



LOA 75' Beam 20'4" Draft 5'7" Displ. 144,601 lbs. Fuel 2,400 gal. Water 300 gal. Power 2/1,136-hp CAT C18 ACERT

Horizon FD75

When Dutch designer Cor D. Rover conceived of the idea for Horizon's FD (Fast Displacement) series, he wanted to achieve the maximum amount of volume on the lowest waterline length, which he set at 24 meters. The layout also called for the owner's stateroom on the main deck.

The result was a boat that had people talking. Some detractors felt the bullish hull lines and snub bow design were too much, and potential clients would sometimes balk at the non-traditional lines. However, when the designer showed his concept to Horizon Yacht CEO John Lu, he didn't hesitate to take on the project. In 2016, the first of the FD Series, an FD85 Skyline, was delivered to its American owner and was an instant success. Praised for its performance and exceptional stability, more orders quickly followed. Today the range comprises seven models, from the just-released FD75 to the still-in-development FD125.

While the FD75 is the smallest in the FD Series, it carries the same DNA of the rest of the FD family. Rover's principles still apply, though he had less space to work with. The FD75 still delivers a shallow draft, comfortable ride, lower resistance and exceptional stability in comparison to a traditional fast displacement, hard chine design. The FD75's hull has both hard and soft chines—a hard chine at the bow to increase lift and a soft chine midship and aft to reduce resistance. A tunnel aft also helps to reduce resistance and decrease draft.

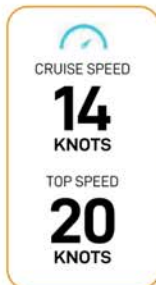
There remains an emphasis on semi-custom appointments. "The trend with our clients is that they want to be an individual, and that's one of the benefits of building a vessel with Horizon," said Rover. "The layouts are extremely flexible, and Horizon works closely from the concept stages right through to the production process with every owner. Every boat has something that makes it different from all others."

Stepping into the interior of hull number one, I was greeted by the almost full-height side windows and abi-fold glass rear bulkhead that makes you feel like you're walking into a luxury apartment.

That feeling is heightened by the soft tonal fabrics that bestow a friendly and warm feeling throughout the interior. Dark timber accents are strategically placed so as not to be obtrusive while adding a touch of sophistication. Horizon has chosen freestanding furniture rather than fixed lounges, so there is plenty of flexibility.

The master—on the main deck—offers full privacy and panoramic sea views. A king berth is flanked by cabinetry and storage lockers, a vanity table and a sofa, plus a TV that drops out of the ceiling. The large VIP comes with a queen bed and ensuite, with two guest cabins sharing a bathroom.

The FD75 is unquestionably a vessel designed to go places, and Horizon has made sure the wheelhouse is well equipped for serious passagemaking. Horizon points out that the FD75 is set up for an experienced owner/operator, so running the boat shouldn't be daunting. Triple Raymarine screens take up most of the dash, flanked by all the necessary electronics for navigation and handling. A pair of 1200-hp MAN engines give the FD75 a top speed of 20 knots and a cruise around 14 knots. The unique hull design contributes to the efficiency of the boat, especially at mid-range cruising speeds. —Barry Thompson



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