

● Dodging pirates on an epic global superyacht voyage



● Inside CRN's ultra-private 61m *Saramour*



● Taming the wind aboard JFA's 26.5m supercat



# BOAT

## SHINING LIGHT

Feadship sees the future with its new 46 metre *Como*

## THE BEST BOATS AT THE MONACO YACHT SHOW

INTERNATIONAL







# WIND QUEST

A SHIPYARD'S COMMITMENT TO QUALITY COMBINED WITH  
AN OWNER'S LIFE-LONG PASSION FOR SAILING HAS  
RESULTED IN THE FIRST LONG ISLAND 85 CATAMARAN  
– A ROBUST 26.5 METRE SUCCESS STORY

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NERVES AT **PUSHING THE YACHT** IN THESE CONDITIONS SOON GIVE WAY TO **SMILES AND WHOOPS** – SHE PASSES THE TEST, AND WITH **FLYING COLOURS**



Milton Sender is a very unpretentious man. Spending just a few hours in the warmth of his company is a lesson in fair business ethics, modesty, and the pure passion of being on the water. The first time we meet, his new yacht – *WindQuest* – is waiting to go out for her first sea trial in strong winds. It's a blustery spring day in Concarneau, France, and the JFA yard is being doused by heavy showers from grizzle-grey clouds.

After a delicious lunch on *WindQuest's* spacious aft deck – protected from the elements by roll-down clear plastic screens – we head out into the Atlantic. The wind climbs as gusts from the trailing edge of the rain clouds sweep in from the west. *WindQuest* trucks along at about 12 knots on a reach under a double-reefed main and staysail as the wind creeps from 35 knots to 50 knots, then 55 knots true. Nerves at pushing the yacht in these conditions give way to smiles and whoops – she passes the test, and with flying colours.

Not that there should have been any doubt. JFA has a reputation for building solid, go-anywhere custom sailing and motor yachts and it is rare to find one in the usual ports. For example, *Zeepaard* (ex-*Axantha I*) spent three years on a 50,000-mile circumnavigation; the motor sailer *Hortense* has covered 30,000 miles following her 2009 launch; *Bystander* has logged 100,000 miles.

'We are a small shipyard,' says JFA CEO Frédéric Jaouen. 'It is family run and every shareholder works at

JFA. Milton (Sender) saw that JFA was small with a strong human story, and it gave him confidence to build his boat here. JFA has a strong culture of sailing yachts.'

The story of *WindQuest* – the first Long Island 85 catamaran – begins more than 60 years ago. 'I grew up on Lake Erie,' Sender explains, 'and sailed and raced Lightnings as a kid, but that was the sum total of my boating experience until around 1977. I'd started my business in 1970, and at the time was working in New York City. I was thinking of buying a house on the water someplace, but I couldn't find anything I could afford. Then I found a mansion's former boathouse that had been converted into two apartments. I bought it with the idea of living in one half and renting out the other half. But my business partner suggested I buy a boat, tie it to the dock and use that as my weekend house instead.'

Sender found a 26 metre, 1935 Trumpy called *The Enticer*. 'It was just a magnificent boat,' Sender enthuses. He bought her, moved her up to Connecticut, and used her as his weekend home, with the yacht chartering for dinner cruises Monday to Thursday to pay for the upkeep. 'I did that for around 20 years and really enjoyed it,' Sender says. 'In the summers, I would charter a

***WindQuest* builds on shipyard JFA's reputation for producing solid custom yachts. The main saloon (next page) includes an interior nav area and pilot station**



'WHAT **MARC LOMBARD**  
**DESIGNED** FEELS LIKE  
WHAT YOU WOULD HAVE  
ON A **150-FOOTER**. IT'S  
**SPECTACULAR**'







*'I SAW THE CAT WAS A **MORE COMFORTABLE** WAY TO **SAIL FAST**. YOU COULD HAVE LUNCH AND **NOT SPILL THE WINE**'*

Hinckley and sail around Maine. As I got closer to retirement, I decided it would be nice to have something of my own for the summers, and came across an advert for the Privilege 745 catamaran. I flew to France, but the boat had been sold to another American. He chartered the boat out in the winter and had no use of it in the summer, so I bought in and used it as my summer home.'

After five years, Sender was sold on the catamaran concept. 'I recognised this was a much more comfortable way to sail fast – you weren't at a 45-degree angle all the time. You could have lunch and not spill the wine and still have a good sail. Along with my captain, some input from knowledgeable friends, and French naval architect Marc Lombard – who had designed the 745 – we came up with a plan for *WindQuest*.'

'Milton originally wanted to build the boat at a North American yard,' explains Jaouen, 'but Lombard asked him to also consider French yards with experience in building fast multihulls. After seeing the quality of existing boats at the yard and speaking to two happy owners of JFA yachts, Milton started negotiations with JFA.'

The result is an impressive, large-volume catamaran, with aluminium hulls and a composite superstructure and deck. While GRP would have seemed a more usual choice for the hull, the cost of producing a one-off mould was

prohibitive. 'It's not an easy way to build a boat,' Jaouen explains, 'but you can do a direct female mould for the superstructure and are getting the benefit of aluminium – if you want to sail around the world it's a good material. It is safer, you can beach the yacht, and can repair it almost anywhere. Moreover, it is a light structure.'

'I'm thrilled with the aluminium,' adds Sender. 'I've sailed plastic boats and we now feel stronger and more rigid. We got a pretty lightweight and very strong boat.'

Sender's experience has also been applied to the interior arrangement of *WindQuest*, which features a double guest cabin aft in each hull, and an extensive owner's suite that spans the main body forward and occupies the forward and mid part of the port hull. 'On the Privilege 745 the master bed was between the two hulls, but you felt like you were in a cave,' Sender laughs. 'I really wanted wraparound windows. What Marc designed feels like what you would have on a 150-footer (45 metre). It's spectacular – it's the largest master cabin and accommodation suite, with office and steam room and bathroom and dressing area, that you can imagine.'

**A view into the main saloon (above). The owner's deck (opposite above). The aft deck (opposite below) features dining to port, and has space to carry bikes in an aft locker**







***UP TOP,** AFT SEATING  
AND A CENTRAL NAV  
AREA **COMPLEMENT**  
THE FORWARD HELM  
STATION, FROM  
WHERE THE CAPTAIN  
HAS AN **EXCELLENT**  
**ALL-ROUND VIEW***





‘IT HAS A **BEAUTIFUL PROPORTION:**  
**HUGE INSIDE AND COMPACT OUTSIDE.**  
**IT’S NOT PRETENTIOUS’**

The office midships in the port hull features a sofa bed making a fourth guest double-cabin if required. The forward master cabin also features direct access to a forward ‘owner’s deck’, which is complemented by a cosy second-level deck area in front of the flybridge.

The interior is light and clean, with wengé and maple the main woods – the latter a cause of the only argument Sender had with Jaouen during the build. ‘I thought the original veneer was very white and I wanted him to stain it,’ says Sender. ‘He told me the maple would deepen in colour with varnish, and ultimately he was right!’

The guest en suites feature multi-head massage showers, while the majority of the starboard hull is given to crew cabins and a longitudinal galley. The main saloon is spacious, with a central interior nav area and pilot station forward, a dining area built in to port, and a bar backing a seating area to starboard. The aft deck is huge, with dining to port, and enough space to carry several bikes in an aft locker. The tender is carried athwartships on the central transom, and launched via an ingenious lifting system using a carbon pole that extends from the boom and employing a halyard for the lifting – a system that is also used to hold the passerelle.

Up top, aft seating and a central nav area complement the forward helm station, from where the captain has an excellent all-round view.

The sailing systems are straightforward, and perfectly placed to handle the furling genoa and staysail. It is a sailplan that works well, as proven by Sender’s cruising so far. Following delivery, he sailed up the Brittany coast and across to the south coast of the UK, before heading up to London. ‘We’ve only had her three weeks,’ he says, ‘but she’s been spectacular. We’ve hit 16 knots already and there’s no slamming underneath the main hull.’

As a concept and as a sailing yacht, *WindQuest* is a resounding success, and it is these factors that Jaouen hopes will help generate interest in further Long Island 85 cats being built. The standard of finish is excellent, especially considering that this is a yacht built to a price. ‘The standard of finish is midway between a high-end production yacht and a one-off custom build. *WindQuest* is fast, light and well done – it is so rare to find a really good cat,’ says Jaouen.

‘I love the exterior styling,’ Sender concludes. ‘It doesn’t look overpoweringly large, and has a beautiful proportion. It’s huge inside and compact outside. It’s not pretentious.’ A perfect mirror to the man himself, then.



**The main saloon (below) has a bar and a dining area. The extensive owner’s suite (opposite page above) features wraparound windows, giving the impression of even more space**





## WINDQUEST JFA Yachts

**LOA** 26.52m  
**LWL** 25.47m  
**Beam** 11.93m  
**Draught** 2.24m  
**Displacement**  
 60 tonnes (light)  
**Gross tonnage**  
 141GT

**Engines**  
 2 x Yanmar 6LY3, 380hp  
**Speed (max/cruise under power)**  
 12.9 knots/11.2 knots  
**Range at 11 knots**  
 730nm  
**Sails**  
 Doyle Sails

**Spars and rigging**  
 Lorima; Navtec  
**Generators**  
 2 x Onan 27kW  
**Fuel capacity**  
 3,800 litres  
**Freshwater capacity**  
 3,000 litres  
**Owner and guests** 6-8

**Crew** 6  
**Tenders**  
 1 x 4.9m  
**Construction**  
 Aluminium hull;  
 composite deck  
**Classification**  
 CE, MCA MGN 280 compliant

**Naval architecture, interior and exterior design**  
 Marc Lombard  
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 Jim Webster  
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The tender is carried athwartships, between the two swim platforms, on the central transom, and is launched via a clever crane system

The extensive master suite, on the owner's deck, spans the main body forward and occupies the forward and mid part of the port hull

The huge aft deck features dining to port, and has enough space to carry several bikes in an aft locker

The aluminium hull is ideal for sailing around the world, as it offers good options for repairs