

JPK 45



JPK COMPOSITES
Z.A DE KERHOAS - 56260 LARMOR-PLAGE
Tel. + 33 2 97 83 89 07 - Fax + 33 2 97 83 78 46
jpk.composites@wanadoo.fr - www.jpk.fr

PRESENTATION - 2016

"If you are passionate about the sea, boats and travelling the world, designing your own 'perfect' boat is an exhilarating experience!"

For me the JPK 45 is this dream boat, the fruit of the cumulative experience of offshore racing and cruising expertise. High-performance, seaworthy and solid, the JPK 45 is designed as a true 'work boat', the work being an exceptional cruise!»

The JPK 38 fast cruiser, voted boat of the year in 2013, brings to life the concept of a seaworthy and smooth sailing cruiser; planing and voluminous, stable and secure.

The JPK 45 keeps with the spirit of the 38 and takes advantage of its increased hull volume to support a heavier load during the 'big trip' and provides **even more comfort at sea and during stopovers.**

OUR FUNDAMENTALS:

- > A **perfectly balanced** hull design.
- > A 'strong box' construction.
- > A version **lifting keel** or **fixed keel** according to the projects (identical stability)
- > A **modern interior design**, bright and warm, suitable for the open seas and for stopovers in sunny latitudes perfect for Austral destinations.
- > **Reliable peripheral equipment** (Engine, fittings, pumps, refrigerator, etc...)
- > A **flattering aesthetic** because it does not cost more to make it 'pretty'!

FOUNDING POINT OF THE PROJECT: THE DESIGN OF THE HULL

This was of course entrusted to our 'in-house' architect Jacques Valer.

All Jacques' boats, whether race or cruise orientated, have the 'seafaring' spirit. They are comfortable at sea, stable and perfectly balanced. When sailing, we of course try to sail downwind but it remains essential that a boat is capable of comfortably and efficiently sailing upwind. An Atlantic crossing, for example, usually involves sailing against a strong headwind which can lead to a horrific sailing experience if the design is too 'open' or if the correct ballast ratio has not been incorporated into the construction.

When reaching, or sailing perpendicular to the wind, the boat must be balanced, stable and planing. It must be able to achieve high average speeds without too much input from the pilot or helmsman, so that they too can make the most of the sailing experience.

CONSTRUCTION

Aluminium remains an interesting material for boats travelling to the 'Great White North'. With voyages through the ice, the material supports deformation in the event of a violent shock. This extreme program aside, and not mentioning the advantage in terms of the cost of a composite construction (once the tools and moulds have been made), the infused sandwich construction technique offers many possibilities. The large selection of choice includes the number of folds in the fabric and the kind of fibre used as well as the quality and density of the sandwich core. The vacuum infusion process means the entire hull and its structure are treated in one operation ensuring total uniformity.

Using a composite in such a manner results in genuine 'strong box' constructions.

The JPK 45 is notably reinforced in the exposed areas: the underwater body in front of the keel, bilges, mast brackets and chain plates, keel housing (lifting keel) or sole (fixed keel). The sandwich core in these areas consists of a high density foam with high absorption properties in case of impact. Weight savings are realised in areas seldom called upon; generally in the upper sections of the plating and certain deck fittings. The lower layout and the bulkheads are also made from infused sandwich and grafted to the hull and the deck with a second lamination.

This construction has been carefully considered at all levels to provide an overall lightweight hull that bears no relation to the standard construction of large projects, as well as being highly resistant.

Mastering maximum weight savings has allowed Jacques Valer the freedom to design the boat to its ideal weight, including the travel load.