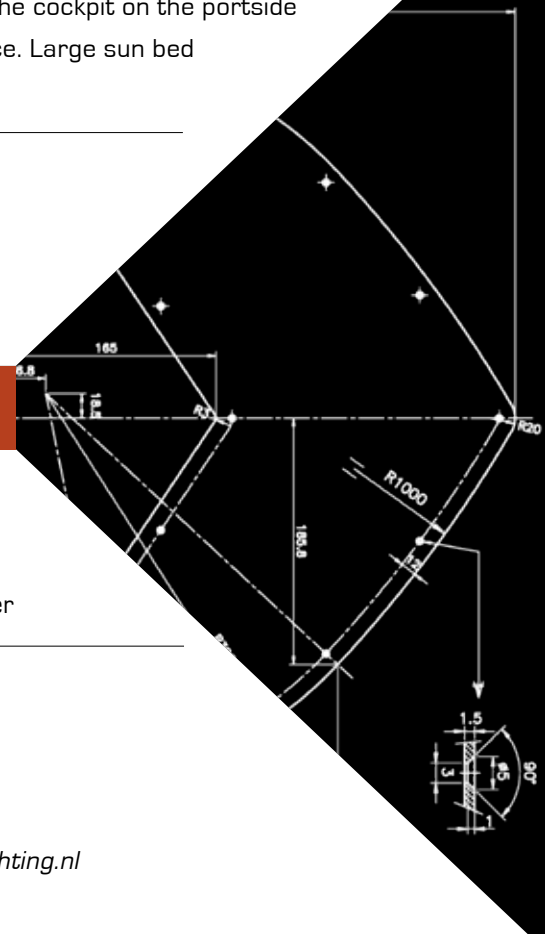
Diesel	2 x 175 litre, synthetic
Water storage tank	133 litre, synthetic
Water disposal tank	133 litre, synthetic

Prices

Price test ship	on request
Important additions	Volvo Penta IPS engines, GPS/chart plotter

Build and information

Design	Yulia Yachting and Vripack
Wharf	Yulia Yachting www.yuliyachting.com
	Selfhelpweg 11-13, Sneek
	Phone: 0031 515 413078 / info@yuliyachting.nl





Julia 34