



Sail or power: a hybrid that can harness the wind's energy in good conditions or keep to long-range exploration schedules under motor.

THE BEST OF TWO WORLDS

Joubert Nivelt Goeffers and JFA shipyard have picked up on a new trend. With an interior by Rhoades Young, "Hortense" can be considered to be either an exploration motor yacht with good sailing capabilities or a ketch with a long range motor yacht autonomy.

Text Sébastien Bavthez Photos Benoit Stichelbaut, Nicolas Claris

Yachts are born out of dreams, encounters, friendships, long discussions, compromises, and always passion. "Hortense" is no different. The naval architect Michel Joubert carries pictures of his own yacht "Marguerite" – a 16-metre

aluminium ketch – in the ices around the North Pole, wherever he goes. He is so passionate about sailing in remote places that he shows them to everybody at every opportunity. Guess what happens when he meets "Hortense's" owner? The latter falls in love with

the "Marguerite" photos in the ice and tells Joubert "this is where I want to sail!".

Moored alongside in front of JFA's office in Concarneau, "Hortense", with her imposing freeboard and two masts, looks like an exploration vessel of the 50's but with a mod-

ern sailing rig added and a yacht quality finish. Looking up, you can easily notice the ketch is meant to sail. The two carbon masts, made by Lorma, with their beautiful Park Avenue booms stand proud. I am aboard with the shipyard's and the owner's crews for the



Purposeful: the fly-bridge has a professional air about it while carbon spars carry a practical sail plan. Large windows allow those below to enjoy the scenery too – in security.



Interior living: designed to be enjoyed from inside, as much as on deck, the layout is open plan so that the owner and his party can communicate from guest galley/bar to helm.

last sea trial and a helicopter photo shoot a day before the delivery. The bow thruster gently pushes us off the dock and we motor pass the Old City of Concarneau toward the Glenans, one of the most beautiful areas in Brittany.

The view from the high flybridge is quite impressive with

only small blind spots forward. The flybridge hosts a comfortable seat, hydraulic sail trim controls, two tenders and the mizzen mast. The mainsail sheet is located inside the boom while the staysail is self tacking and the genoa sheets run neatly along the guard-

rails to the aft cockpit, where the mizzen is trimmed on dedicated winches.

While we are motoring out I go down below. The silence is noticeable; acoustic insulation was a priority and the Dutch company Van Cappellen Consultancy were employed by JFA to optimize it. I can barely

hear the hum of the twin 285 hp Cummins diesels running.

The pilot house, upper and lower saloons share one large and uncluttered space, almost the full beam of "Hortense". "Hortense" is designed to be sailed mainly from inside the pilot house. The pilot house is divided in two sections, both

with very comfortable light brown, thick leather sofas. The radar and a MaxSea software dedicated computer screens are located to port and the helm, engine controls, electric switches, alarm systems, as well as the sail trimming push buttons are to hand to starboard. The sa-

loon/lounge, separated from the pilot house by a small change in level, was designed by Dick Young to be the focal point of life aboard. Floor-to-ceiling windows give open views of the sea even while relaxing in the comfortable sofas. Three steps down, the lower saloon is an inviting

Clean lines: big spaces and simple interior details, using white deckheads, satin wood, leather and plenty of natural light make for calm live-aboard relaxation and people flow.



Alfresco: breakfast on the sheltered aft deck, maybe to discuss the itinerary or plan of action for the day. Green or red: planting a tree to offset emissions is not always a practical option. Hoisting an MPS is ok.

social area too, a modern interpretation of a farmhouse kitchen, with a large dining table, a small galley – backed up by a full one below deck – and a bar opening up on the aft deck through a sliding glass door. Natural light flows in. Leather covered handrails on the deckhead and beside the stairs are reminders that you are aboard a real sailing boat.

The general ambience of “Hortense’s” interior design is calm and clean with practical details evident throughout giving her a feel of reliability.

The crew is moving on the deck, sails are being hoisted. The wind is not very generous thus the full wardrobe is set. From the flybridge, I feel like “Hortense” is stuck before checking the clean wake at

the transom. We are sailing at 4.8 knots in 12.5 knots of wind at a 44-degree true wind angle, without any help from the engines, which is not bad for a 130-tonne yacht. Later on, with the 380-square-metre red spinnaker, we will reach 6.5 knots with 12 knots of wind at 112-degree true wind angle. “Hortense’s” cruising speed motoring is 11 knots. Joubert Nivelte Design has balanced the sails and hull nicely with the three-metre-long, 20-tonne ballast keel.

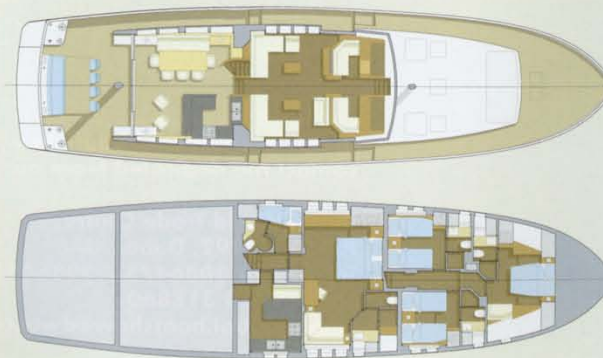
Consumption reduced 30 %

So for the most skeptical (I was amongst them) the answer is yes, “Hortense” can sail. On long runs, to reduce heeling, it is possible to transfer 3,000 litres of fuel to either the port or starboard day tanks. The shipyard has done fuel consumption tests both with and without sails. With both engines running at 1,500 rpm, at a speed of 10 knots fuel consumption reaches 35 litres an hour while, with the sails set in ideal sea and wind conditions, at the same speed at 1,000 rpm the consumption can be reduced by 30 %.

I want to get a feel for the owner’s suite while sailing. To access it you have to pass through the lower saloon and descend a staircase to the heart of “Hortense”, next to the crew quarters and the galley. What may seem to be a strange location at first – specified by the owner – turns

HORTENSE

LOA:	27.50 m	Fuel tank:	16,000 litres
LWL:	26 m	Generators:	2 x Onan 27 kW 50 Hz
Beam:	7.17 m	Water capacity:	4,000 litres
Draught:	2.80 m	Air conditioning:	Heinen & Hopman
Air draught:	33 m	Entertainment:	Sharp & Bose
Displacement (light):	130 t	Tenders:	Zeppelin 5.50 m, 90 hp Caribe 3.40 m, 6 hp
Ballast:	20 t	Toys:	2 x 12' Truc sailing dinghies
Material:	Aluminium and Alustar	Tender launching:	Opacmare
Paint:	Awlgrip	Generators:	2 x Onan 27 kW 50 Hz
Rigging:	Navtec rod	Bowthruster:	MaxPower 400TH
Spars:	Lorima carbon fibre	Radar:	Furuno
Furlers:	Harken	GPS/AIS:	Furuno
Winches:	Harken	Navigation system:	B & G Hydra 2000
Hatches:	Rondal	Fridges and freezers:	Liebherr
Windlass:	Muir	Galley equipment:	Miele
Sails:	Incidences	Noise & Vibration:	Van Cappellen
Sail surface areas:	Main 146 m ² Genoa 193 m ² Staysail 51 m ² Mizzen 44 m ² Gennaker 380 m ²	Naval architect:	Joubert – Nivelte – Goeffers
Engines:	Cummins QSL 9.0M 285 hp	Exterior styling:	Joubert/Rhoades Young
Gears:	MG5082	Interior design:	Rhoades Young Designs
Propellers:	Frances Helices	Engineering:	Vripack
Speed (power) cruising:	11 kn	Owner's manager:	MCM Newport
		Class:	Lloyd's & MCA compliant
		Builder/Year:	JFA Shipyard/2009



Planning: owner amidships, guests forward. MCM, the yacht management company involved throughout the build process, says: “She is a wonderful combination of elegant modern design, excellent sailing qualities, engineering and build. Well appointed for the owner and his guests to sail and execute their expeditions in comfort and security.”

out to be a smart choice. The full beam cabin is comfortable, with minimal motion and noise at sea. Large format windows to port and starboard, just above the water, bathe the room with natural light and offer an amazing view out to sea. A leather-covered desk hides a retractable plasma TV screen. To starboard, a comfortable L-shaped sofa with a small table benefits from the light of the windows. A spacious en-suite bathroom beckons one with its rain shower. The owner, who likes to sail and always be involved with navigation, added a B & G display facing his bed.

Plasma TV and iPod docking

The guests’ cabins are accessible from the raised forward part of the saloon with one full-beam VIP, double suite and two twins all with en-suite bathrooms. The interior design decoration is quite similar throughout the ketch. Touches of complementary woods, colours and fabrics are used to give some individual character to the different rooms. All cabins are equipped with plasma screens and Bose iPod docking stations.

It is time to anchor off the Island of Guiriden, a few metres away from a sandbank, in shallow waters. The strong tailor-made Muir windlass is released and the CQR anchor dives in the water. Two teak tables can be unfolded and set up in the cockpit to com-

fortably host up to ten guests for alfresco dining. Guests can easily be served or help themselves to appetizers and drinks thanks to the proximity of the saloon galley and bar. Tenders are launched from the flybridge using a hydraulic Opacmare crane. On the pilot station's coachroof two lightweight Truc 12-foot sailing dinghies, with carbon spars, are ready to be launched for guests to enjoy a rather quicker fun sail when "Hortense" is at anchor.

While we are waiting for the helicopter to refuel, I go down to the engine room,

accessible through two fire-retardant, watertight MCA-compliant doors, one in the galley and one in a huge lazarette below the aft deck. The two engines are positioned close to the centreline and the watermaker, generators, hydraulic power pack, all the pumps and filters are easily accessible around. Headroom is good throughout and there is plenty of space to work comfortably. "Hortense" is a true exploration vessel, designed to spend extended periods at sea with her owner and his family. Thus storage space

was optimized throughout the yacht, with, for example, a hatch opening to a large locker below the owner's suite where the crew can keep ample amounts of food for long passages. This area also hosts a 300-bottle wine cellar made out of flexible leather racks. The lazarette accommodates two additional large freezers and extra toys to play with such as full dive gear. Easy maintenance aboard also was a key issue – access to the electric and electronic wiring and to the plumbing is made as practical as possible. It is late in the afternoon,

the light breeze is dropping. Tenders are back on the flybridge in no time, the anchor is stowed and we are ready to motor back to port. Frederic Jaouen, JFA's co-founder, is on the shipyard's dock to help catch the lines, wash down and finish some paperwork with the crew. He is a keen sailor. His dream boat was a classical-lined sailing yacht built using modern technology until he sailed aboard "Hortense". He confides: "Now, I might have changed my mind, she looks like the perfect boat for safe and extensive sailing with a family."



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