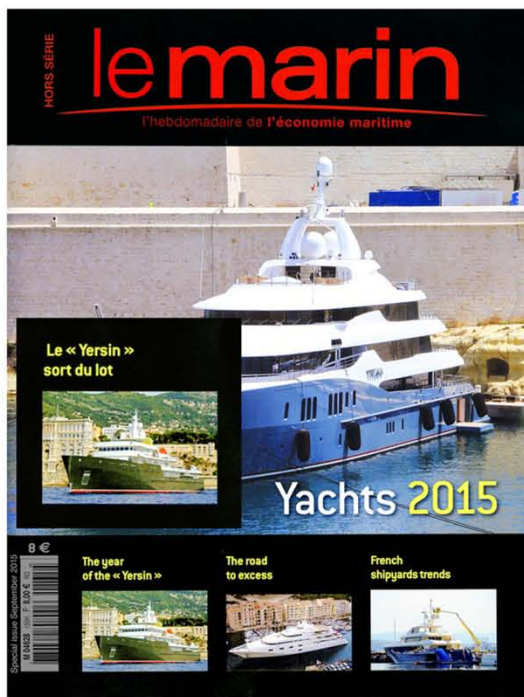


“A DESIGN SOMEWHERE BETWEEN TINTIN AND THE FRENCH LINE”



Interior designer Pierre-Jacques Kubis is based in Quimper (Brittany)

Pierre-Jacques Kubis, an alumnus of the Boule Design School, is an interior carpenter who earned his stripes at the Chantiers de l'Atlantique shipyard (now STX France), then Martin Francis and JFA Yachts. In 2011, he had been working for himself for just a few weeks when Piriou called on him for the design of the exploration vessel *Yersin*.

How did the design process for the 'Yersin' develop?

I was in constant communication with the Piriou engineering team, which made all the technical choices and approved the integration of all the design elements. I contributed as much to the exterior silhouette of the ship as to the distribution of space and its general style and details. It was the ship-owner's vision

and constant presence which meant we could progress with the project smoothly and steadily, step by step.

If you refer back to my original drawings, the initial graphical direction of the silhouette has not changed much, for example the large yellow chimney, the semi-vertical bow and the 'Portuguese bridge'

What were your main design principles?

We wanted the ship to reflect its time, whilst still resembling boats from the early 20th century or exploration vessels like the *Sirius*, drawn by Hergé in *The Shooting Star*. We were using the hull of a reworked tuna liner, which is straighter, tighter and more pointed, to fit out a small ocean liner, organise the living spaces on board, and divide the flows between the crew and the passengers.

The aesthetic of the *Yersin's* interior spaces is classic and stripped down, in keeping with the spirit of the French Line. In terms of materials, we used a mix of leather, stainless steel and FSC-approved wood – French oak and zebrawood – in combination with light shades and off-white wool carpeting to effectively reflect the noble materials and the quality of the spaces.



"Since its conception, the 'Yersin' has established a new relationship with the sea," claims the Quimper-based designer.

What does the construction of such a boat represent for you?

This was my first large project in my capacity as an independent naval and interior designer, and it has allowed me to combine these different maritime domains to focus on on-board living conditions, keeping in mind that the ship will be navigating long distances for long

periods of time. The premise was to get back to elegant lines and an understated, warm space which reflects its time as well as the ship's intended purpose.

Since its conception, the *Yersin* has established a new relationship with the sea. It's no longer just a case of going from A to B, but of going on voyages and making new discoveries, particularly making

use of the multi-purpose tender equipment. We've gone beyond the idea of luxury and excess traditionally associated with the yachting world towards a more ethical and responsible approach.

Interview
by Bertrand Tardiveau

Yordan Hristov, head mechanic on the Yersin

“A visit to the shipyard told us a lot”

Committed to adventure since the beginning, the Bulgarian sailor contributed to the technical decisions made for the ship and congratulates himself on choosing Piriou shipyard for the construction. He talks about the specific features of this project.

Can you tell us about your trajectory to this position?

I am Bulgarian, so I trained as a merchant navy officer at the Bulgarian Naval Academy. I then navigated cargo and container ships, and a catamaran in the Caribbean for around ten years. I have been working on yachts for around ten years. I was immediately hired as head mechanic on a Palmer and Johnson ship, then I worked on the *Phocaea*, when it belonged to Mona Ayoub. I then sailed on the *Latinou*, where I met Mr Fiat, and that's when the adventure began. When he wanted to launch this navigation and expedition project, we started by looking for a suitable existing ship. When we couldn't find what we were looking for on the market, we decided to build one ourselves. We drew up extensive technical specifications: a total of 200 pages! Usually specifications are only around 50 pages, but we included as much detail as possible to ensure that the boat would be what we wanted it to be.

And how did you choose Piriou shipyard?

I'll just talk about the technical side of things. A visit to the shipyard told us a lot: we understood very quickly the value of the work that could be done there. We only had to observe the cleaning of the work stations, the quality of the welding, the social structure, etc. We spoke to the people and saw that they were happy there. After establishing that Piriou shipyard met all our needs, it then took a year and a half of discussions before signing to make sure we were all speaking the same language. The world of yachting is so particular! Then we visited a Saper tuna seiner built by Piriou and

observed its five-yearly technical stop. We were able to talk with the crew and assess its condition after five years of intensive use.

We wanted to check the stability and reliability of the equipment, particularly the piping and propulsion. We were satisfied with what we saw and embarked upon this adventure with Piriou.

Which technical aspects did you insist on?

Polar navigation involves a certain number of constraints in technical terms, but also in terms of autonomy. Seawater samples are heated with refrigerated water taken from the engine outlet. Major work was done on the air conditioning: the temperature variations (-20°C/+50°C) and outside air humidity are going to be huge and we have to maintain a standard of +20°C and 55% humidity (winter standard).

In addition, given the *Yersin's* propulsion system, particular attention was paid to the management of electrical production, which was carried out by the company Barillec. We had four Caterpillar C32 generator sets and two C18 ones (plus a C9 as our emergency generator and generator when anchored). In terms of the ship's autonomy, we of course studied all capacities to sustain 12,000 nautical miles at 11 knots, but we insisted on an engine which would work without outside help.

The engine is therefore not as condensed like on other yachts, so it can really work. It expands into the living space, but it was a deliberate choice. In the specifications, we insisted on a "maintenance-friendly" concept. For example, there is a lifting point above all equipment heavier than 30 kg. We designed rails to take out the engines, and just disassembling a hood takes you just underneath the deck crane.



"We drew up extensive technical specifications: a total of 200 pages!" Yordan Hristov told us.

Could you say that the *Yersin* is a concentrated version of new technologies?

No, not in the proper sense of the term. Much of the *Yersin's* equipment is cutting edge, but its novelty lies in the whole package. The gyrocompass and

ECDDs were supplied by iX-Blue, for example. But the new technologies are here and not necessarily in trade. Which is why I won't return to that. Keeping abreast of trends and innovations is an integral part of the work here. We work on each detail. And also the budgets are not the same:

in yachting we have a lot more freedom to decide on the most appropriate technical or technological choices.

Interview
by Camille BLEUET

THREE QUESTIONS FOR... Julien Ganier

3rd mechanic on board the *Yersin*, aged 21



1 You come from a commercial ship background, what brought you on board the *Yersin*?

After getting a vocational mechanical engineering diploma, I took the CQM in Saint-Malo, and graduated in 2013. I was an electrician on board the *Marion Dufresne*, which I enjoyed a lot, then I moved on to container ships. This was ultimately not what I wanted to do. I saw a job offer on the Cicandsea website and changed from commercial ships to yachting in less than a

week! We have to spend longer on board, but it is a lot more interesting.

2 Do you enjoy what you do?

I have worked on board the *Yersin* for a month and have no regrets. I really recommend this double experience to everyone, because although I have had the appropriate training, experience on commercial ships is a real plus. And the *Yersin* is a true blend of yachting and commerce: I'm not sure that I would have enjoyed working on a leisure boat only. It is a

shame that no one ever mentioned yachting in our training courses.

3 What do you expect from this experience?

A lot of things: to travel around the world, meet a lot of interesting people, go to the Amazon rainforest and move up professionally! Here, we can fulfil our dreams whilst working. The *Yersin's* engineering team is small: work is therefore more interesting, as we must be versatile. It is easier to find your place than in a team of ten people.

Pascal Piriou, Director of Piriou shipyard, builder of the Yersin

“The possibility of navigating with no limits”

With this year's launch of 251 ft exploration vessel the *Yersin*, the Piriou group has made an original and striking foray into the world of superyachts. Its CEO recounts the prospects of this extraordinary project.

Tell us about the creation of this exceptional boat.

It was the ship-owner François Fiat who came to us spontaneously five years ago, led here by our shipyard's reputation and its capacity to build robust work boats capable of navigating on all seas and in all conditions. As an oceanography enthusiast, he had quite a precise vision of what he wanted and that was to move away from the traditional yachting circuit.

His priority was to be able to sail his ship over long distances and in the most difficult conditions. This meant we had to reach an agreement whereby priority was given to the technical platform over the decorative elements. For us, this was absolutely essential.

What were the main challenges for your shipyard, which is more accustomed to building tuna liners or tugboats?

The first challenge to overcome was that of human resources. We were lucky

enough to have won the confidence of a client who was not a total newcomer to the world of yachts and who had no financial constraints. However, when we have discussions with a ship-owner about a particular leisure boat, there is necessarily an emotional dimension to the talks.

You have to avoid any potential misunderstandings by establishing highly specific specifications. This process took us over a year to complete and allowed us to produce a boat that was almost entirely consistent with the original vision. We also had to develop our industrial tools, particularly when extending the main vessel and adapting it for a paint job in controlled atmospheric conditions.

What does the *Yersin* offer that other yachts don't?

With a boat like this, we're appealing to sailors at heart who are not afraid of venturing off the beaten track. The *Yersin* can travel up to 15,000 nautical miles autonomously, at a full speed of 11 knots. This is entirely unheard

of for a ship of this size.

Passenger ship-certified by SOLAS, it can move through waters with layers of ice up to 40 cm, thanks to its hull structure and a reinforced layer of plating, as well as its reinforced thermal insulation capable of withstanding extreme temperature conditions, between -20°C and 50°C.

Environmental concerns are present throughout the design and operation of the ship, such as coating the hull in biocide-free anti-adhesive silicone paint, or constructing a station for the biological membrane treatment of waste water and sewage.

Will there be future consequences of this project?

Let's be realistic. We are not going to forget where we came from, and we are not going to find many opportunities in the yachting sector on the same scale as *Yersin*. There is, however, a niche market for wealthy clients who may tire of only being able to travel between the Mediterranean and the



"With a boat like this, we're appealing to sailors at heart who are not afraid of venturing off the beaten track," explains the Concarneau shipyard boss.

Caribbean. We offer the possibility of navigating with no limits for those who do not want to curb their appetite for new horizons. We now have solid and successful experience in this segment and can already see significant

prospects opening up in northern Europe.

Interview
by Bertrand Tardiveau



The *Yersin* in Monaco.