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# BOAT INTERNATIONAL

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HORTENSE

# HORTENSE

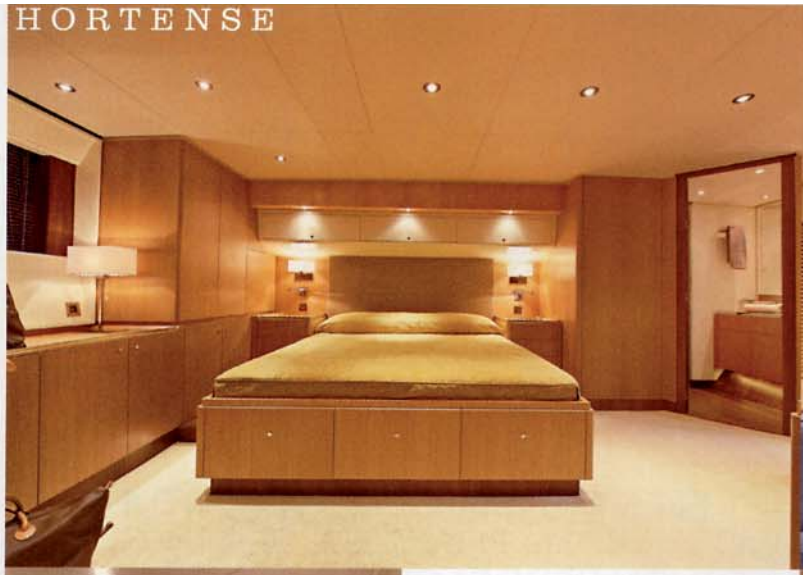
## ALTHOUGH THE MOTORSAILER CONCEPT IS MORE THAN HALF A CENTURY OLD, THERE HAS NEVER BEEN UNANIMITY ON THE FORMULA. JFA'S 27.5 METRE YACHT ATTEMPTS TO OVERTURN PERCEIVED WISDOM

*Hortense* is the natural heir to *Marguerite*. Should we look for the reason for choosing these girls' names in the pastoral environment in which architects Michel Joubert and Bernard Nivelt have been designing boats for so many years? *Marguerite*, Michel Joubert's own boat – easily identifiable by the meadow green colour of her steel hull and the farm animal adorning her superstructure – is a rustic motor yacht intended for cruising in hostile northern waters. At first sight this boat has few attributes to seduce a lover of beautiful yachts, but one sailor on the lookout for a cruising yacht very quickly learned to appreciate her qualities and to ask the naval architects from La Rochelle to use her as inspiration in the design of his future yacht.

The hulls of motor yachts have always had difficulty in proving themselves effective under sail because of the rounded sections which make them more suitable for sailing under power. Another drawback for which these boats are often criticised is that the topside weight created by heavy rigging and imposing superstructures causes rolling and discomfort. Finally, the elegance of their overall lines is rarely seen as a point in their favour.

With their long experience in the design of both motor yachts and large sailing boats, as well as with *Marguerite*, Joubert and Nivelt presented the owner with a completely original design which is far from utilitarian in style. *Hortense* offers a profile whose elegance surprised the first interested parties when she was first put in the water at Concarneau last spring. The superstructure sheltering the wheelhouse and the spacious saloon/dining room is perfectly integrated in the general lines. The bulwarks follow the line of the side decks, which drop down in two tiers from the high foredeck, with an additional cutaway amidships to cater for the large saloon windows. The overall effect adds a graceful hull line that complements the marriage of sailing yacht upper sections to the motor yacht hull. Forward of the foot of the mast, the arrangement of the deck is typical of large sailing boats with a flat roof concealing two large lockers for the asymmetric spinnaker and essential

words: Luc Blanchard
photography: Nicolas Claris, B. Stichelbaut



All the fittings have been handled with the same care, the décor revealing itself to be extremely elegant

lines and warps, and the size of the two Harken winches confirms that the sail plan is not intended to play merely a walk-on part.

## Two boats in one

Accommodating the requirements of a sailing boat and the elements of comfort which rightfully belong to a motor yacht cannot be achieved without making concessions, particularly when the design of the fittings and interior décor are in the hands of Dick Young Design, whose collaboration with the JFA design team has resulted in the building of several high quality yachts at the Concarneau boatyard, and who is known as much for the care lavished on the slightest detail as the Joubert-Nivelt pair are for their pragmatism. As the owner had no requirements other than for a very comfortable yacht, capable of cruising under sail or power at a speed of 11 knots, the designers set about tackling not only the areas of efficiency and finding practical solutions, but also honing a refined aesthetic vision. The design team, with their long experience, were closely involved in production, and the craftsmen, whether boiler-makers or joiners, really let rip, raising the quality standards of their work to a very high level, exceeding even the aims agreed at the start of design work.

Their work is particularly striking on the deck, as demonstrated by the stainless steel railing surrounding the handrail of the foredeck – which was constructed by the yard without any visible welds – the design and construction of the chainplates and fittings, or the teak joinery work which touches on perfection, despite the numerous recesses and differences in level specified by the designer. The same is true when you examine the interior finish, even if you only look as far as the ceiling of the saloon and the wheelhouse, whose subtle mouldings conceal subdued lighting and ventilation. All the fittings have been handled with the same care, the décor – which at first glance might appear unsophisticated – revealing itself to be extremely elegant, with a harmonious choice of various woods such as oak and walnut in the wheelhouse, and birch and teak in the generous saloon.

The arrangement of guest cabins is perfectly traditional, all three being located forward and accessible from the steps in the wheelhouse. The VIP cabin, furthest forward, benefits from more space than the other two, but all three offer the same cosy comfort. Less conventional is the arrangement which the owner requested for the crew quarters. A double cabin situated to port and the galley located to starboard are accessed via the steps leading to the owner's suite. This unusually close proximity in no way detracts from the tranquillity of the vast master cabin which occupies the whole width of the hull amidships. The bedroom part occupies the port side, and the starboard side is arranged as a lounge area with a desk, while access to the en suite is situated forward. As is

The spacious, open plan interior is flooded with natural light. The main saloon area is located amidships, with dining and bar areas aft. Teak, birch, oak and walnut are expertly worked to create a warm, modern interior

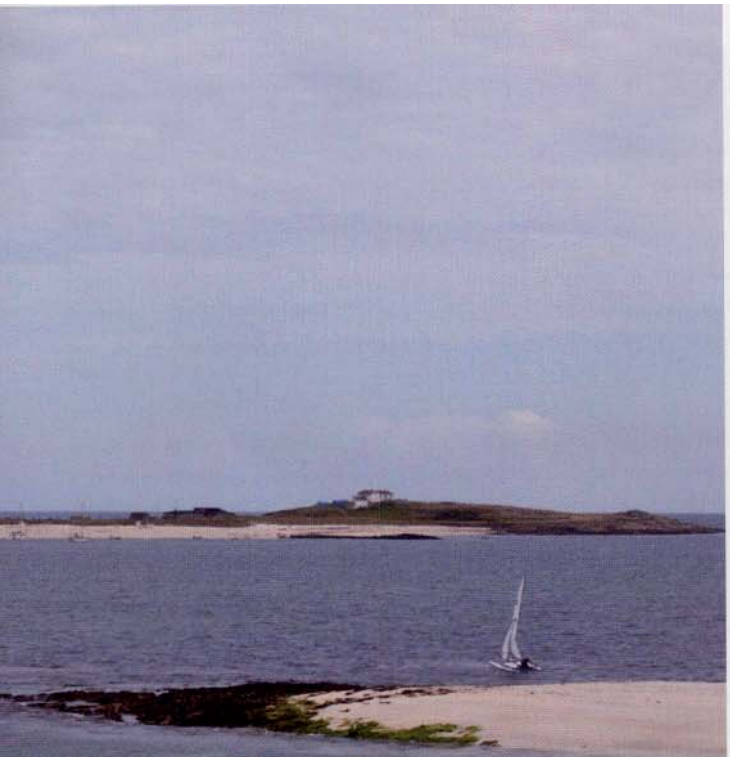
usual nowadays on motor yachts of this size, the cabin benefits from a sea view and is extremely light, thanks to large square portholes.

The least visited area, the machine room and the aft area serving as a workshop and storage area, is just as surprising both in terms of its spaciousness and the way in which the technical installations are built. It is truly the motor yacht part, concentrating in one place everything necessary for safety, reliability and comfort at sea. A sealed door in the galley opens into a machine room where everything is visible and accessible without contortion, and the passageway between the two Cummins engines makes it possible to access the lazarette and, beyond, the aft hydraulic door which gives access to the water.

## An effective sailing boat

The yachtsman François Boucher put his experience at the owner's disposal to help in the design of the rig, and the Lorima shipyard in Lorient built the masts and booms in carbon. Seeking high performance under sail was not, of course, part of the design brief for *Hortense*, but the choice of carbon means that topside weight is reduced by about 50 per cent, an essential element in this type of boat, and particularly in this case where the height of the main mast (30 metres) exceeds the norm. Naval architect All-Noor Goeffers also collaborated with Joubert and Nivelt in structural calculations, a particularly important job on this type


HORTENSE



## Hortense

**LOA**
27.5m

**BEAM**
7.17m

**LWL**
26m

**DRAUGHT**
2.8m

**DISPLACEMENT**
130 tonnes

**SPARS**
Lorima, carbon masts and Park Avenue booms

**ENGINES**
2 x Cummins QSL 9.0M, 285 hp

**TENDERS**
Zeppelin 5.5m (90hp), Caribe 3.4m (6hp)

**GENERATORS**
2 x Onan 27 kW

**OWNER AND GUESTS**
8

**FUEL CAPACITY**
16,000 litres

**CREW**
2

**RANGE AT 11 KNOTS**
4,500nm

**CONSTRUCTION**
Aluminium & Alustar

**BALLAST**
20 tonnes

**CLASSIFICATION**
Lloyd's and MCA compliant

**WATER CAPACITY**
4,000 litres

**NAVAL ARCHITECTS**
Joubert-Nivelt-Goeffers

**SAILMAKER**
Incidences

**INTERIOR STYLING**
Rhoades Young Design

**SAIL AREAS**
main 146m², mizzen 44m², genoa 193m², staysail 51m², gennaker 380m²

**EXTERIOR STYLING**
Michel Joubert/Rhoades Young Design

**BOW THRUSTER**
Maxpower

**BUILDER/YEAR**
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email: jfa@jfa-yachts.com
web: www.jfa-yachts.com

**DECK HARDWARE**
Harken

**FURLERS**
Harken

With the flying bridge housing the tenders, most outdoor living will be confined to the aft deck. Flexible seating offers versatility for dining, while the overhang offers shelter

The yachtsman François Boucher put his experience at the owner's disposal to help in the design of the rig, and the Lorima shipyard built the masts and booms in pre-preg carbon

of yacht. So that the foot of the mast should not take up interior space, internal support structures had to be designed. As a result, four pillars are used to support the weight of the rig, and they are concealed in the bulkheads of the walkway below. On deck the arrangement of gear is as classic as can be; two Harken winches cater for the genoa and the staysail, and the 146 square metre fully battened mainsail, which has three traditional reef points, falls directly into a Park Avenue boom, guided by lazyjacks - as does the fully battened mizzen. The genoa sheet lead is a model of simplicity; fed through an opening in the bulwark roughly amidships, the sheet is led back internally to winches in either corner of the aft deck. These Harken drums can also be pushed into service as capstans for the mooring lines.

The flying bridge area is not intended for sunbathing as such. On the coachroof area there is stowage for twin sailing dinghies, while the two main tenders take up the bulk of the flying bridge deck space. At the forward end is an external helm station, used particularly for close-quarters manoeuvring, and the mainsail controls are also located here.

### The best of both worlds

The sails supplied by Incidences of La Rochelle being quickly rigged, *Hortense* pointed her stem in the direction of the Îles des Glénan for her shakedown sail, only to be greeted by winds gusting 40 knots which dictated extreme prudence. A more favourable weather window enabled

The cosy wheelhouse offers everything needed for navigation without impinging too much on saloon space aft. The engine room is pure motor yacht

A touch more power in lighter airs yields a cruising speed of 11 knots, at which *Hortense* will still achieve a transoceanic 4,500nm range

us to carry out an initial trial on calm seas with a breeze of around 10 knots. The work carried out by Van Cappellen on the sound-proofing and the reduction of vibration proved to be remarkable, and was the first thing we noticed when we reached open water under power. At 800rpm, the twin 250hp Cummins engines were scarcely audible from the saloon, and no vibrations disturbed the tranquillity of the wheelhouse.

Switching from motoring to motorsailing mode, the battened main was quickly hoisted and the genoa unfurled then sheeted for sailing off the wind. Sailing close-hauled is not part of *Hortense's* plans; she can count on engine power for punching to weather and does not need to suffer such discomfort! As the wind gradually built to 15 knots, heel remained less than 10 degrees and the speed rose to 8.5 knots with the engines running at 800rpm, at which they consume just 6 litres per hour. While there was no speed increase with the sails set, *Hortense* displaces 120 tonnes and the payback is that fuel consumption drops by 60 per cent over motoring alone. This in part proves the hull design, which rounds up behind the long keel before flattening out to the twin rudders at the stern. A touch more power in lighter airs yields a cruising speed of 11 knots, a speed at which *Hortense* will still achieve a transoceanic range of 4,500 miles, although it is highly unlikely that the wind would be totally absent during an Atlantic crossing.

Being able to cruise under sail without restrictions or hitches thanks to continuous propulsion options is this yacht's true calling, making her capable of offering guests both comfort and refinement. Proven solutions to typical motorsailer problems in all areas and an impeccable standard of build make this a remarkable cruising yacht, which is also easy to sail shorthanded. Before setting off for distant horizons, *Hortense* will make a maiden voyage to the Azores and will return briefly to the JFA shipyard for a routine inspection.