

Super Yacht

i n d u s t r y

Arkley

CONTEMPORARY ELEGANCE

Turkey

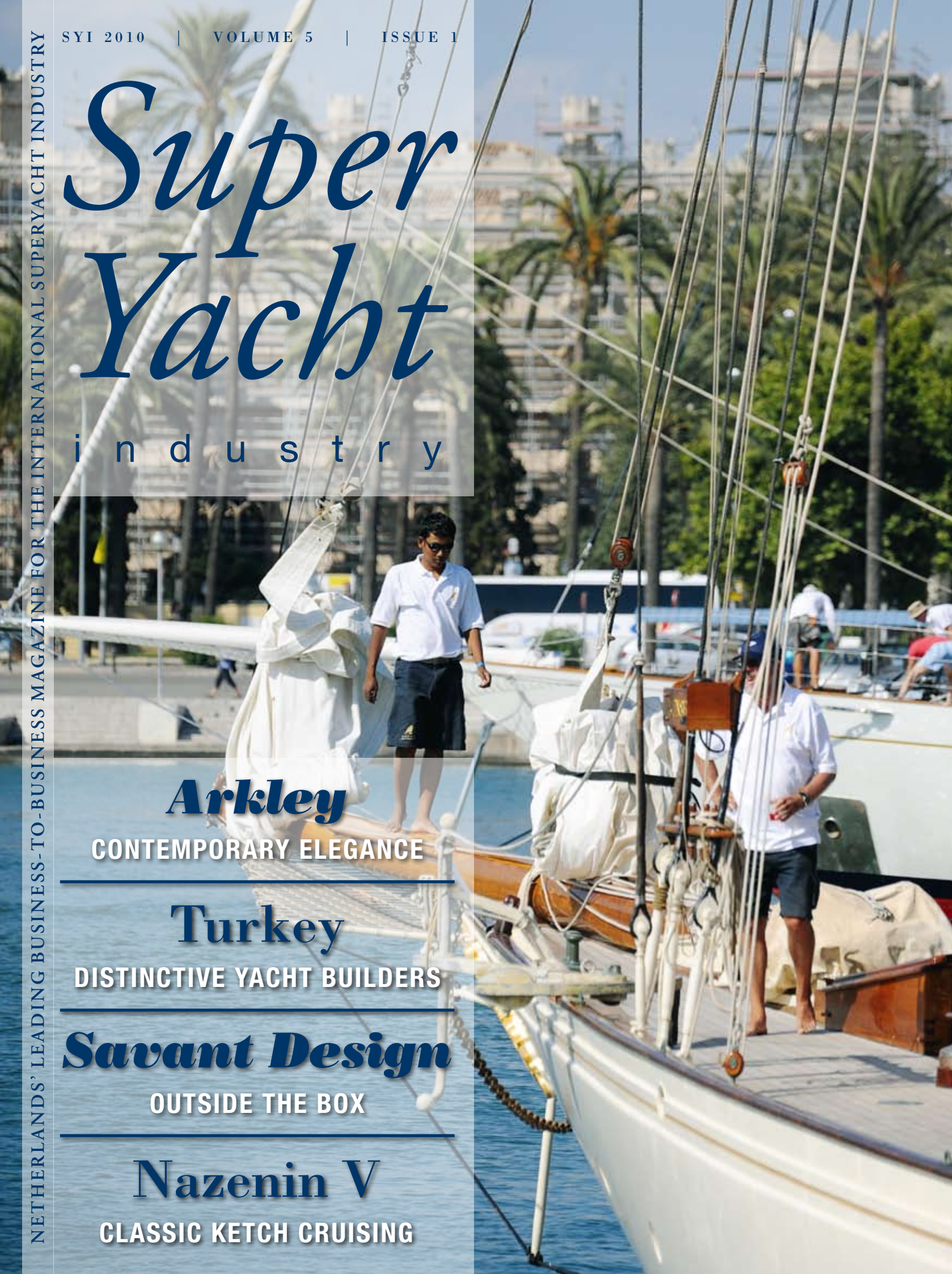
DISTINCTIVE YACHT BUILDERS

Savant Design

OUTSIDE THE BOX

Nazenin V

CLASSIC KETCH CRUISING



Hortense

A Life of Exploration



HORTENSE

BUILDER
NAVAL ARCHITECT
INTERIOR STYLING
EXTERIOR STYLING

JFA Shipyard
Joubert - Nivel - Goeffers
Rhoades Young Designs
Joubert - Rhoades Young



Not intended for a typical Caribbean/Mediterranean bimini-covered cockpit experience, JFA, Joubert Nivelte Goeffers and Rhoades Young have delivered the new 27.5m motorsailer Hortense. Photo courtesy of Nicolas Claris.

Hortense has been designed specifically for prolonged periods at sea, and is expected to spend much of her time in remote southern hemisphere locations, where self-sufficiency is going to be key. She is equipped with high capacity tanks and large freezers and long term food storage. Using sail and motor efficiently she should be able to cover long distances to isolated locations. The Owner chose Joubert Nivelte Goeffers to realize the design, initial sketches, naval architecture and structural calculations. For the general arrangement, interior design, decoration and external details, he contracted Rhoades Young, with JFA, in charge of the shipbuilding, as well as the design of the technical systems and spaces. The yacht has a relatively high freeboard and carries her beam proportions well aft, which left Rhoades Young with the scope to design a large and un-cluttered interior.

Maximize The Experience

As the planned use for the yacht was not intended to be a typical Caribbean/Mediterranean bimini-covered cockpit experience, the interior spaces were designed for comfortable living at sea whilst affording excellent views out in potentially uncomfortable climates. With initial voyages planned to Latin America, enjoying the experience is essential for those onboard.

The large saloon/lounge and pilothouse area are interlinked and separated by a small change in level. The upper saloon has floor-to-ceiling windows, which from the seating area give expansive views of the spectacular scenery, maximizing the experience. The navigation and helm area are designed as comfortable seating areas themselves, where adventures can be planned and trips can be enjoyed.

The lower saloon is a modern interpretation of the farmhouse kitchen with a large dining table and cooking space combined, creating a lively social area for dining and entertaining. The dining area and adjacent bar open out onto the rear deck through a sliding glass screen where teak finishes and furniture detailing continue either side of the glass to

smoothen the transition from inside to outside. A full galley is provided below deck as back-up.

Character & Individuality

The Owner's full beam width cabin is accessed from the lower saloon. The large format windows to port and starboard will allow wonderful views out creating a great sense of space. Three en suite guest cabins – two twins and one full width double cabin – can be found in the bow section of the yacht. A twin-berth crew cabin is located portside aft, near the galley and the engine room.

Mindful about the need to contain the look and feel of the yacht within one central design intent the detailing is restrained, clean and common throughout the boat, character and individuality is introduced by using complementary woods and different fabrics to give depth and variety to each space. Oak walls are contrasted against dark walnut recessed panels and doors and highlighted by polished stainless steel fittings, giving a simple but rich quality to the spaces. The lower saloon has a lighter airy feel with birch furniture and carries the aft deck teak through the sliding glass wall into the interior.

Joubert-Nivelte-Goeffers has created a very efficient and easily driven hull, one that would satisfy the myriad requirements inherent to motorsailers. Indeed, given the profile and width of the boat, Michel Joubert created a sailboat with a rather narrow hull. The unique solution to the exterior concept has been further developed by Rhoades Young with attention paid to breaking up apparently large volumes with thoughtful detailing.

Open & Clear

The boat has an aft deck bench in front of which a table and armchairs can be added to enjoy being outside. This recreation area continues down to the stern platform, on each side accessible via bulwark doors. The zone is ideal either for bathing or for climbing aboard either of the 5.5m or 3.4m tenders intended for exploration. These tenders, installed on the flybridge are launched with a crane and once







in the water, they entirely free up the flybridge, thus creating an additional recreational area. The flybridge is fitted with the steering stations and hydraulic controls used for sailing. Furthermore, two 12ft dinghies are installed on the superstructure roof. The forward deck, open and clear, is fitted with numerous storage lockers.

Yacht Spirit

With 33m air draft, the ketch type rig is made of carbon and holds up 380 m² of sail area up wind and 570 m² down wind, thanks to the asymmetrical spinnaker and its socks, which allow easy manoeuvring with a limited crew. With its technological know-how and its skilled finishing abilities, JFA has developed and built a full beam width engine room in the spirit of a motor yacht's engine room. This location is accessible via the galley.

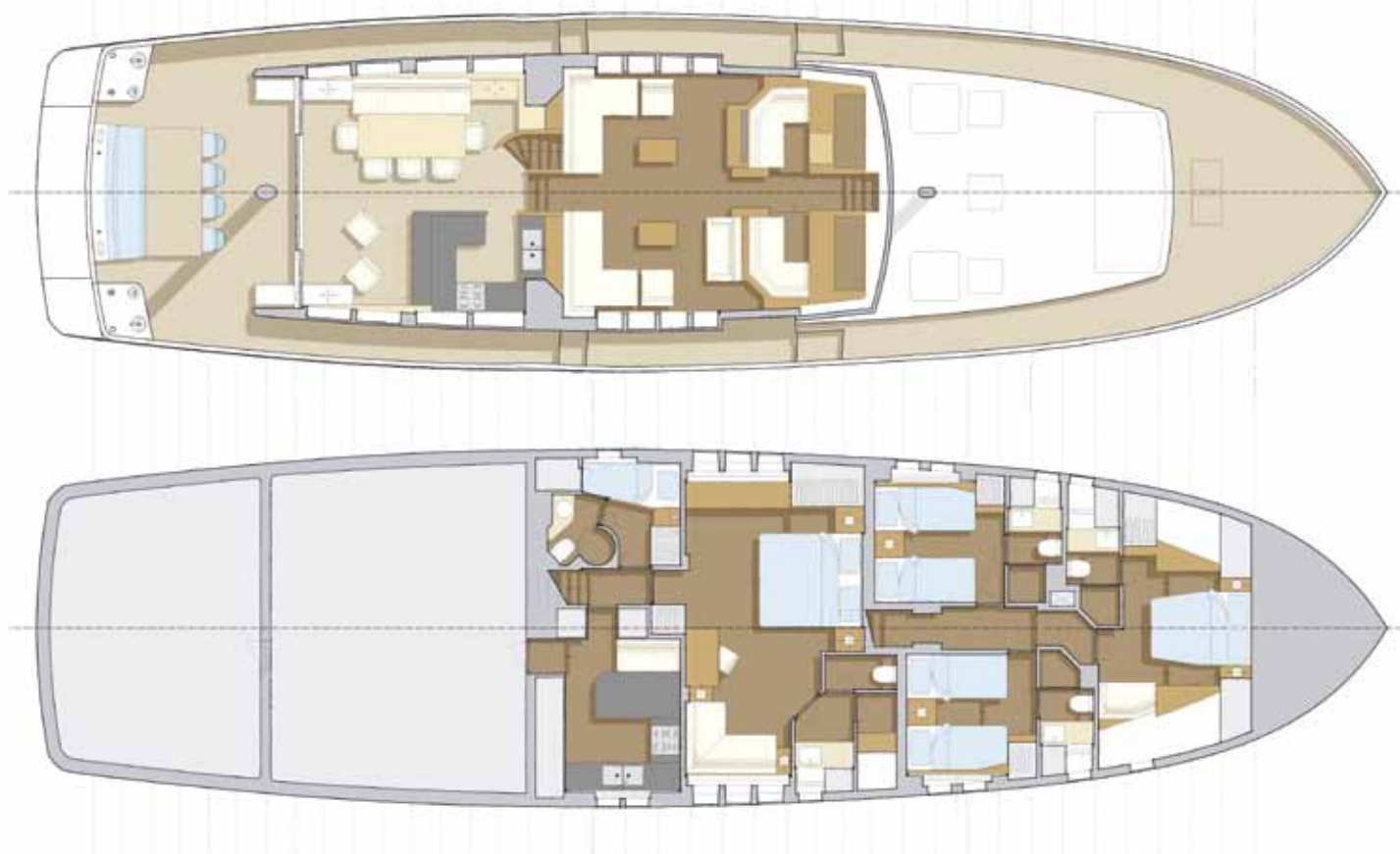
Hortense's propulsion is provided by two 285hp engines allowing the yacht to reach 11 knots cruising speed with ease. Electricity is produced by two gen sets of 27 kW but it is also possible to use the boat's battery bank for silent running. Self sufficiency is high, thanks to the 16,000l fuel tanks installed in the boat.

The engine room is also fitted with a hydraulic power pack, an air conditioning chiller, switchboards cabinets, a water maker etc. It continues into a lazarette, which is also accessible from the aft deck through a hatch. This lazarette is

a place for storing recreational accessories (diving equipments, windsurfing boards etc.) and in addition contains two large freezers. Further forward, underneath the guest cabins, there is a cofferdam that contains a set of pumps and boilers as well as a wine cellar and large shelves intended for food and spare parts stowage.

Utilitarian Brief

On close consideration of the fairly 'utilitarian' design brief, reliability, strength and volume were primary objectives for the yacht. The temptation to over-specify the amount of technical and electronic wizardry on board has been purposefully eliminated, in the name of reliability and self-sufficiency. Special care has been given to the sound and thermal insulation. JFA and Van Capellen Consultancy have worked together once again in order to get low sound levels. There is a real sense of silence onboard with 55dB at cruising speed, and 40dB at anchorage with gen set and air-conditioning running, measured in the Owner's cabin. Whether sailing for pleasure or motoring at 11 knots, comfort and silence are guaranteed. But the fulfillment of this yacht's concept is in using the engine with the help of the sails, thus reducing by up to 30% the fuel consumption of the boat at comparable speeds, depending on sea and wind conditions, this being especially valuable in terms of independence and cost efficiency.



Facts & Figures Hortense

Principal particulars

Length over all	27.5 m
Length on waterline	26 m
Beam	7.17 m
Draught	2,8 m
Air draught	33 m
Displacement (light)	130 t
Ballast	20 t

Spar dimensions

I1	29.9 m
P1	26.50 m
E1	9 m
J1	8.9 m
P2	15.15 m
E2	4.40 m

Sail area

Main sail	146 m ²
Genoa	193 m ²
Staysail	51 m ²
Mizzen	44 m ²
Gennaker	380 m ²

Installed power

Main engine	Cummins QSL 9.0M
Generators	2x Onan, 27 kW, 50 Hz

Tank capacity

Fuel	16,000 l
Water	4,000 l
Grey water	1,500 l
Black water	600 l



Main Suppliers & Subcontractors

AWL Grip Paint system | B&G Navigation System | Bamar Vang main sail sheet | Bose Entertainment | Caribe Tender | CQR Bow anchor | Crus yacht Truc 12ft Dinghy | Cummins Main engine | Dyneema rope Running rigging | France helices Propeller installation | FURUNO Radar, GPS/AIS, Gyro compass | Harken Furlers, Deck fittings, drum winches | Helnen & Hopman HVAC | Icom & Sailor Communication VHF | Idromar Watermaker | Incidences Sails | Lecomble & Schmidt Steering system | Liebherr Fridge / freezer system | Lloyd's Classification | Lorima carbon fiber prepreg mast and Park Avenue booms section Spars | Maxpower Bow thruster | MCA Classification | Miele Cooking devices | MUIR Windlass | NAVTEC rod rigging Standing rigging | Onan Generators | Opacmare crane Tender Launching system | Rondal Aluminum flush deck hatches | Saltwater Fire equipment | Sharp Entertainment | Spectra rope Running rigging | Van Cappellen Consultancy Noise & Insulation | Zeppelin Tender

- i. www.jfa-yachts.com
- i. www.joubert.nivelt.com
- i. www.rhoadesyoung.com