

YACHTS

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INTERNATIONAL

FORT LAUDERDALE

Making of the world's
biggest boat show

Perini Navi's *Felicita West*
Marlow's roomy 72C
JFA's first yacht, a 121-footer
Burger's 127' *Sis W*
139-footer from Turkey's Proteksan

ISA 156'

First of an Italian Quintet

What is the
ideal boat ?
17 designers
share their views



Powerboat Personalities
who made history

READY FOR A WORLD CRUISE

JFA 122' AXANTHA

STORY LUC BLANCHARD PHOTOGRAPHY NICOLAS CLARIS

UNTIL RECENTLY THE BEST KNOWN NAMES AMONG BUILDERS OF LARGISH YACHTS IN FRANCE WERE CMN, OCEA AND GUY COUACH ALTHOUGH THE PICTURE HAS CHANGED WITH THE ENTRY OF ALSTOM, BUILDERS OF NAVAL VESSELS, THE NEW CRUISE LINER *QUEEN MARY II* AND THEIR FIRST YACHT, WHICH MEASURES OVER 235'. AND NOW COMES THE JFA SHIPYARD WITH THEIR 122' EXPLORER YACHT *AXANTHA*, A DEVELOPMENT THAT CAN ONLY PUT ADDED COMPETITIVE PRESSURE ON THE DOMINANT EUROPEAN YACHT BUILDERS IN HOLLAND AND GERMANY.





Underway at a steady 13 knots or 312 nm daily



The comforts of home – plus a galley designed for long distance cooking



The saloon and other interiors convey sense of comfort without ostentation

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lthough there have been shipyards at Concarneau for more than a century, *Axantha* is the first motoryacht built and launched from this port. Our first impression is that JFA have raised the standard with this boat, whose construction, finish, layout and lines denote solidity and seriousness, as well as comfort and space. But this is hardly an exclusively French production. The aluminum hull and superstructure came from Holland and the Dutch specialist firm of Vripack International provided the concept and design, as they did for the three previous Explorer 122 types. So *Axantha*, in keeping with the global trend to take from the best and forget the rest, is the result of an international collaboration, although JFA supervised every step of the process from start to finish and thus can take the credit for producing an exceptional result. Simplicity, practicality and privacy are operative themes with this yacht. The crew share three cabins, with bathrooms, and a lounge.



TECHNICAL SPECIFICATIONS

LOA	122'
Beam	26'8"
Draft	7'8"
Hull material	Aluminum
Displacement	216 t
Top speed	14 knots
Cruising speed	12 knots
Range	5500 miles
Engines	2 x 750 hp Caterpillar 3406 E DI-TA



High ceilings distinguish guest cabins, below



Private sky lounge occupies aft portion of upper deck



Sound level tests in the owner's suite recorded at only 38 dB

Their access to machinery spaces and other work stations avoids guest areas, which are well isolated from the crew's quarters, engine room, galley, pantry and service rooms. A nod to tradition is seen in the teak decking and in the foredeck where there is a crane concealed in the mast and close by a deep hold for stowage.

There are four guest doubles, each with private bath, and a full-beam owner's suite whose bathroom just forward of the engine room bulkhead is so effectively insulated acoustically that when *Axantha's* two 750 hp Caterpillars registered 1500 rpm a sound meter placed in the owner's stateroom gave the incredibly low reading of 38 dB. Credit for this goes to Van Capelan, the acoustics/vibration specialists, as well as to Vripack and JFA.

Heat insulation was another priority, which is why the three generators are housed in temperature-controlled boxes and the e/r air is cooled at the intake, giving the engine room a bearable temperature in the eighties. To sum up, all aspects of engineering and plumbing installations meet if not exceed standards found in the most prestigious yards.

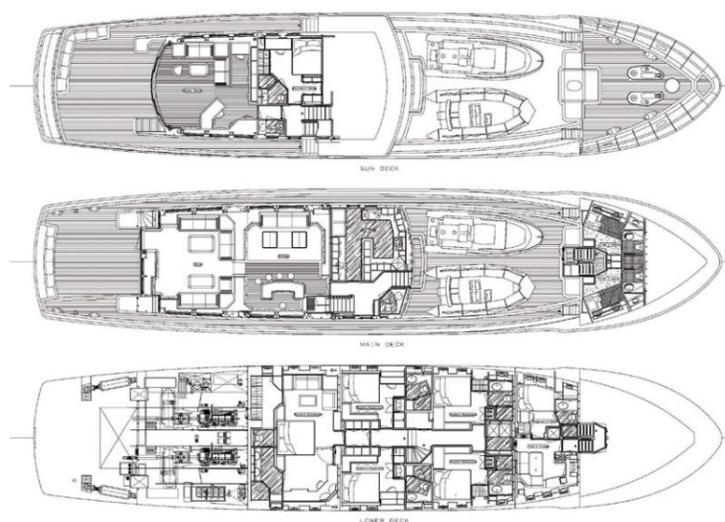
The layout is equally impressive, starting with aft double doors on the main deck, leading to a luxurious saloon, bar and dining



Tenders are deployed from well deck



Wheelhouse, left. Again the emphasis is on generous allocation of space



room. One level up there is a private parlor adjoining the captain's stateroom aft of the wheelhouse and an adjacent communications section. An L-shaped bench in the wheelhouse affords fine views forward and to the sides, and there are doors port and starboard leading to wing helm stations for in-port maneuvering.

For a 240-ton yacht *Axantha* is surprisingly quick on the turn, even at 13 knots, giving the impression that the horizon is pivoting around the boat.

JFA, headed by Frédéric Jaouen and Frédéric Breuille, spent two years building *Axantha* and I have to say I am much impressed by the resulting quality on all sides, from stem to stern, from the uppermost deck to the lowest, and if Vripack's expertise is responsible for much of this, it is also thanks to JFA's technicians and yard workers that project manager Michel Siou was able to deliver *Axantha* to her owner on schedule. ■

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QUESTIONS FOR MICHEL SIOU

PROJECT MANAGER

This was JFA's first motoryacht project. How did the process differ from their commercial work?

It was completely different since we subcontracted almost everything out including the hull and superstructure, cabinetry, plumbing and outside teak work. It took six months to build the hull and the superstructures in aluminum and bring them here by ship. We moved the boat into the shed at the end of January 2002. So building started seventeen months ago with the port's subcontractors for the plumbing, woodwork, painting and electrical work.

What role did the JFA design studio play?

Our main role was to find and involve the subcontractors and buy all the necessary parts and equipment such as engines, pumps, piping, etc. Vripack supplied all the building plans, mechanical diagrams, and plumbing.

The captain often has an important role in new builds. Was this the case with *Axantha*?

He was involved in the entire building process, from woodwork to varnishing technique and everything in between.

Was *Axantha* built to the same standards as the first explorer-type boats?

They were painted with less upkeep in mind but with *Axantha* we used clear coatings such as varnishes that require permanent maintenance. She's built for adventure but she's also a yacht.

Is the hull reinforced in some areas?

The sisterships had reinforcement for icy conditions. *Axantha's* thickness is about standard, with 8mm to 10mm around the bow and bilges. And she has a fortified solid keel for pushing ice. But she was built mainly for cruising in the tropics, although that plan can always change. What's important is that she's well insulated for heat and cold and is air-conditioned throughout.