



Hollandia Goldbank

Comfortable and customisable, this Dutch steel cruiser appears to have equal potential for coastal and inland cruising. **REPORT BY MARK TURLEY**

highlights



PROTECTED AFT DECK

The helm and after seating area are well sheltered by a combination of screen, canopy and coaming.

LARGE AFT CABIN

The owner's suite has a king-size berth and a dressing table, plus lots of stowage.



SEPARATE SHOWER

A generously sized shower room is separate from the aft cabin's toilet compartment.



accommodation

The saloon is pleasantly roomy, boasts no less than 6ft 6in (1.98m) headroom, and also has plenty of natural light thanks to a generous amount of window area. The shallow U-shaped seating to starboard comes as standard with a large oval table, and has lockers in its base.

Rather than specify an interior helm position, the owner of our test boat opted for a neat halfway house by having a second throttle and autopilot control hidden away in the sideboard to port.

Down a couple of steps forward is the galley. On our test boat this was all-electric, with a cooker at countertop level and therefore without the usual cupboards outboard. But there is still a good arrangement of stowage and adequate work surface.

Opposite, the dinette just about seats four, and the table can be dropped to form an extra occasional berth. Stowage is incorporated in the seat-bases.



saloon The sideboard incorporates the main electrical panel plus space for a television. The coffee table is non-standard.

The forecabin is small, having been designed with children in mind; adults might find themselves playing footsie given that the 6ft (1.83m) long vee-berths become quite narrow at the bow. The adjacent toilet compartment, provided at the owner's request, is also pretty small.

Space is in greater supply aft, and the master cabin is served by a

substantial separate shower room, as well as an en-suite toilet compartment. Neither has an extractor, just an opening port.

The cabin itself sports a king-size berth, no less than 6ft (1.83m) wide, but this still leaves lots of room, not least for stowage. Bulky items can be put away in the base of the bed, which hinges up on support springs.

Hollandia boats have been built in the Netherlands for 30 years, combining solidly fabricated steel hulls with functional if quite basic fit-outs, at a keen price.

That remains essentially the case, even after a takeover of the company by former employees a few years ago, which aimed to ring the changes by refining the finish.

We took ourselves to the importers, Medway Bridge Marina in Kent, to inspect the new 41ft aft-cabin Goldbank model, the largest in the line-up.

The particular example we tried was just about to set off for the Mediterranean, via the coastal route rather than the French inland waterways, and its owner had set its specification largely with that in mind.

DESIGN & LAYOUT

The Goldbank's hull construction and scantlings appear pretty standard, with 4mm steel used for the hull and superstructure, stiffened with 4mm T-bars at 40cm spacing.

Although the chined hull is designed purely for displacement work, single and twin engine options are available. In the former case, the centreline has a large,

coaming, effectively forming a cockpit inboard of the vessel's sides, which is clearly a good idea if you are cruising offshore. There is still plenty of room to walk outboard of it, to tend to mooring lines, launch the dinghy from the transom or descend to the deep bathing platform.

On our test boat, the platform was accessed via a stainless steel ladder, but the option of a stairwell is being introduced.

Down below, the standard layout is typically Dutch, with a separate aft master suite but otherwise largely open-plan, from the upper saloon, past the galley, to a vee-shaped seating area in the bows.

However, the builders will try to accommodate any customisation a buyer requires. In this instance, the forward seating has been fully partitioned off to form a small second cabin, while the galley to port has been shortened slightly to accommodate a second toilet compartment.

POWER OPTIONS

So far, most boats have been fitted with a single diesel engine, usually a four-cylinder 110hp Volvo Penta TMD31. But the yard are now offering options based on Vetus'



Deutz-based range: a single 159hp DT64 or twin 106hp DT43s.

The owners of our test boat, Wolfgang and Margot Schmidt, had specified a single 200hp Volvo Penta TAMD41, retaining the simplicity of a single engine installation while providing some extra grunt for making longer sea passages.

PERFORMANCE & HANDLING

The Goldbank carries a slightly greater beam than other models in the range, which is

going to work in the hull's favour in open water, adding to overall stability and thereby helping to reduce this type of vessel's tendency to roll in a seaway.

We got only an inkling of this during our sortie out of the Medway into the Thames Estuary, but the owner has already seen how the hull coped in upwards of a Force 6 when it blew up during the trip back to the Medway after he had taken delivery at last year's Southampton Boat Show.

It was certainly a case of holding on tight,



galley The inclusion of a second toilet compartment means this galley is shorter than standard.



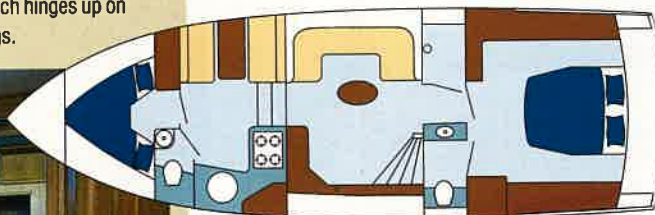
forward cabin Intended for children, this has limited stowage by way of a hanging locker and a cupboard, but benefits from an adjacent WC.



aft cabin Although the berth is wide, there is plenty of room on either side for cupboards, drawers, a large wardrobe and a dressing table.



aft toilet En-suite to the master cabin, this has good storage. The shower is a separate compartment.



almost full-length box-section keel which supports and protects the sterngear. In the latter case, the hull is modified with a pair of bilge keels to accommodate the drivetrains and carry the rudders.

As ever with Dutch steel boats, the finished hull and superstructure is amazingly fair. Furthermore, all steelwork is protected by a hard-wearing two-pot paint system.

The initial design for the Goldbank included an interior helm position as standard, but in line with most other boats that feature a sheltered aft deck this has now been done away with (unless it is specifically requested), to free up more living space. So the sole driving position is on the raised aft deck.

Besides the helm seat, the aft deck has no seating fitted as standard, as most continental buyers prefer to set up loose patio-type furniture as and when required. British owners, in contrast, tend to want something permanent, and if that is the case the yard can add a sizable U-shaped arrangement, as they have done here.

This fabrication doubles as a protective



helm Centrally positioned, the simple console has smaller instrument heads ranged across in front of the skipper, and plenty of gently angled fascia for adding a radar or plotter, although no electronics come as standard. The fold-down screen is served by two sturdy wipers, and the wide single swing-back seat has just enough room for the skipper and an old sea-dog!

decks

Behind the helm seat, the aft deck's optional island seating is very generous, and yet there is still plenty of space outboard to walk around it, helped by the handrail which tops it off. With the base doubling as locker space, there is plenty of deck stowage.

The whole aft deck can be protected by a two-part canopy. The forward portion fills in above the screen, while the aft portion can either be unzipped or folded back when not needed. It is awkward to stow, and a cover to hold it in place

around the top of the seat backs would be an easier solution. Moving out along the side decks feels safe, not least because they are 15in (38cm) wide with 8in (20cm) high gunwales.

Breaks in the guardrails amidships provide the main boarding points when you are moored alongside, and the step up from pontoon level is just about negotiable without the need for a built-in footfall.

Deck hardware is most adequate, with sets of 9in T-bollards fore and



side decks Generously wide, these benefit from a high gunwale and sturdy guardrails, but no inboard handrail. Teak cladding is an optional extra.



aft deck For offshore cruising, many crews will appreciate the extra protection afforded by the coaming-type seating.

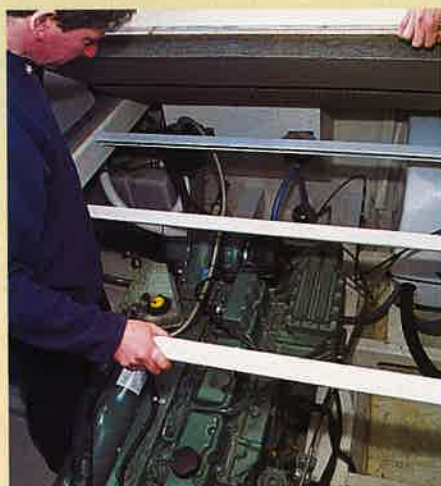
aft, plus a gunwale-topping 10in (25cm) bar cleat on each side for springs.

A manual anchor windlass is provided as standard, but on our test boat this had been upgraded to a purposeful looking horizontal electric model. Full teak decking is also an extra.

engineroom

A gas strut supported hatch in the saloon sole is the usual method of gaining access to the engine compartment, but the owner of our test boat specified a couple of large loose hatches instead.

Either way, access is easy and space down inside is good, even if two engines are fitted; this particular boat had a single 6cyl diesel plus a fully encapsulated 12kVA generator, in addition to the fuel



TEST DATA

rpm	knots	gph	lph	mpg	range	noise
1500	4.5	1.1	5	4.09	360	64
1800	5.2	2.2	10	2.36	207	66
2200	6.7	3.3	15	2.03	178	66
2400	7.0	4.0	18	1.75	154	72
2800	7.7	5.3	24	1.45	128	73
3000	8.0	6.2	28	1.23	108	73
3500	8.6	8.4	38	1.02	90	78

range in miles, allows 20% margin.
 noise in dB(A), in saloon with door closed.
 conditions wind northerly Force 3, sea calm.
 load fuel 100%, water 100%, crew 4.

and waste tanks that come as standard.

Raw-water and primary fuel filters are set so that they can be readily got at, although we would have put them closer together so that just one hatch need be lifted for completing daily checks.

Overall the installation appeared well-found, although we were a little disappointed by the size of the bilge pumps and the lack of sound insulation. The latter is incorporated only into the deckhead hatches, which is strange given the amount of space down here for reverberating noise.

but he tells us that the autopilot coped admirably and the hull tracked well, with the keel and large rudder clearly offsetting any tendency to be pushed around. It was quite wet, apparently, but then the boat is designed to take it; the front of the coachroof is solid steel, for example, with no vulnerable window where a boat destined for only sheltered waters might have one.

From our own experience, we can report that the Goldbank's performance is true-to-form displacement stuff, with the first 5-7 knots easily gained, at just 2400rpm, but beyond that a small increase — to 9 knots at a flat-out 3800rpm — achieved at the expense of doubling fuel consumption and making quite serious inroads into the boat's range.

Even if the intention is to push along sedately and enjoy the trip with the minimum of noise and fuss, it is always nice to know there are these extra couple of knots available.

At 2400rpm, noise levels are at the low end of the scale right across the board, including in the aft cabin. Run above 3000rpm, thought, and they pick up quite significantly.

The boat can be manoeuvred around quite tidily with just a single engine. In fact, the rudder is sufficient to spin it through a 180° in a boat's length or so, although we suspect most buyers would not want to be without the optional bow-thruster.

Nudging astern, the hull is happy to be reversed into a slot, especially if you do not overdo the power.

specifications

BUILD	steel
RCD	design category B
LENGTH OVERALL	41ft 4in (12.60m)
HULL LENGTH	40ft 0in (12.20m)
BEAM	12ft 9in (3.75m)
DRAUGHT	3ft 3in (1.00m)
AIR DRAUGHT	8ft 6in (2.60m) with screen down
DISPLACEMENT	12.5 tonnes
FUEL CAPACITY	110gal (500lt)
WATER CAPACITY	66gal (300lt)
ENGINES	single Volvo Penta TAMD41P 6cyl, 3.6lt diesel 200hp at 3800rpm
SUPPLIERS	Medway Bridge Marina, Manor Lane, Rochester, Kent ME1 3HS. Tel: 01634 843576. www.medwaybridgemarinas.co.uk
BUILDERS	Jachtbouw 2000, Nijverheidsweg 18, 9601 LX Hogezaand, Netherlands. www.jachtbouw2000.nl
PRICE	£147,750 inc VAT as standard; £211,000 as tested

conclusions

LAYOUT

The builders are always happy to customise the layout to an owner's requirements, and in this case adding a second WC has meant some compromises for the galley and forecabin. However, the accommodation is comfortable for four people.

The aft deck offers plenty of potential, and we consider the island seat arrangement ideal if the boat is destined for lots of coastal cruising.

BUILD

Both the hull and interior fit-out are solid, while the finish is adequate and functional but unfussy. These are all plus points on a boat that is destined to be lived aboard for several months.

PERFORMANCE

Displacement-speed performance and handling are predictable, but we are not altogether convinced by the choice of engine for the boat we tested. Something non-turbocharged (so it cannot be fouled up through slow running) and with extended service intervals might have suited the application better, and many buyers might prefer to split the available 200hp between twin engines.

MBM verdict

The Hollandia Goldbank is a solid, comfortable displacement boat. Without too many frills, the example we tested should fulfil its owner's requirement for a craft suited to extended cruising.

the rivals



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