

## NEW BOATS



LOA: 75'  
 Beam: 20'4"  
 Draft: 5'7"  
 Displ.: 144,601 lbs.  
 Fuel: 2,400 gal.  
 Water: 300 gal.  
 Standard Power: 2/1,136-hp CAT  
 C18 ACERT  
 Optional Power: 2/1,200-hp MAN  
 V8-1200  
 Cruise Speed: 14 knots  
 Top Speed: 20 knots

# Horizon FD75

The latest model in Horizon's ever-expanding series dares to be different.

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 (78.7 feet). 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, Lu 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 as the rest of the family. Rover's principles still apply, though he had less space to work with. The FD75 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 bi-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 free-standing 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 guest cabins are belowdecks. The port side guest cabin has two single berths that 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

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bed and en suite, 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.

Hull number one is headed for the European market and features a practical interior layout with a forward galley. The FD75 includes a raised pilothouse design that accommodates both an open bridge and a lower helm area, reminiscent of the original FD85. The second FD75 is destined for the U.S. with a completely overhauled layout: The galley is aft and the raised pilothouse is to port, though the rest of the accommodations are very similar. —Barry Thompson

