





*Cover / Left / Right: F-Class Firefly during the
Palma Race Cup 2011.*

The F-class yachts are designed in the spirit of the Js while being very much a boat of today. Super high-tech and totally performance-oriented, an F-class yacht can be built for an affordable price to allow you to race competitively against vessels of almost identical speed.

Excitement is the name of the game here as winning a race will be decided not by the design of the vessel but by the skills of the owners and sailors who crew her. The same can be said of a Maxi boat of course. But the key difference with the F-class is the timeless look & feel and top-class Dutch design, which will ensure that your yacht retains her value. These are race classics of an altogether different breed, and only require a crew of 8 – 12.

Your F-class boat will be built from a technical viewpoint for racing. These all-aluminium speed machines come with carbon spars and a composite rigging. The combination of a T-style fin keel with a 26-tonne lead bulb and carbon high aspect ratio spade rudder is exceptionally powerful. You can also opt for a lifting keel should you prefer. Either way, an F-class yacht can be effortlessly steered with two fingers.

In terms of looks she offers a timeless grace with long overhangs, sleek lines and a sweeping sheer. The traditional ambience is further enhanced with a flush deck and moderate deck camber that echoes the 1930s.

The first F-class yacht is called *Firefly* and was launched in May 2011. She was the result of a long research project that saw the Hoek Design office develop fifteen different yachts with varying length, beam and displacement, sail area and draft. The success of *Firefly* shows that the F-class is affordable in terms of the cost of construction. Do you enjoy gentleman's racing with a competitive edge? Are you looking for a classic sailboat to accompany your large motoryacht or luxury sailing yacht? The F-class is already in very serious negotiations with two other potential new members.





The wide deck of an F-class boat is totally different from any other yacht, the subject of enormous attention to detail. A fabulously flush layout is created by the absence of any deckhouse. The relatively high camber looks great and reinforces stiffness.

What's more, everything is geared in terms of equipment and layout to maximising performance and giving owners and crew a level playing field upon which to show their skills. All sailing systems are hydraulic on the first F-class yacht *Firefly*, with Harken winches and Lewmar deck gear. In essence, of course, the choice of winches and other deck equipment is entirely in your hands.

The main sheet is on deck level and there is a huge open cockpit area forward with one large winch for the main sheet and two big primaries. There is also a separate cockpit for the helmsman without seats - the deck is the seat as the cockpit floor is 40 centimetres lower. The helms of F-class yachts must be fitted with a wheel, not a tiller.

All the skylights are on waterfall margins and resplendent in teak in a way reminiscent of the 'good old days'. The sliding hatch entrance to the skylights is another wonderful echo of a classic past. And all the bulwarks have been integrated in the design of the toe rail.

The F-class yachts will have a carbon mast, hall spars and boom. *Firefly* has PBO rigging but you can also opt for carbon should you prefer. While the mast height and sail dimensions are regulated, you can choose your own manufacturer for the mast itself and the sails.





Technical specifications

Type of ship	F-Class Racer
Design & styling	Hoek Design
Naval architect	Hoek Design
Interior styling	Client
Year of launch	2011
Website	www.fclassyachts.com
Length (loa)	35.20m
Length (lwl)	22.23m
Beam	5.58m
Draft	5.0m
Ballast	28 t
Displacement	62 t
Hull material	Alloy
Superstructure material	Mahogany
Engine	Steyr
Gearbox	Twindisc
Shaft & Propellor	Maxprop
Generators	Steyr
Fuel tank capacity	900 ltr.
Water tank capacity	800 ltr.
Spars	Hall Spars
Sails	North Sails
Upwind m2	594
Downwind m2	1095

Right: F-Class Firefly Interior





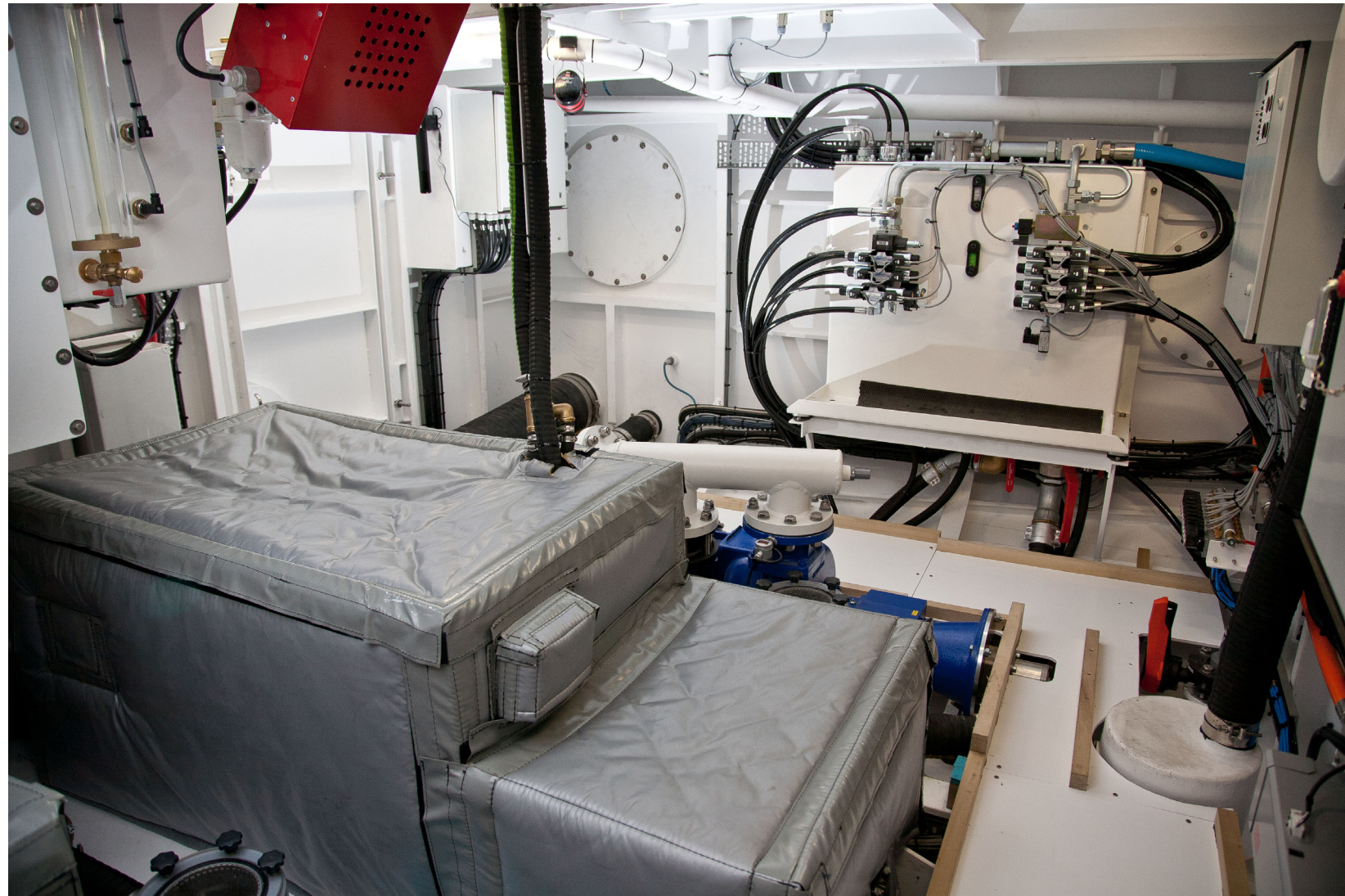
Left / Right: F-Class Firefly Engine room

The technical systems are very advanced. The main engine is a Steyr 6-cylinder driving a folding propeller, while a 4-cylinder Steyr engine drives the integrated fly wheel generator (generating 4kW to charge batteries) and a hydraulic pump.

A water ballast system is built in for long distance races, with five tons of water that can be transferred from one side to the other within two minutes. Firefly is built on web frames spaced a metre apart with longitudinal framing for stiffness. Finite calculations of the structure ensure the boat is strong enough. She is built to Lloyd's.

The keel structure was developed together with naval architects and engineers. It is a 5.2-metre keel and it has only 30 centimetres of floor height. You could decide to incorporate a lifting keel although that will not improve performance. The disadvantage being the additional weight. The lifting keel option could be advantageous for those wanting access to shallower waters.

Firefly has a carbon rudder to minimize weight. The choice of an aluminium hull (5083) is based on budget and simplicity of construction. You could probably save another couple of tons by choosing to build the hull of carbon but that will not be allowed in the F-Class and also the cost would be three times that of an aluminium hull. For those who are looking to further better the performance of an F-Class we inform you that retractable propellers are not allowed.





Your next step

So the F-class concept appeals to you and you are seriously considering joining the fun. What next?

The design for an F-class yacht can only be purchased via the F-class Association. You pay a one-off participation fee, which includes the rights to build a single boat. We will then send you – or your chosen yard, wherever that may be in the world - the cutting files, the structural drawings and the sail plan.

The yacht must be built in aluminium and to exactly the same lines. The interior can be adapted, for example by using honeycomb, but you cannot change the hull lines, the keel design, the rudder, the stability, the sail plan or the main dimensions. Hiring another naval architect to optimise the boat within these parameters is possible.

Tapping in experience

The first F-class yacht *Firefly* was constructed to the highest quality standards in the Netherlands. Her hull was built by Bloemsma Aluminiumbouw, builder of three J-class yachts. And she was completed by Claasen Shipyards, most recently responsible for the J-class *Lionheart*.

Which keel?

The first F-class yacht *Firefly* is fitted with a fixed keel, although class rules also allow for yachts with a lifting keel in order to access shallower harbours. Designs are made in such a way that the stability and performance are identical with either option

Firefly racing debut

July 2011

The stunning classically lined racing yacht *Firefly*, recently launched in Amsterdam and the first in an exciting new series of F-class one designs, made her racing debut at the latest SuperYacht Cup in Palma de Mallorca 2011 and received many positive reactions from press, visitors and other participants.

Launching a whole new series of competitive 'F-Class' yachts, 115ft / 35m aluminum sloop FireFly, designed by Andre Hoek and built at Claasen Shipyards was a gorgeous sight, with her long, low sheer giving her at once a truly classic look, with a totally modern flair. *Firefly* also performed well, bringing in a third in her class.

Firefly has been constructed according to the highest quality standards in the Netherlands. The hull was built by Bloemsma Aluminiumbouw, builder of three J-class and two in option hulls to date, and *Firefly* was completed by Claasen Shipyards, most recently responsible for the J-class yacht *Lionheart*.

The unprecedented combination of classic lines, modern design, advanced technical systems, high performance spars and rig, and unconventional bold material combinations give her a unique quality. *Firefly* will participate in other events like the Maxi Rolex Cup (Sardinia), Voiles De Saint-Tropez and the Super Yacht Cup.

More information also available at the website: www.fclassyachts.com





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