

The BIG SHOW

The FD100 is a voluminous yacht with design details
that will draw you in.

By Kevin Koenig





No builder I know of is capable of fitting quite as much boat into a given footprint as Horizon. The Kaohsiung, Taiwan-based builder is an expert at making the most of its interior spaces. In the case of the FD series, which ranges from a 75- to a 125-foot project, that goes double—so much so that Horizon seems to have the rest of the industry playing catch-up. The plumb bow and high windage seen on the FD models have been imitated by various competitors of late. It seems once customers step aboard an FD—like the FD100 that was on display at the 2022 Fort Lauderdale International Boat Show—the interior volume on more classically designed yachts simply no longer cuts it. It's a desire that has changed the face of the motoryacht market in recent years. And when you add in Horizon's focus on seaworthiness, fit and finish, and smart design, what you end up with is an effortlessly comfortable and formidable vessel. There is a trade-off, though. You are going to have to get used to her lines.

The Beauty of the Beast

The Cor D. Rover-designed FD100 is the opposite of sleek. If you're looking to slide into some slick Mediterranean port and dazzle the Europeans with your cultured sense of aesthetics, the FD100 is not the boat that will do that—at least at first glance. Her plum bow and wide superstructure design has its advantages. To wow your new continental friends, you're going to have to invite them on board.

The FD series effectively became popular once yachtsmen gleaned a certain shift in perspective. Namely, it really doesn't matter what your boat looks like from the waterfront cafes—because you will be on board your boat looking at the waterfront cafes.

But before we step aboard, let's start with the exterior entertainment area that will greet most guests, the impressively sized beach club situated just inside the yacht's hydraulic swim platform. A full bar with a refrigerator, freezer, twin barstools, an L-shaped settee to port, and a television forward are all revealed once the transom garage door flips up. Through a passageway leading forward is an outsized crew mess more apt to be found on a 120-footer, plus two crew cabins and a comfortable captain's quarters. Horizon's clientele tend to be more owner-operator focused than some of its competitors, but at this size, crew is all but a necessity. These accommodations will surely keep them happy.

The engine room should also be appreciated by the staff, with six feet, six inches of headroom throughout, good access for maintenance on the twin 1,600-hp Caterpillar C32As, a white gel coat sole for easily spotting spills, and plentiful handholds throughout—all with exceptional welding at the joints. It says a lot about a boat's build



Top: The large salon has a beachy, laid-back appeal. Bottom left: A glass partition separates the forward dining from the galley. Bottom right: The main-deck master has an island king berth.

quality when even the welding in an out of the way area like the engine room stands out.

Main Deck Living

Above the engine room, on the main deck, the cockpit has a massive teak table with strikingly tight joinery while a bar to starboard handles alfresco libations. (One thing about Horizon builds, you will never be very far from a bar—they are all but littered about.)

Entering the salon, guests will be struck by the beachy and laid-back appeal of the space, highlighted, at least on board the boat in Lauderdale, by a light-oak motif, and chairs surrounding the forward dining table that were upholstered with a very chic, slubby weave.

The galley that serves that dining table is both large and versatile. It has an island counter in the center with loads of space for meal prep whether the chef is cooking for family or for a fiesta. And depending on the occasion, doors and a partition can enclose the space completely for privacy or leave it open for conversation. A full-size Sub-Zero refrigerator forward is one clue that this yacht is built for longer voyages.

One of the FD100's major features is her main-deck master, something that you won't find on every vessel in

this size range. The FD100's beam (which maxes out at 23 feet, 4 inches) carries well forward due to its snub-nosed design. This characteristic pays off in spades in the enormous master, which is easily accessible for older owners. An island king berth faces forward here and floats in a veritable sea of stowage areas, including twin, cedar-lined, sole-to-ceiling hanging lockers to both port and starboard. Hullside glazing carries forward on the FD100 as well, allowing for plentiful natural light that interplays with the light oak to keep this ensuite stateroom unusually fresh-feeling and bright.

Full Size Pied-à-Terre

The rest of the Horizon's cabins are on the lower accommodations level. With the main-deck master, the yacht can easily fit five staterooms, making it ideal for both larger families and for chartering. The wide beam also comes into play down here, where mirroring ensuite VIPs amidships will be helpful in ameliorating skirmishes among guests as to who gets the better room. Both staterooms are large enough to feel like miniature masters and have the same beachy ambience and similar stowage capacity as the actual master, thanks to large, cedar-lined hanging lockers of their own. Leading forward from the VIPs, a full-size Miele washer and



Clockwise from top: The foredeck offers abundant seating and a sunbed for lounging; guests can relax in the Jacuzzi on the flybridge; the massive beach club is revealed when the transom garage door flips up.

dryer in the companionway is another long distance-cruising detail. Two more staterooms, a large guest cabin in the forepeak, as well as a smaller one to port with bunks, round out the space.

Decked Out

The FD100 is available in two configurations, the Tri-Deck (with a flybridge) and the Skyline. The Tri-Deck version at FLIBS had a helm on the flybridge that was fit for an admiral. Four Garmin screens conveyed all manner of operational data while a wheel that was two feet, six inches in diameter offers assured, old-school steering. This yacht is unlikely to find too many seas where a wave might make it up to the windshield, but if it did, the inverted rake would clear it quickly and safely, while also adding an “expeditionary” feel to the vessel’s lines. Three Stidd helm chairs are available for the captain and some mates, while an L-shaped settee to port is the perfect

spot for guests curious as to how the whole show is really run.

Unlike its slightly larger sistership the FD110, there is no bulwark separating the aft portion of the flybridge from the helm station. And this, my friends, is where you’ll find the party. Yet another bar with three accompanying stools greets guests as they enter the area. It’s accompanied by a giant, built-in cooler, a propane grill, and a Jacuzzi. An SM2500 Steelhead davit to aft and to port handle tender duties here as well.

The flybridge on the Tri-deck model has further seating, a sunpad, and an outdoor helm. It adds even more entertainment space to what is already a tremendous 101-foot yacht. But volume and space has always been Horizon’s play—and they do it exceptionally well.

The Skyline FD110, which is essentially an enclosed version of this model just doesn’t really compute in my brain, short of any bridge-height restrictions. The FD100

is a yacht for people who go big or go home. If you’re aiming for onboard space and entertaining ability, you may as well go all the way. 🍷

SPECIFICATIONS

LOA: 101' 6" **Weight:** 273,370 lbs.
Beam: 23' 4" **Fuel/Water:** 4,000/400 U.S. gals.
Draft: 6' 2" **Power:** 2x Caterpillar C32As @ 1,600-hp

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