

# *Daring to be* **DIFFERENT**

When Horizon Yachts first released the FD Series in 2016, they took a huge gamble and broke with tradition, but now with 25 boats built, they have been able to back that gamble with success. Barry Thompson went to Taiwan to review the FD75, the latest model in the ever-expanding series.





A raised dash accommodates navigation and communication electronics, with more instrumentation in the eyebrow

When Dutch designer Cor D. Rover conceived the idea for the FD (Fast Displacement) Series he wanted to achieve the maximum amount of volume on the lowest waterline length, which he set at 24m. 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 was too much and potential clients would balk at the very non-traditional lines. However, when the designer showed his concept to Horizon Yacht's John Lu, he had no hesitation in taking on the project.

"Once the concept and design parameters were explained to me, I could see what the designer was trying to achieve and understand the potential of the boat," said Lu.

With the vision and resources behind him, Lu quickly got the project started, and the first boat was launched around 12 months later.

The first of the FD Series, Skyline, an FD 85, was delivered to its American owner in 2016 and was an instant success. It was praised for its performance and exceptional stability, and quickly more orders followed for the yard. Today the range comprises seven models, from the just-released FD75, through to the still in development, FD125. Of the 25 FD Series boats built to date, 10 of those have been the FD87, with owners spread throughout the world. There have been four FD Series boats sold to Australian clients.

While the FD75 is the smallest in the FD Series, it still carries all the same DNA of the rest of the FD family. Cor D.Rover's same principles applied although he had a little less space to work with.

However, despite this, he has still managed to incorporate the master stateroom at virtually the same level as the saloon, albeit down a couple of steps. He also wanted this to be an owner/operator vessel, with no crew, although provision is made for two crew should an owner desire it.

### Beneath The Waterline

To understand why the FD Series has the distinctive bow shape and oversized windows, you need first to understand what is beneath the waterline. Efficiency and performance are as important as style, and these form the basis of the Fast Displacement (FD) Series.

Designed in collaboration with Cor D.Rover, the hull platform and proprietary bow design sets the FD Series apart from others. Comprised a hybrid hull shape and tunnel design, Horizon's high-performance piercing bow (HPPB) delivers a shallow draft, comfortable ride, lower resistance and exceptional stability in comparison to a traditional fast displacement hard chine design. The FD Series 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 decreases draft.

The sharp underwater bow protrusion is designed to cut through the water with ease and reduce the entrance angle of the bow wave while increasing waterline length. This is intended to dampen the wave motion and thereby enhance the ride. Testing showed that the HPPB design results in efficiencies at either high or low speeds. A bonus of all this is the extra internal volume, especially forward.

### Loa V Volume

Lu says that there is a mindset about the length of a boat being the determining factor as to how big it is, but with the FD Series, he says that they are trying to change that perception, so that the size is based on volume, much like the offer with their powercat Series. He points out that the FD Series has a 25-30% gain in volume compared to a similar vessel with the same LOA.

"This boat has four staterooms, including the on-deck master which is what you traditional find on 40m-50m superyachts. So, what more do you need" says Rover.

He added that he is seeing a trend by superyacht owners downsizing to a smaller boat, that require less crew, less running costs, marina fees and have a lot fewer hassles that are associated with owning a much larger vessel.

"The trend with our clients is that they want to be individual and that's one of the benefits of building a vessel with Horizon. The layouts are extremely flexible, and Horizon works closely from the concept stages, and right through the production process with every owner. So much so that every boat has something that makes it different from all others", says Rover.

Rover added that having the ability to offer clients a layout and style that suits them is one of Horizon's real strengths. "What suits an Asian or Australian owner may be very different from what the US or European client will want, so it is imperative to be able to adapt to their needs".

The first FD75 was heading for the European market and features what Horizon a most desirable and practical interior layout that features a forward galley. The FD75 features a raised pilothouse design that accommodates both an open bridge and a lower helm area, which is reminiscent of the original FD85. It is a perfect fit for a boat of this size that is destined more for an owner/operator scenario and makes ideal use of the voluminous space available.

The second FD75 which is destined for the US sees a complete change to the layout with the galley aft, the raised pilothouse is to port, although all the accommodations areas are very similar.

### Apartment Feel

When I stepped into the interior of FD75 #1, I was in awe of the contemporary design that makes you feel like you are walking into an apartment. The almost full height side windows, bi-fold glass rear bulkhead, surrounded with soft tone fabrics, bestow a very friendly and warm interior. Dark timber accents are strategically placed so as not to be obtrusive and add a touch of class.

Horizon has chosen free-standing furniture rather than fixed lounges, so there is plenty of flexibility for an owner. To starboard, we had a couple of settees with a low marble coffee table and to port a foldout dining table, which converts to the main dining area when required.

IN FD75 #1 the galley is forward with spacious Corian countertops and a three-seater breakfast bar. The refrigerator and Vitrifrigo drawer freezer are neatly hidden from view behind timber panelling and accessed by touching a sensor light to open one of three doors. There is a side door for access to the starboard bulwark which provides access to both the cockpit and foredeck areas. There is no lower port side bulkhead, with the space utilised to maximise the saloon beam.

### Follow The Sun

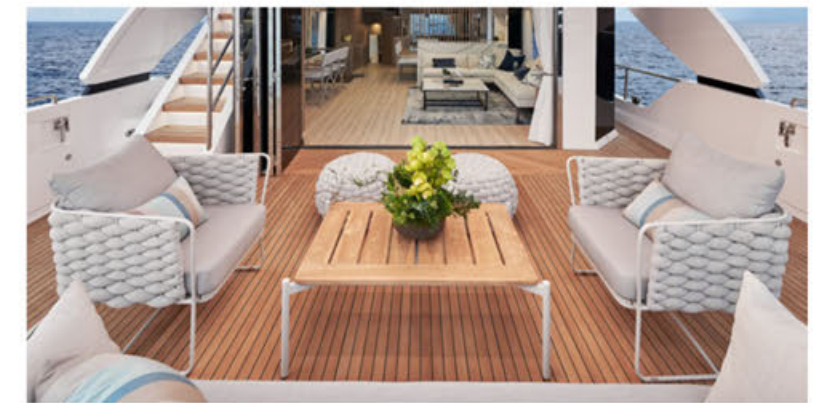
The spacious main deck and bridge aft decks are designed to suit the owner's preference. The high/low boarding platform leads to the crew cabin complete with PWC storage. However, you can turn this all into a beach club or much larger tender garage.

The aft deck is covered by a hardtop overhang providing shade and protection when lounging around on the sofas. To port is the external access to the open flybridge, which is a substantial area

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The open flybridge is a substantial area which is party central.

As in all of the FD Series, the extra wide forward beam allows for an on-deck master, including a spacious ensuite.



which is party central! How you layout the loungers, wet bar, or dining area is up to you, and there is certainly plenty of real estate to start with. The rear of the upper deck is designated as the tender stowage, but if you option the FD75 with a tender garage, then this space can be used for more loungers. Horizon has not forgotten the foredeck which has been maximised with a forward lounge area that can be protected with sunshades.

## Let's Cruise

The FD75 is unquestionably a vessel designed and built to cruise and Horizon have made sure the wheelhouse is well equipped for serious passage making. Triple Raymarine Axiom xl 19" screens take up most of the dash, flanked by all the necessary electronics for navigation and handling the boat. However, Horizon points out that the FD75 is set up for an experienced owner/operator, so running the boat shouldn't be a daunting task. There is a single helm chair plus a sofa, and like the rest of the vessel, how you configure this space is your choice.

A pair of 1200hp MANs give the FD75 a maximum speed of 20 knots and a cruise around 14 knots. The unique hull design also contributes to the efficiency of the boat, especially at mid-range cruising speeds.

## Five Cabin

As in all of the FD Series, the extra wide forward beam allows for an on-deck master, including a spacious ensuite. The stateroom offers full privacy and panoramic sea viewing. Central is a King bed, flanked with cabinetry and storage lockers, a vanity table and sofa plus a TV that drops out of the ceiling. There is a walk-in closet plus opening ports if you like some natural airflow in the cabin.

Below deck, there are the guest cabins, each with separate entertainment and air-con systems. The port side guest



cabin has two single berths that can slide together to form a double, plus a Pullman berth. The starboard guest cabin has a single berth with plenty of storage drawers and a hanging locker. The large VIP comes with a queen bed and ensuite, with the two guest cabins sharing a bathroom.

That's not where the accommodation ends, with a crew quarters aft which has two single berths and ensuite. If you don't have a crew, then it's undoubtedly an ideal extra cabin for guests or children.

*The FD75 features a raised pilothouse design that accommodates both an open bridge and a lower helm area.*

## Summary

Since the FD75 was first released, there have been some similar style versions from competitive brands, however, Horizon is still the dominant player in that market. It is important to understand the design of the FD Series, no matter the size, before making a judgement just on appearance. When you add that to the outstanding build quality -ABS/DNV approved with one shot resin-infused hull, girders & stringers- you are looking at an exceptional vessel that gives a whole new perspective to innovative hull design. ●

### TECHNICAL SPECIFICATIONS

<b>Design Name:</b>	Horizon FD75	<b>Fuel Cap:</b>	9085 litres	<b>Anchor Winches:</b>	Maxwell VWC 3500C
<b>Year Launched:</b>	2020	<b>Water Cap:</b>	1136 litres	<b>Chain Counter:</b>	Auto Anchor
<b>Designer:</b>	Cor D. Rover	<b>Engines Make:</b>	Twin MAN D2868 V8 @ 1200hp	<b>Hatches:</b>	Man Ship
<b>Interior Designer:</b>	Horizon Yacht	<b>Drive:</b>	Shafts through Tunnels	<b>Davit Crane:</b>	Steelhead ES1500
<b>Builder:</b>	Horizon Yacht	<b>Bow Thruster:</b>	ABT Hydraulic	<b>MFD:</b>	5 x Raymarine Axiom xl 19"
<b>LOA:</b>	23.68m	<b>Stern Thruster:</b>	ABT Hydraulic	<b>VHF:</b>	Raymarine
<b>LWL:</b>	20.43m	<b>Generators:</b>	Onan 17.kW & 22.5kW	<b>AIS:</b>	Raymarine AIS700
<b>Beam:</b>	6.20m	<b>Stabilisers:</b>	ABT Zero Speed	<b>Autopilot:</b>	Raymarine
<b>Draft:</b>	1.65m	<b>Trim Tabs:</b>	Hydro Tab	<b>Ent Systems:</b>	Bose/Samsung
<b>Displacement:</b>	65.59 tonnes (Half load)	<b>Engine Management:</b>	C-Zone	<b>Engine Instruments:</b>	MAN/Boning
<b>Max Speed:</b>	20 knots	<b>Air Conditioning:</b>	Marine Air	<b>Price as Reviewed</b>	\$US 4.55m
<b>Cruise Speed:</b>	8.1 knots	<b>Watermaker:</b>	Spectra		
<b>Construction:</b>	Composite GRP Infused				

### FUEL & PERFORMANCE DATA

Horizon FD75 | Fuel capacity: 9085 litres

RPM	Knots	L/h	L/NM	Range (NM)	RPM	Knots	L/h	L/NM	Range (NM)
900	7.8	26	3.400	2147	1950	14.5	304	21.000	380
1200	9.9	63	6.400	1200	2150	17.2	404	24.000	340
1400	11.1	111	10.000	810	2300	19.7	476	25.000	320
1600	12.7	165	13.000	620	2354	20.2	491	25.000	320
1800	13.2	243	19.000	430					

To allow for adverse conditions, range is calculated on 90% of the fuel capacity.

