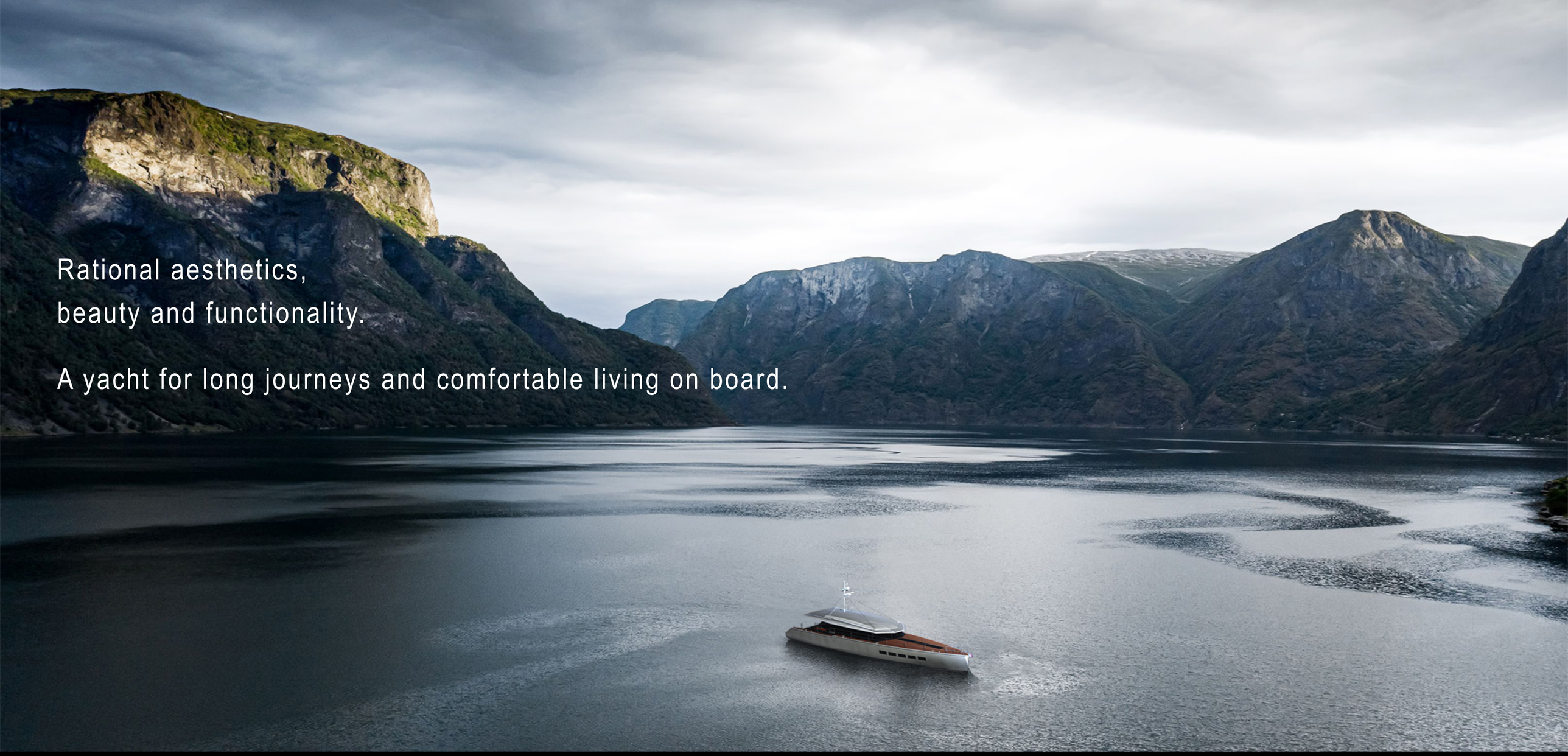


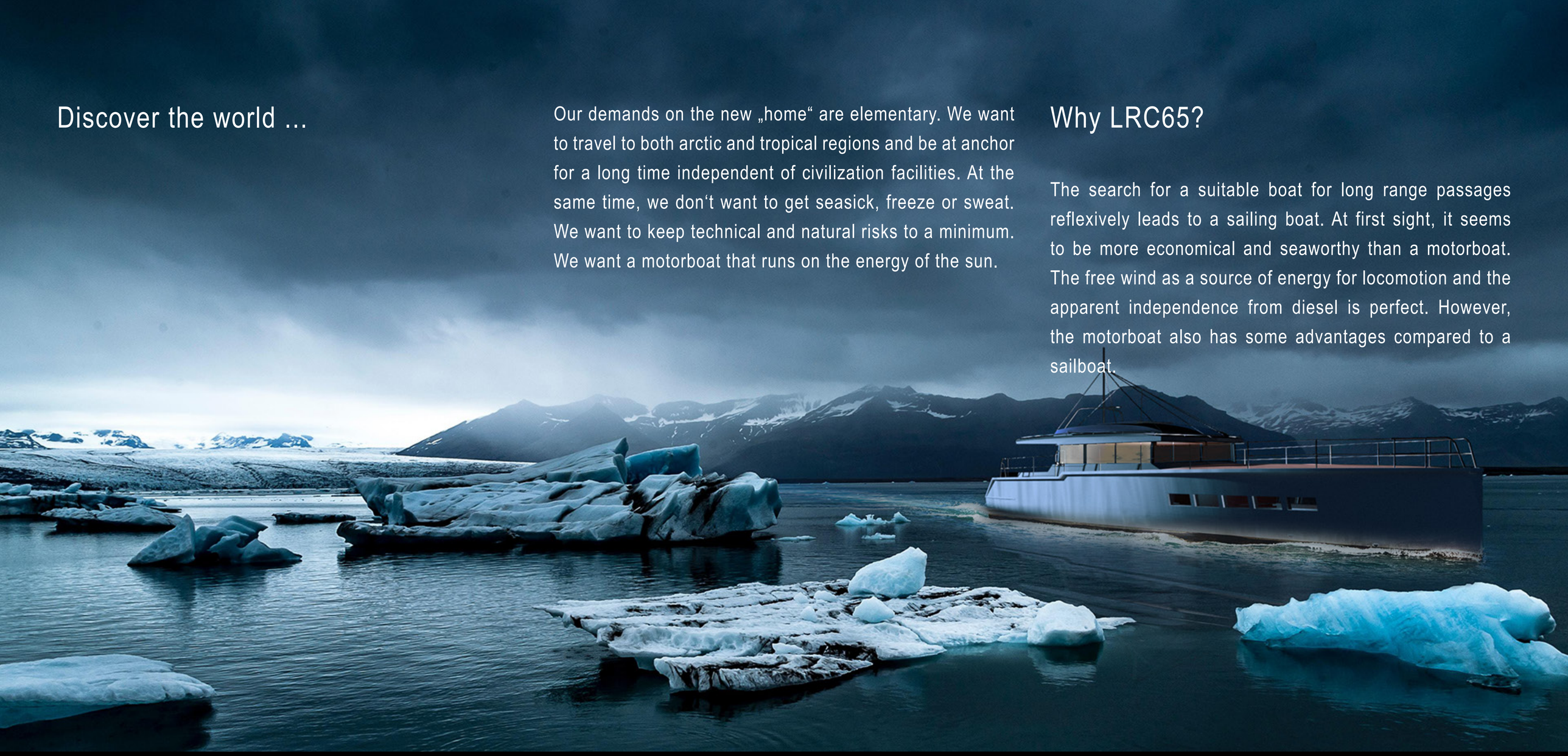
ARTNAUTICA YACHT DESIGN PassageMaker LRC65 by Dennis Harjamaa . PROJECT VEGA Interior Design by Benjamin Ellwanger Chabert

Discover the world ...

Our demands on the new „home“ are elementary. We want to travel to both arctic and tropical regions and be at anchor for a long time independent of civilization facilities. At the same time, we don‘t want to get seasick, freeze or sweat. We want to keep technical and natural risks to a minimum. We want a motorboat that runs on the energy of the sun.

Why LRC65?

The search for a suitable boat for long range passages reflexively leads to a sailing boat. At first sight, it seems to be more economical and seaworthy than a motorboat. The free wind as a source of energy for locomotion and the apparent independence from diesel is perfect. However, the motorboat also has some advantages compared to a sailboat.



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Comfort:
Active sailing on long passages demands an enormous physical effort, accompanied by a significant loss of comfort. A motorboat is operated from the safe comfort zone. This sounds trivial at first, but when you are sailing for several weeks in inclement weather, it takes on a different meaning.

Safety:
The weather can only be calculated in the short term, which means considerable safety risks accompany a journey with a sailboat. The continuous speed of a motorboat offers active-safety because routes and times can be reliably planned. Dealing with unexpected weather events becomes more manageable as a result.

Living:
A boat should fulfill two operating conditions possible for our objectives: cruising and anchoring.
The boat should offer the best solutions for comfortable and safe living onboard for both states. Sounds simple? It is complex in difficult weather conditions.
Why is that?

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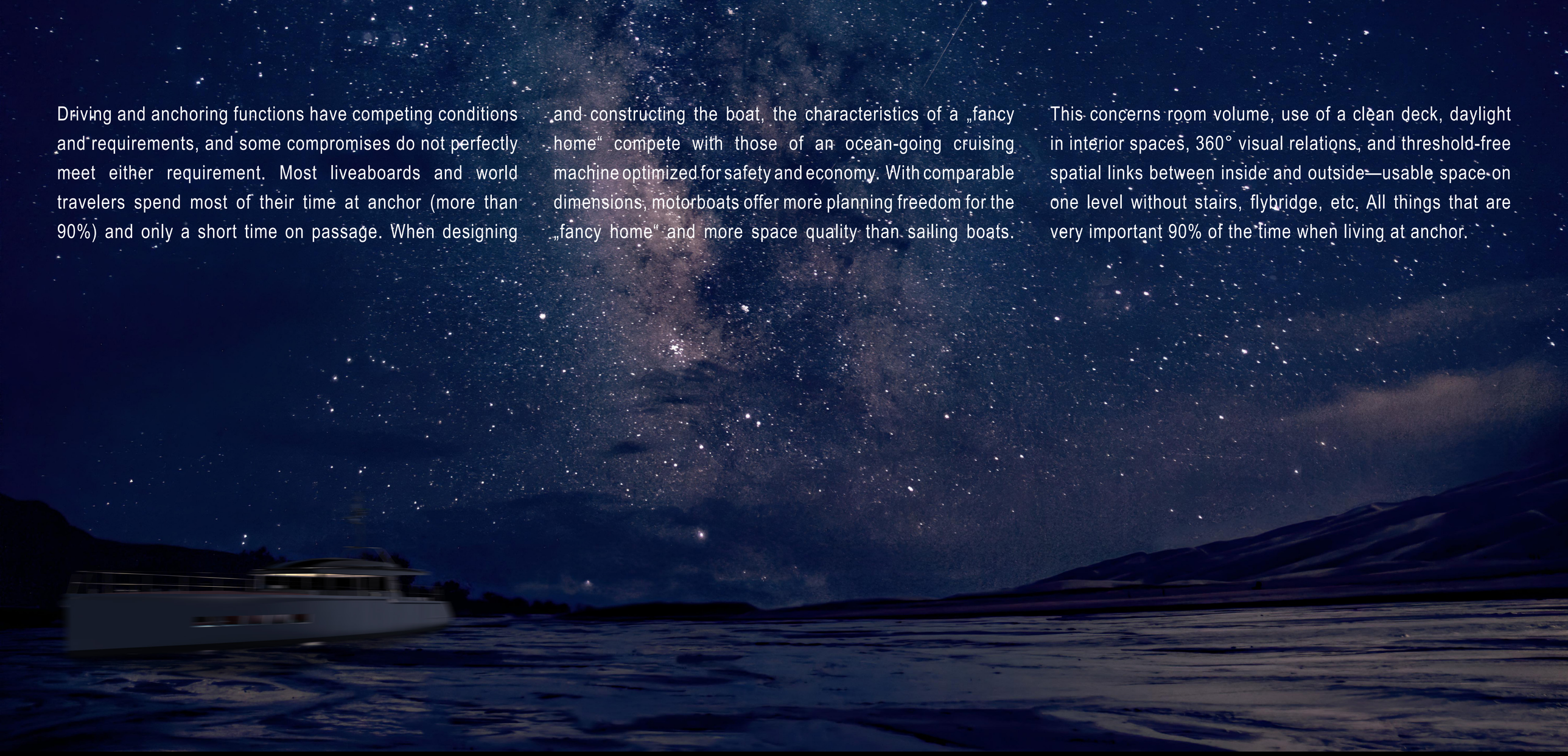

Driving and anchoring functions have competing conditions and requirements, and some compromises do not perfectly meet either requirement. Most liveaboards and world travelers spend most of their time at anchor (more than 90%) and only a short time on passage. When designing and constructing the boat, the characteristics of a „fancy home“ compete with those of an ocean-going cruising machine optimized for safety and economy. With comparable dimensions, motorboats offer more planning freedom for the „fancy home“ and more space quality than sailing boats. This concerns room volume, use of a clean deck, daylight in interior spaces, 360° visual relations, and threshold-free spatial links between inside and outside—usable space on one level without stairs, flybridge, etc. All things that are very important 90% of the time when living at anchor.

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Sailing area expansion:
You can go to any point on the globe regardless of weather, currents, seasons, draught, and clearance. Anchoring in shallow water regions, extending your cruising area to inland waters, and sailing against current and wind enrich your cruising experience.

Sustainability, ecological footprint:
A functional motorboat design paired with intelligent technology can offer so much photovoltaic surface on the roof that the generator can be dispensed with at anchor while maintaining complete comfort. A motor cat can run electrically 24/7 at moderate speed with current technology. The technical development of photovoltaics, electricity storage, and electric motors is rapid. We expect significant improvements, which the automotive industry will accelerate. Driving 24/7 with solar energy will foreseeably be possible with a narrow, long monohull.

Operating costs:
Bluewater luminaries Steve and Linda Dashew have hundreds of thousands of nautical miles in their wake. As yacht architects, they have designed and built dozens of sail and motor explorer vessels. Over hundreds of thousands of nautical miles, they have compared the operating costs of their FPB powerboat series with those of their sailboat series. They conclude that their sailboats‘ rig and sail costs are slightly higher than the diesel costs of their highly efficient FPB series.
Source: www.setsail.com.

Another critical point is that on a sailboat, the operating times of its diesel engine become considerable if voyage plans and thus safety concepts are to be adhered to.

All these points and some more have led many sailboaters to the FPB designs of Steve and Linda Dashew after decades of sailing experience.
The FPB is, in my opinion, an essential reference for all subsequent developments of narrow, long, efficient, and ocean-going long range boats. New FPBs are no longer being built, and their quality still commands a high, if justified, price in second-hand boats.

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Arksen and Circa Marine offer alternatives, but these ships are in a price segment outside our possibilities.
Furthermore, we are very demanding when it comes to the technical layout and the design and functions of the interior. This may be because we have been working professionally as building architects and interior designers for 30 years and are, therefore, very familiar with the WHY and the BECAUSE people feel comfortable or not in a room.
Dennis is a professional boat builder and qualified yacht designer. He has a lot of practical experience at sea and built KOTI, the first LRC58, with his own hands. With this background, he combines the position of the client and marine architect into one person. Artnautica Yacht Design, therefore, gives a new benchmark to the concept of custom design.

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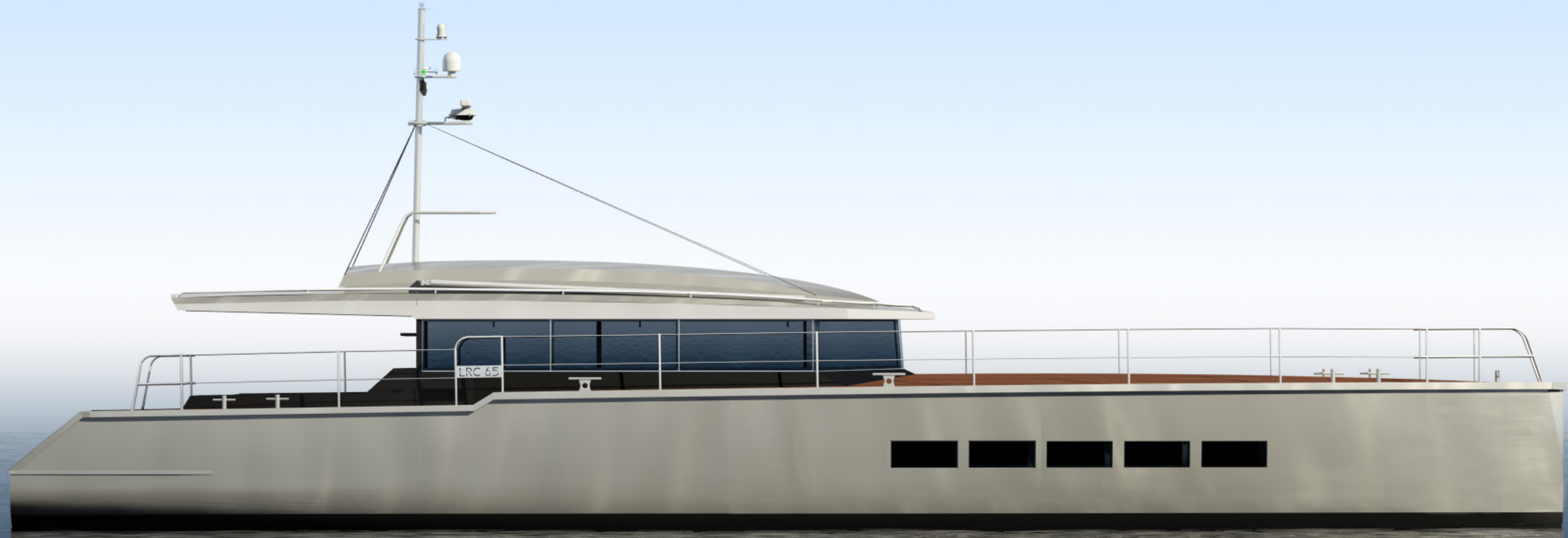


External Design

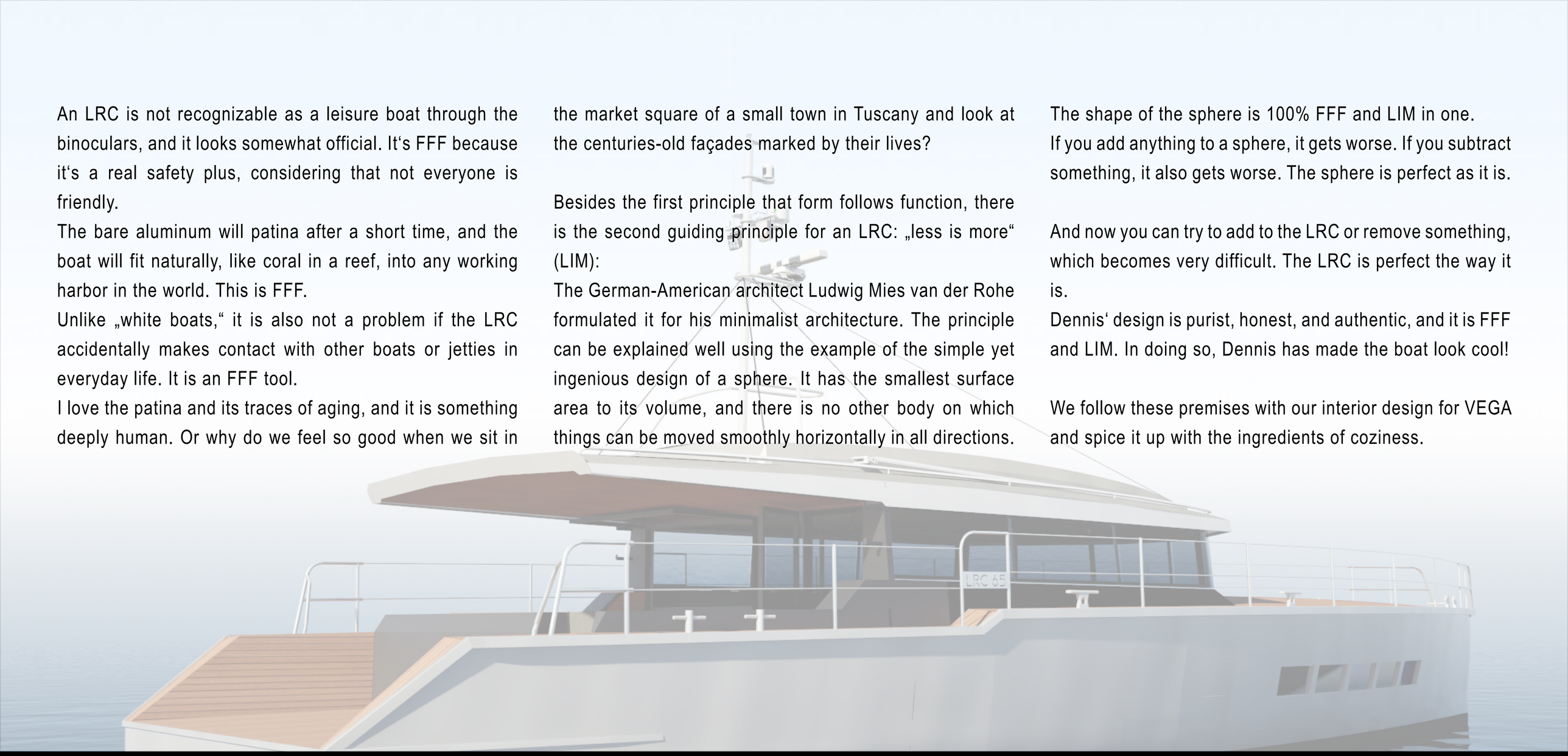
Two legendary guiding principles can trace the consistency of any design.
Form Follows Function (FFF), by American architect Louis Sullivan, describes that for all things, all manifestations of the head, heart, and soul, and for life itself, form always follows function. We love the design of Dennis Harjamaa‘s LRCs because all its forms follow the function of long range cruising.
Of course, the hull cuts the waves instead of bobbing over them, of course, the boat is course stable when surfing, of course, it is highly economical and much more. These tasks of the LRC are complex, and to fulfill them with brilliance requires a lot of experience, knowledge, and the enthusiasm of a gifted yacht designer. Yet these “minimum requirements“ for a vessel to cross oceans are not met by many vessels described as seaworthy. Dennis‘ design goes far beyond these “minimum requirements“, and my favorite example of his consistency is the look of the LRC:

An LRC is not recognizable as a leisure boat through the binoculars, and it looks somewhat official. It‘s FFF because it‘s a real safety plus, considering that not everyone is friendly.
The bare aluminum will patina after a short time, and the boat will fit naturally, like coral in a reef, into any working harbor in the world. This is FFF.
Unlike „white boats,“ it is also not a problem if the LRC accidentally makes contact with other boats or jetties in everyday life. It is an FFF tool.
I love the patina and its traces of aging, and it is something deeply human. Or why do we feel so good when we sit in the market square of a small town in Tuscany and look at the centuries-old façades marked by their lives?

Besides the first principle that form follows function, there is the second guiding principle for an LRC: „less is more“ (LIM):
The German-American architect Ludwig Mies van der Rohe formulated it for his minimalist architecture. The principle can be explained well using the example of the simple yet ingenious design of a sphere. It has the smallest surface area to its volume, and there is no other body on which things can be moved smoothly horizontally in all directions.
The shape of the sphere is 100% FFF and LIM in one.
If you add anything to a sphere, it gets worse. If you subtract something, it also gets worse. The sphere is perfect as it is.

And now you can try to add to the LRC or remove something, which becomes very difficult. The LRC is perfect the way it is.
Dennis‘ design is purist, honest, and authentic, and it is FFF and LIM. In doing so, Dennis has made the boat look cool!

We follow these premises with our interior design for VEGA and spice it up with the ingredients of coziness.



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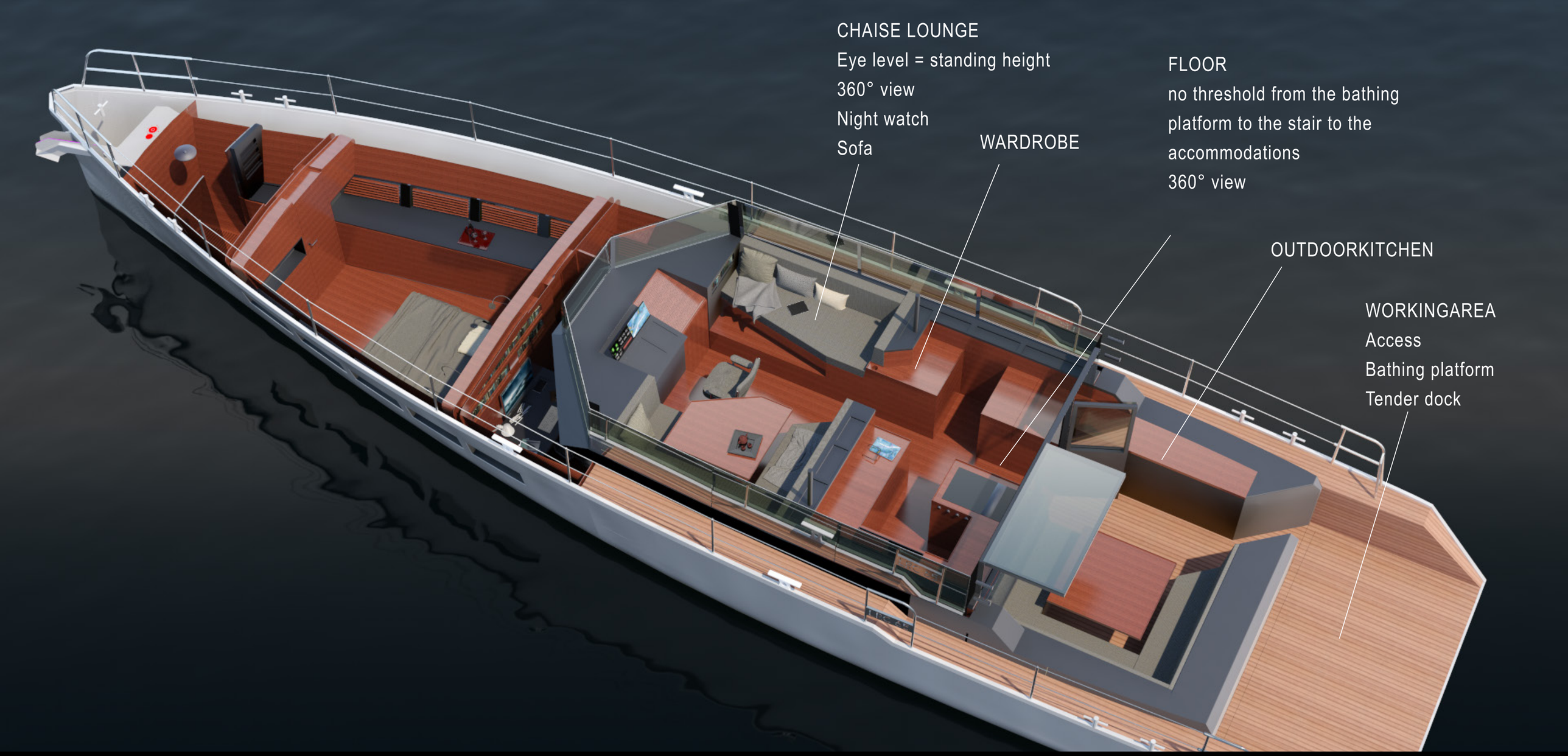

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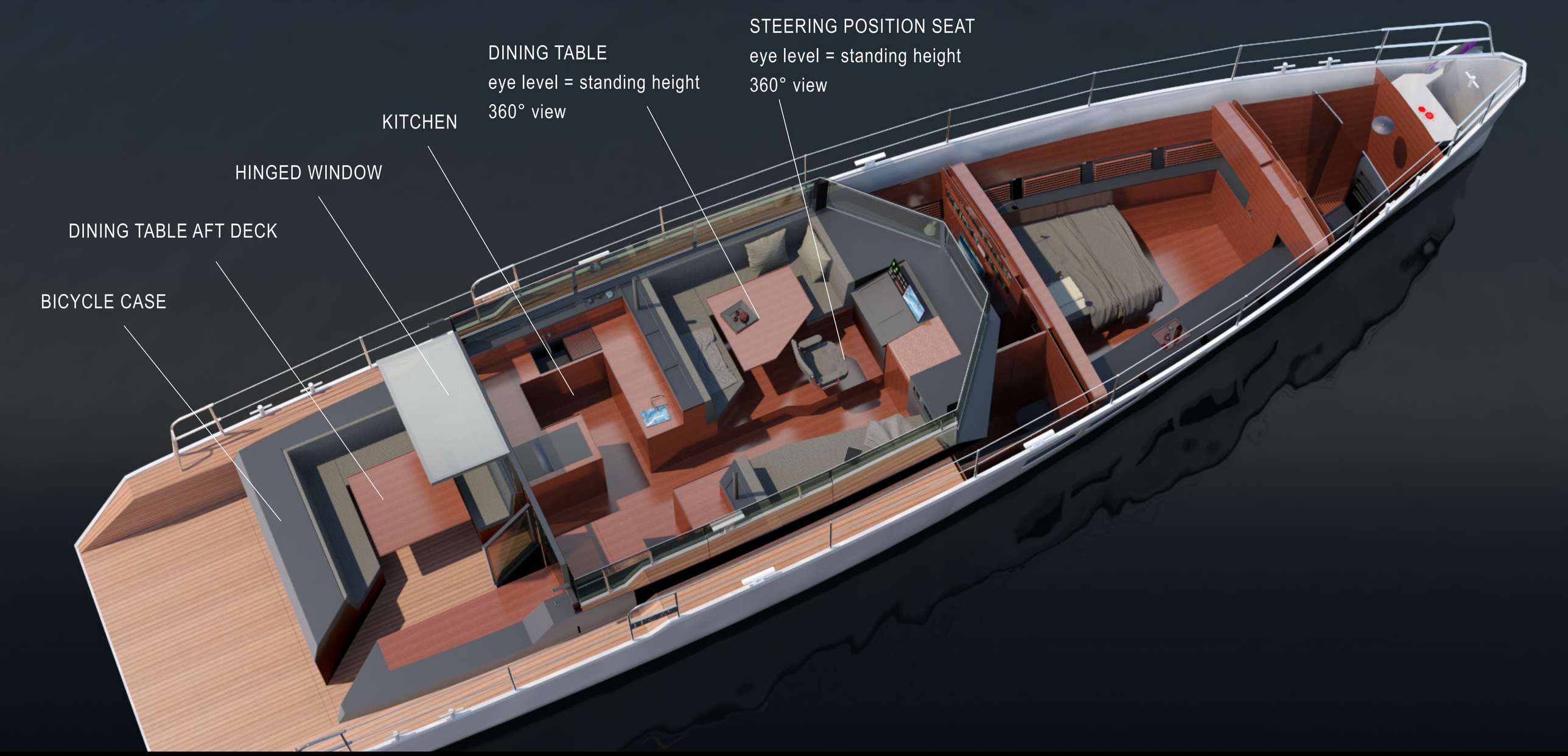

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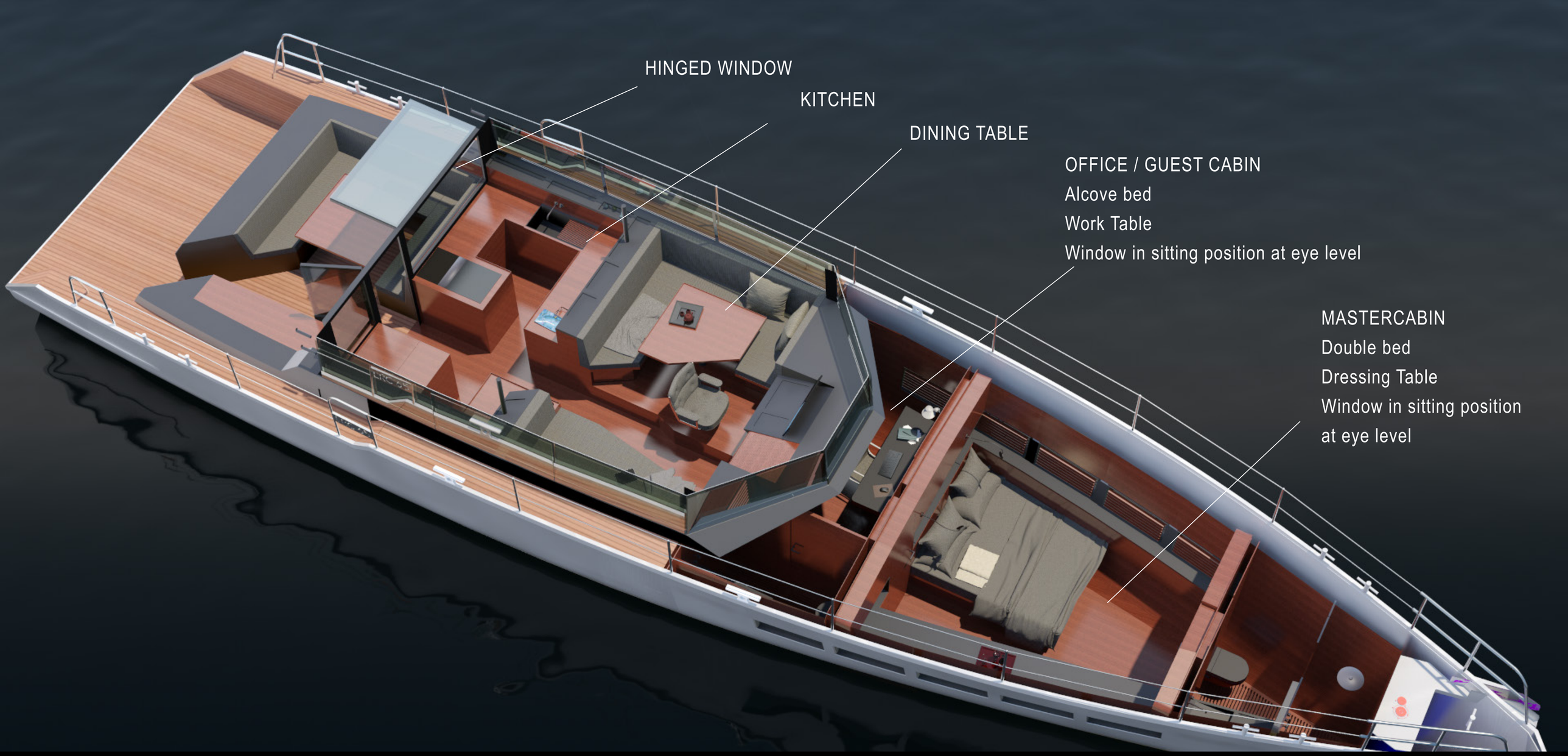

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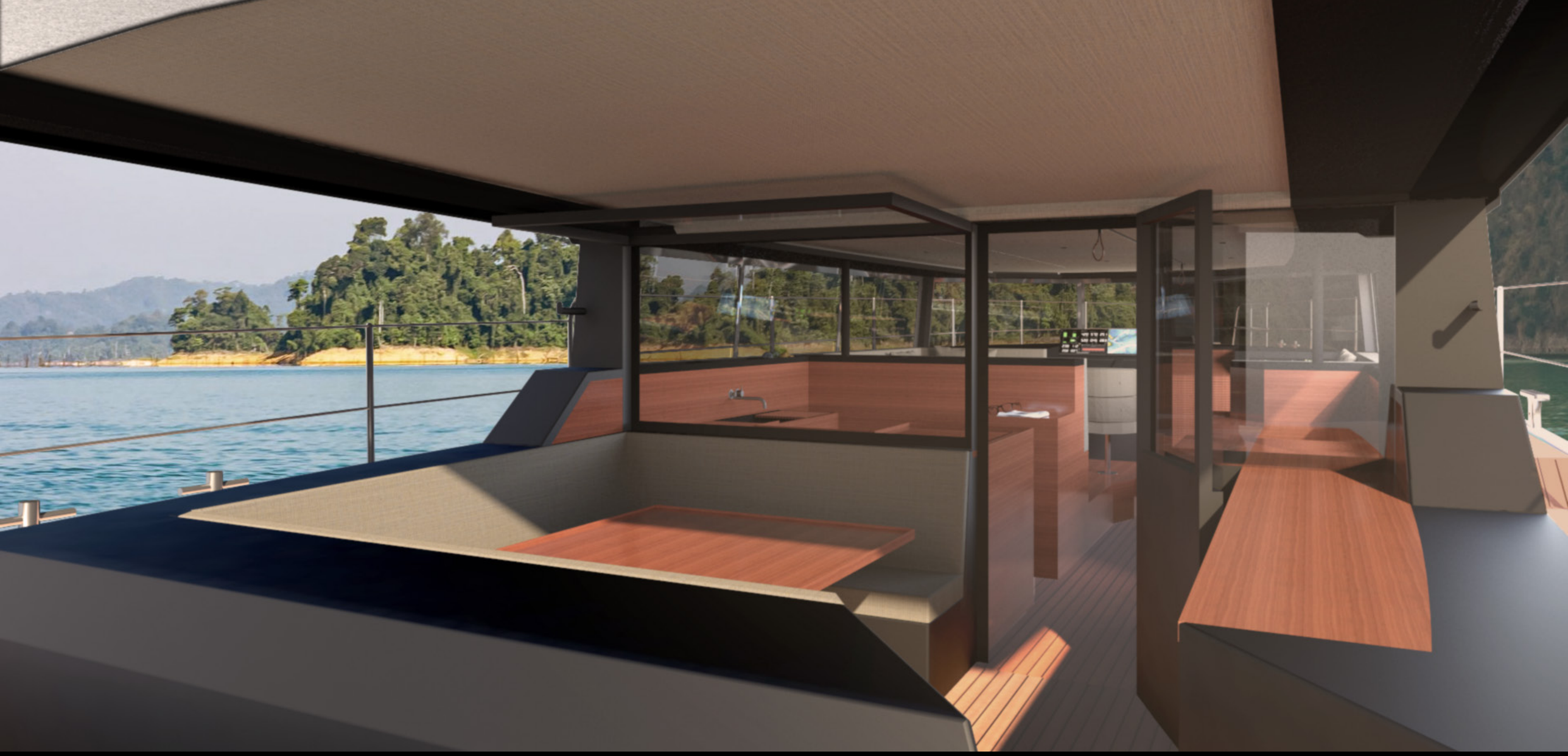

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Master cabin light ceiling

Master cabin Oak

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Office / Guestcabin

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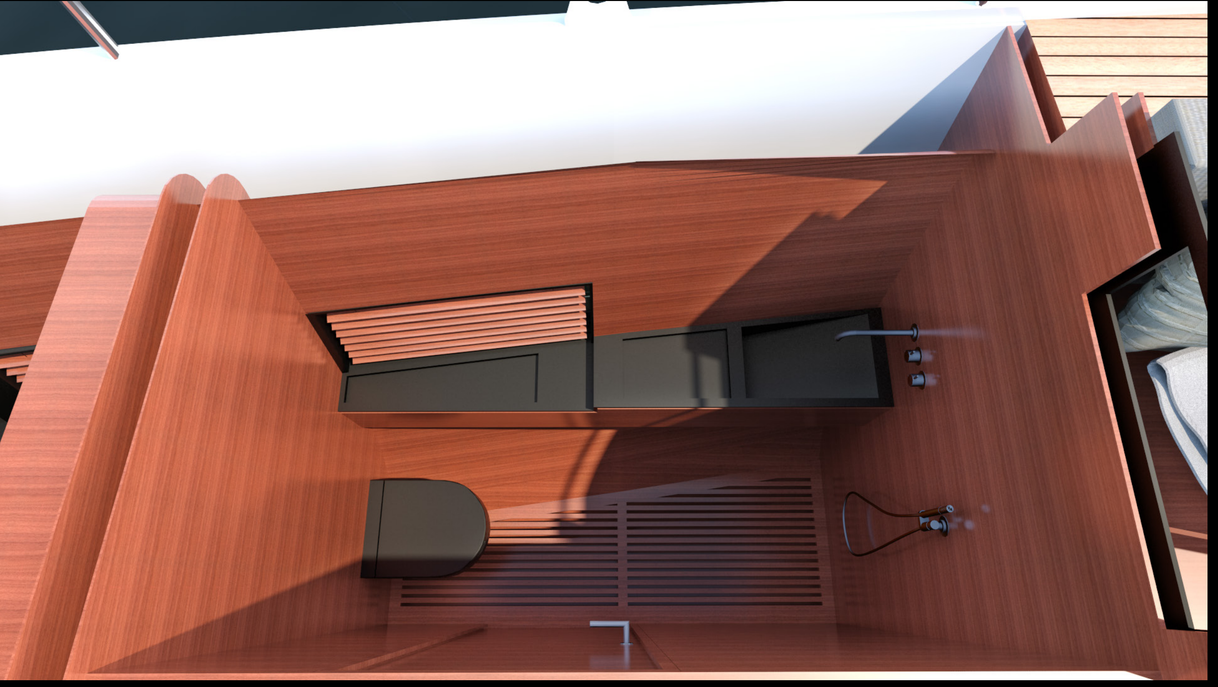
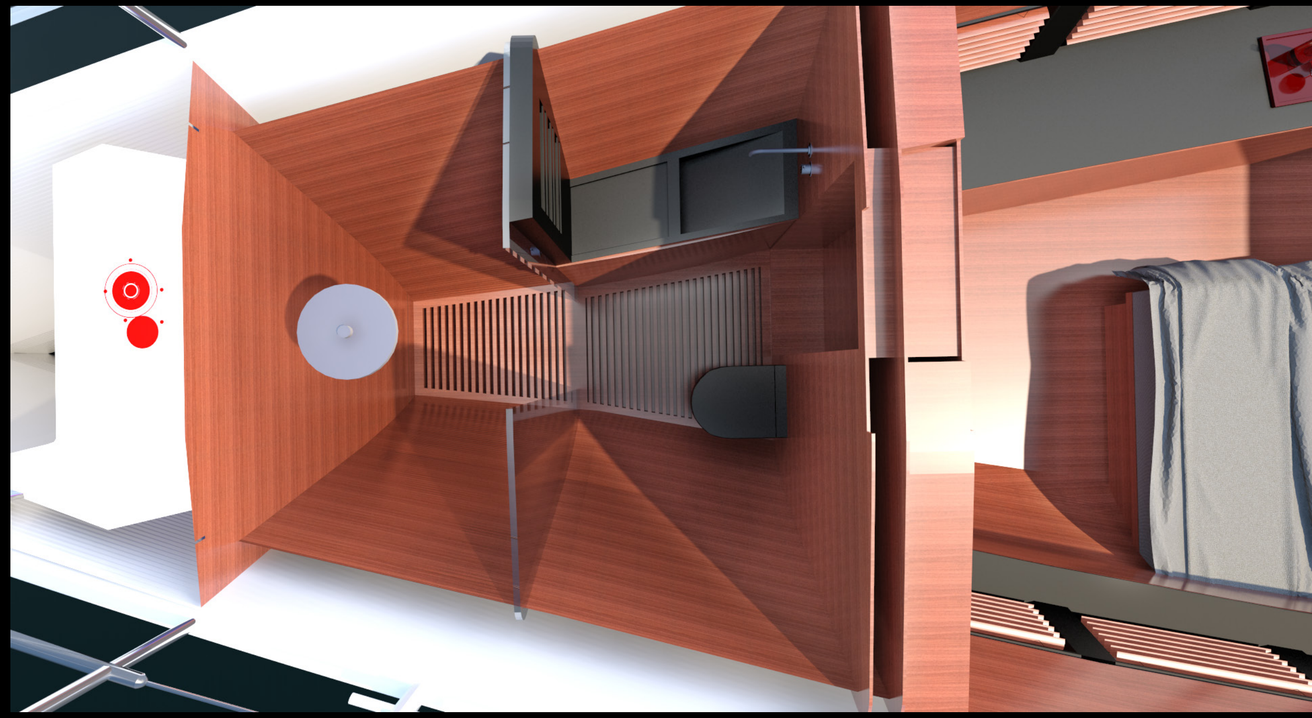


Guest Bath

Master Bath



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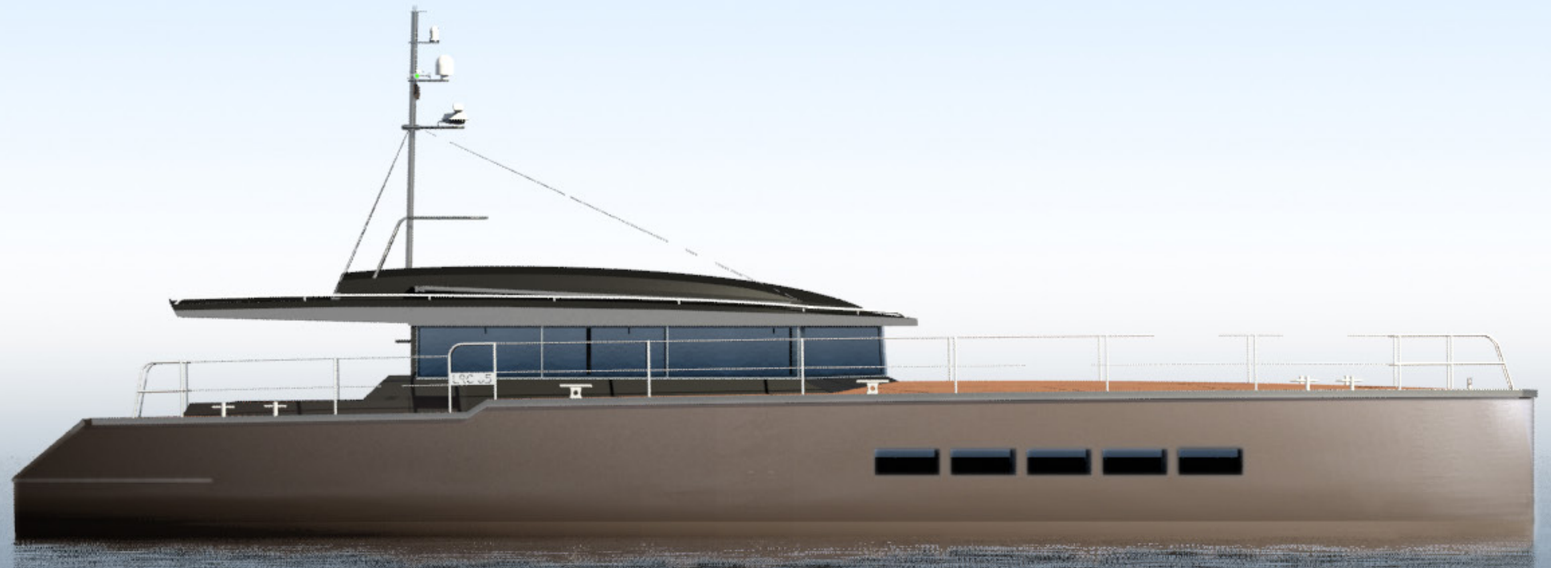

Alternative with painted hull

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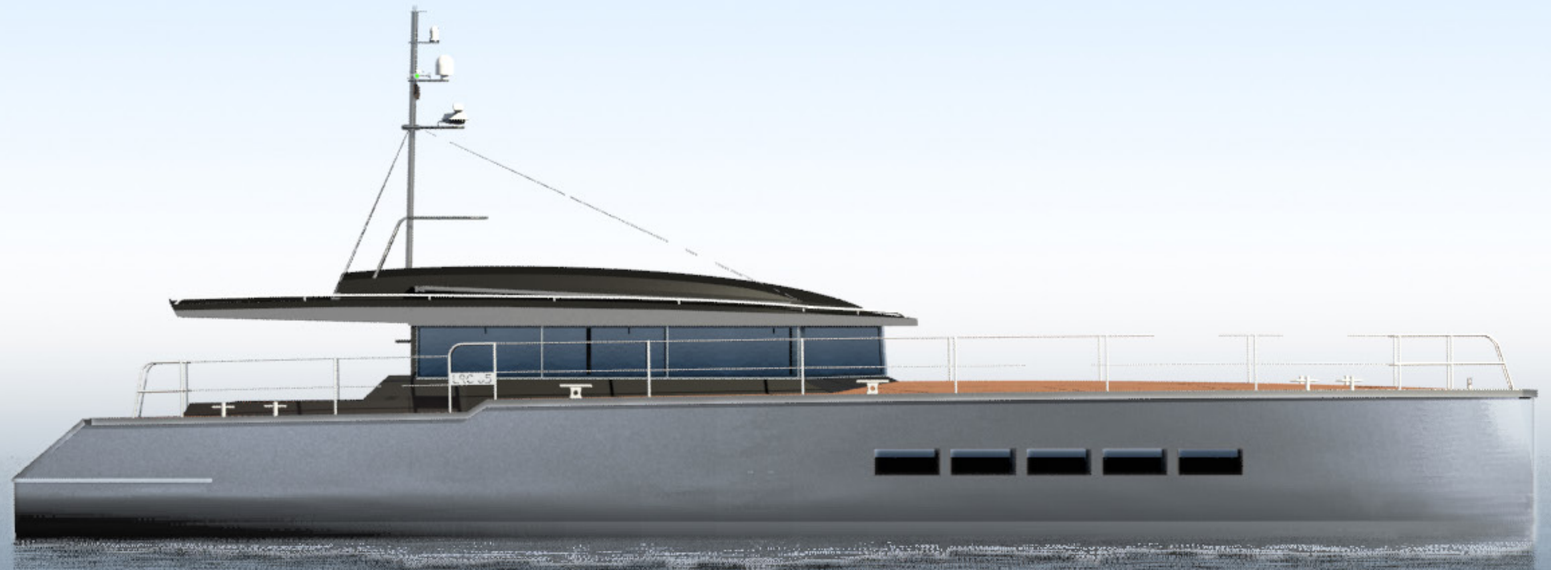

Alternative with painted hull

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