

**May 2021**

Dear boating enthusiast,,

We wrote our last newsletter at the end of the 2020 season. In the meantime, the winter storage period is already over and our ships are back on the water! Until now the weather has been a bit disappointing, but let's hope that there is a good sailing season ahead of us!

We have been busy at our yard since October. New builds have continued nonstop, whereby a new ship could be delivered almost every month. We have also worked on our model range, which we would like to tell you more about below:

### **PTS 22 :**

It has been our wish for some time now to add a smaller model to our range. We have thought a lot about the requirements for this ship. Our architect Vripack has been a great help.



Compared to our previous report on our new PTS 22, we have come a lot further since October 2020. It is nice to report that we will be offering this model in both a semi plaining and plaining version. The semi-plaining, will in performance be comparable to our PTS 26 and 31. This version will be available with diesel engines from 42 to 143 HP, but will also be available as full electric. The first model has already been ordered in England.

In addition, a plaining underwater hull will be available, equipped with an outboard motor, up to 200 HP. This version makes it possible to achieve speeds above 50 km per hour. With this version we expect to be able to better meet the demand in Scandinavia, for example. As soon as the Corona restrictions allow this, 2 interested people from Sweden will come our way, so who knows, maybe some of our ships will also be sailing in Stockholm in 2022!



We are doing our best to meet the schedule as previously indicated. This month the milling of the plug of the hull will start. This is the base of the ship, of which a mold will be made upon completion. Our hulls are then drawn from this.

As always, these come from Theuws Polyester from Wieringerwerf.

As soon as the first product is there, we will get to work on our shipyard with the cabin and deck mold. This should result in a first "zero series" in December 2021 / January 2022. The production model will be available immediately afterwards. Our aim is to deliver 4 to 5 PTS 22 up to and including June 2022. We already know that 1 in the Netherlands will remain with us as a demo model, 1 already ordered in the Netherlands and the electrical version as mentioned before, which will be used on the Thames.

We regularly report on the progress of the developments on our site. Because the final version and specifications can still change, we unfortunately do not yet have prices and specifications available. It is logical that the PTS 22 will be below the PTS 26 in terms of pricing.

### **PTS 26 :**

The demand for the PTS 26 has increased significantly in the past 2 years. More than half of our new construction and almost all pre owned models go outside the Netherlands. The good sailing characteristics of this model in coastal waters have been discovered by a group of buyers and with a number of modifications, including an anchor with winch on the bow and in some cases davits on the stern, it proves to be very suitable for sailing between the islands around the south coast of England. 3 PTS 26 are now operating from UK seaports and we have 6 new builds in order this year and early next year. There will also be 2 PTS 26 sailing from Saint Tropez. One of these will be equipped with a 220 HP Volvo Penta and will function as a tender for various appealing sailing regattas. Nice for us and also a bit exciting!

We are also planning some minor alterations to the deck. The gangways will be slightly wider, an escape hatch will be installed on the foredeck and some adjustments will be made under the skin, including a different method of the self-bailing cockpit and weight saving on several hatches.



In addition, it is worth noting that in our recent models, the hull protection strip, cockpit table and bathing platform are made from Esthec. As a result, there is now more harmony in the use of materials and colors and maintenance is further limited.

Unfortunately, the increased demand also has its drawbacks. Some growth in production and staffing is of course always welcome and we are working hard on this. At the same time, the modest size of our yard matches the identity of our company. We have opted for moderate growth, as a result of which order times have increased. As far as the PTS 26 is concerned, this means that new construction cannot be delivered until June / July 2022. That is of course a pity, on the other hand, if the PTS 26 fits a potential buyer, we hope that they are still prepared wait a little longer.

### **PTS 31 :**

There is also good news to report here! In August 2022 we, together with a PTS 26 owner, will start the construction of a new PTS 31. The body will remain broadly the same, but the owner has clear ideas to bring the PTS 31 more in line with the PTS 22 and 26. Less use will be made of stainless steel, the overall appearance will become a bit more classic and the cabin more accessible, a bit more traditional and more practical. We are very much looking forward to doing this together and expect that this new model will be appreciated by the people who now also find the PTS 26 an appealing ship. We would like to invite interested parties; if you would like to get involved in this process in the course of 2022, so that we can build 2 PTS 31 parallel but according to your own wishes, then we are very open to this!



All in all, we have started a challenging year with exiting and interesting developments! In Schagen there is always activity and so, something te see; anyone who likes to come and see how, where and by whom our PTS range is being built is more than welcome to visit us. Of course a visit can easily be combined with a testrun. If you would like to make use of this opportunity, send us a message to [info@statementmarine.nl](mailto:info@statementmarine.nl) !