

SPECIFICATIONS BOOKLET 2026

JP54



A Drearn Yacht

■ "I imagined the yacht in my dreams during my fast two Vendée Globe, when I asked myself what would be the idea/boat for race or cruise. I wanted to sail on the ocean and at the same be able to stop over. So I started to scribble down a few ideas here and there, and I made a note of what could be the ideal yacht."

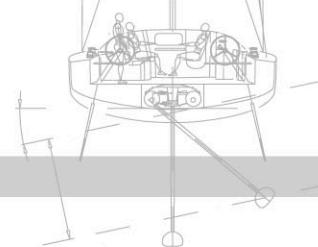
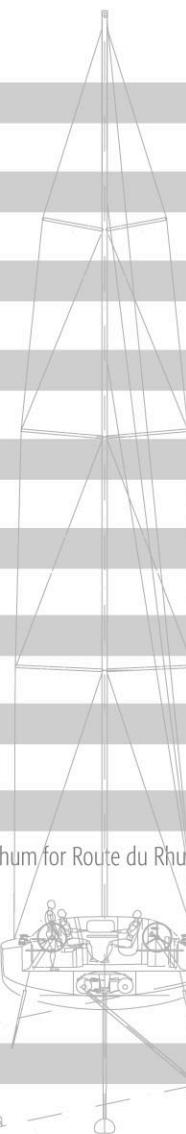
Jean-Pierre Dick



General summary

Technical specifications

Hull length:	16.45 meters
Overall length:	18.235 meters
Beam:	5.3 meters
Air draft:	25.10 meters
Draft:	3.5 meters (3.0 m with the keel canted)
Displacement:	10.235 t (IRC certificate endorsed)
Engine:	Volvo
Diesel engine:	55 hp
Solar panels:	900 Watt
Sail area upwind:	266 m ² (up to 10 Knots TWS)
Sail area downwind:	434 m ² (up to 20 Knots TWS)
Architect:	Guillaume Verdier
Interior designer:	Stéphanie Marin
IRC TCC 24:	1.354 light conditions or 1.362 full offshore
Concept:	Jean-Pierre Dick
Builder:	Absolute Dreamer/Pachoud Yachts NZ
Administrative status:	EC approved - Acte de francisation (France)
Year built :	2010 . This allows the admission of Class Mono Rhum for Route du Rhum 2026



Records and race results

2023:	Bermuda - Lorient New record 11d 8h 38mn 23s
	1 st Caribbean 600 Double handed
2022:	1 st Route du Rhum - Classe Rhum Mono New record 16d 5h 57mn 5s
2021:	Saint-Pierre-et-Miquelon - Lorient New record 7d 14h 43mn 43s
2020:	1 st A.R.C - Classe A and line honors monohull
2019:	1 st A.R.C - Classe A
2018:	1 st A.R.C - Classe A and line honors all boats
2015:	3 rd Fastnet Canting keel



Lightness, Comfort, an Absolute Dream

Stephanie Marin, you were noticed for your pebble cushions. Was diving into the interior design of the yacht a logical follow up to your creations?

■ "It is a project that sees the "marine" style flourish between *lightness* and *constraints*. Functional and modular aspects are studied in detail and ergonomics are always the guide to what is being looked for in the marine vocabulary.

Jean Pierre imagined this new boat, as being at the intersection between the world of extreme sport, through its race-like performance, and the world of luxury and know-how.

The Lightness, speed and longed-for dream values of this project, are also my own. It is a great opportunity for me to be able to work on this innovative approach.

*The design, aesthetic qualities, **lightness**, solidity, longevity and comfort had to be able to cohabit, and I believe that we are not crazy to wish to unite them. It is just a lot of hard work. Uses reduced to the essential, nothing superfluous; this is not much, but quality and functionality are the guidelines for this project. I was able to suggest highly designed forms in order to take on the maximum number of constraints*

Stéphanie Marin



Interior design

*"In order to optimise the performance of **JP 54**, the yacht has been given a **satellite**. This is a new concept developed on board Paprec-Virbac 2. The satellite is a storage space which allows the transfer of the weight to windward in a few seconds. It is the first time that a similar concept has been put into use on a cruising yacht. The gain is important both on a level of comfort and performance. The satellite also avoids complicated ballast systems."*

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Architecture

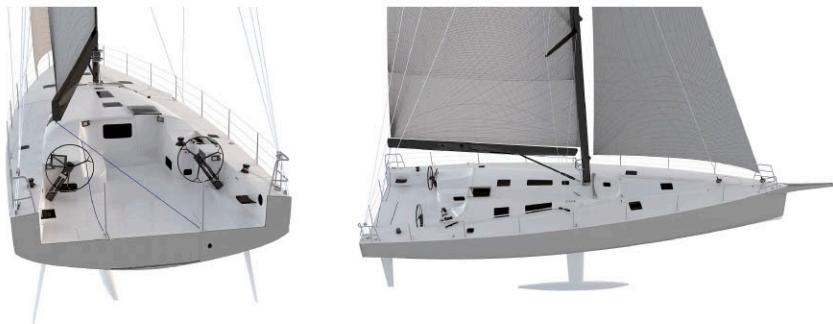


Young talented architect, Guillaume Verdier designs highly sought after high performing IMOCA 60's. His work is renowned and admired in offshore racing circles, both for his monohulls, multihulls, 6.50 minis and 40'. High performance is at the heart of his preoccupations.

■ "A boat inevitably results from the convergence of individual experiences. Jean Pierre was full of ideas linked to his mixed experience of 60's and cruising; notably, the idea of creating a simple to manoeuvre cruising yacht which is still a pleasure to sail. This boat will reach **very high speeds**, but, for all that, this does not make it a Vendée Globe boat. We use "Single-handed" techniques for the deck plan, since we can say that the skipper of a cruising yacht is often in manoeuvring "solo". It is therefore simple. We reduced the number of complicated systems, which end up lacking in reliability, and require a great deal of maintenance.

Guillaume Verdier

6 Weeks



"Through our experience of single-handed sailing we have been able to design a yacht that is really easy to use. Moreover, we have added the option of hydraulics for the Harken Racing winches, to haul in or hoist the sails without effort if such is your wish. So facility and conviviality are on the agenda!"

Jean-Pierre



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Sails / Mast / Rigging



JP54

■ Ease of use

The geometry of the mast provides **maximum safety** without the need to manage runners during manoeuvres. These allow you to tighten the forestays close hauled and abeam resulting in high-performance and therefore avoid needless stress on board.

When sailing close hauled, there is a sail for each type of weather: staysail (22 kn and more) solent (10 to 22 kn) and code boost (0 to 10 kn); downwind, gennaker or spinnaker! The power is always there, but, more important, so is the control.

Result: the JP 54 can be manoeuvred with a limited crew

Jean-Pierre Dick



■ Main characteristics of the Hall Spars mast

Material:	HR 40 high modulus carbon fibre (318 section)
Height:	23.2 m
Weight of the mast with equipment:	240kg
Spreaders:	3 stages

■ Standing rigging (2016, revised 2022)

Lateral:	Rod / DSK 78
Longitudinal:	K49 Blend (Maffioli)

■ Main characteristics of the Hall Spars boom

Material:	HR 40 high modulus carbon fibre
Length:	7.8 m
Weight of the boom with equipment:	85kg
Finish:	black brillant

Lazy bag and sun cover fixed to the boom

■ Sails characteristics

The inventory of the boat includes a full set of 3 Di North Sails



Mainsails: x2

Material:	3 Di
Area:	114m ² (last 2021)
3 reefs	

5 full battens C-Tech CT22 with CTech receptacles

Solents: x2

Material:	3 Di
Area:	70m ² (2019 and 2022)
3 leech battens	

UV protection bands

Staysails: x2

Material:	3 Di
Area:	31m ² (last 2021)

Code boost: x2

Material:	Carbon / Technora
Area:	150m ² (last 2023)

Gennakers: x2

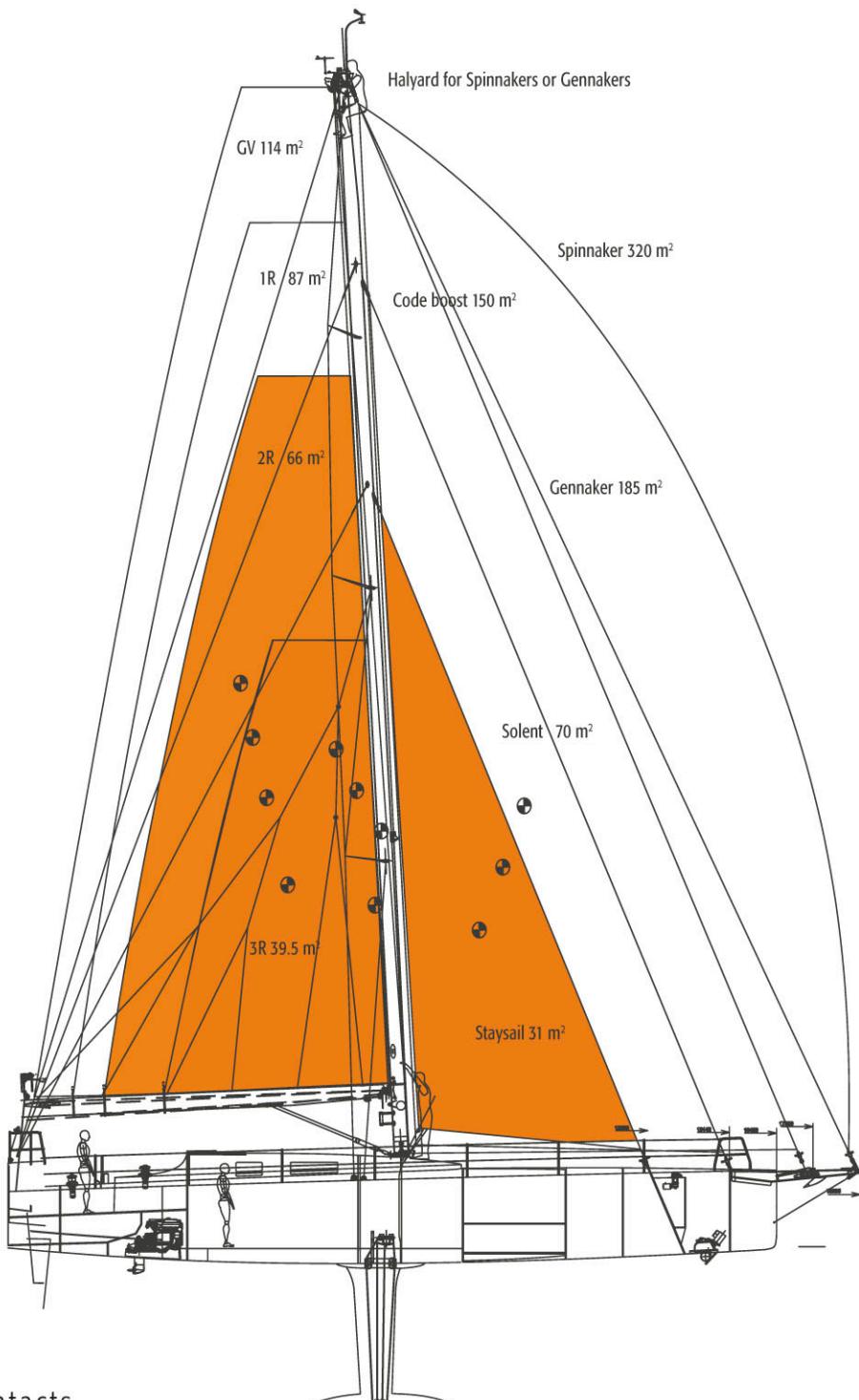
Material:	Various
Area masthead:	185m ² (2019)
Area fractionnal:	150m ² (2021)

Storm jib and storm mainsail:

Material:	Dacron
Area:	18m ² / 14m ²

Spinnakers Quantum: x3

Material:	Superkote contender
Areas:	- 320m ² mast head x2 (last 2022)
	- 210m ² fractionnal x1 (2022)



Contacts

JPDICK yachts

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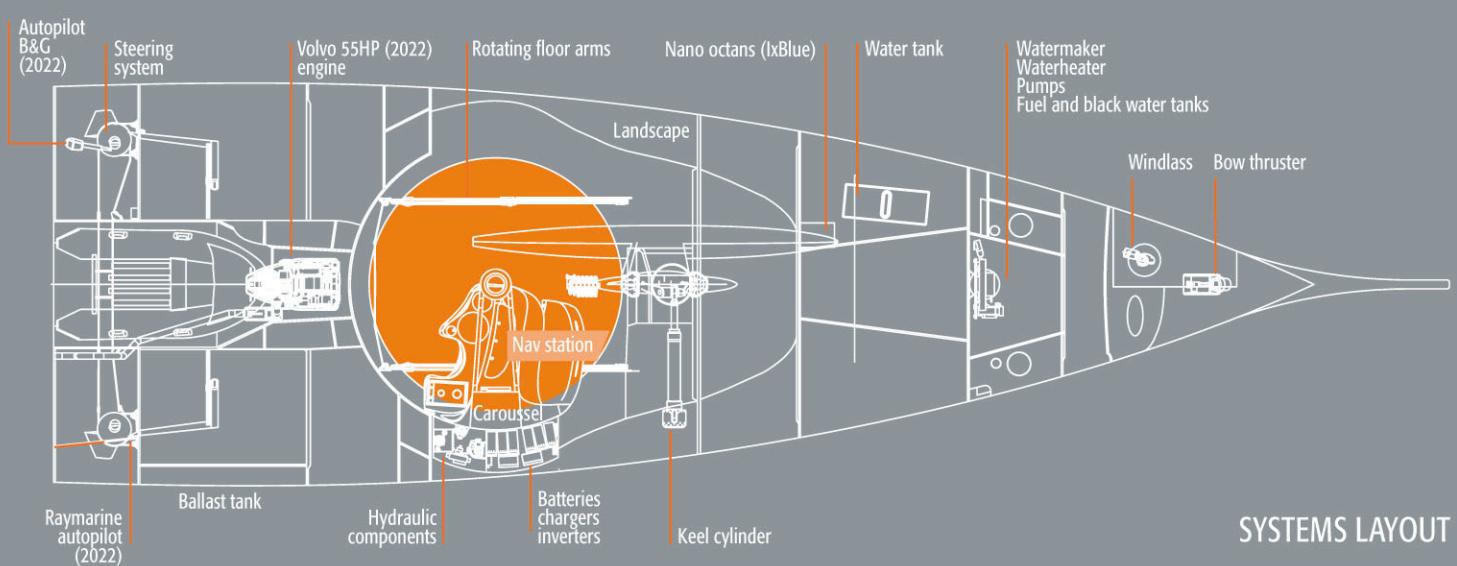
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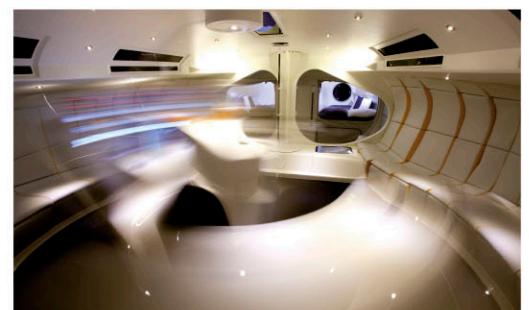
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Systems



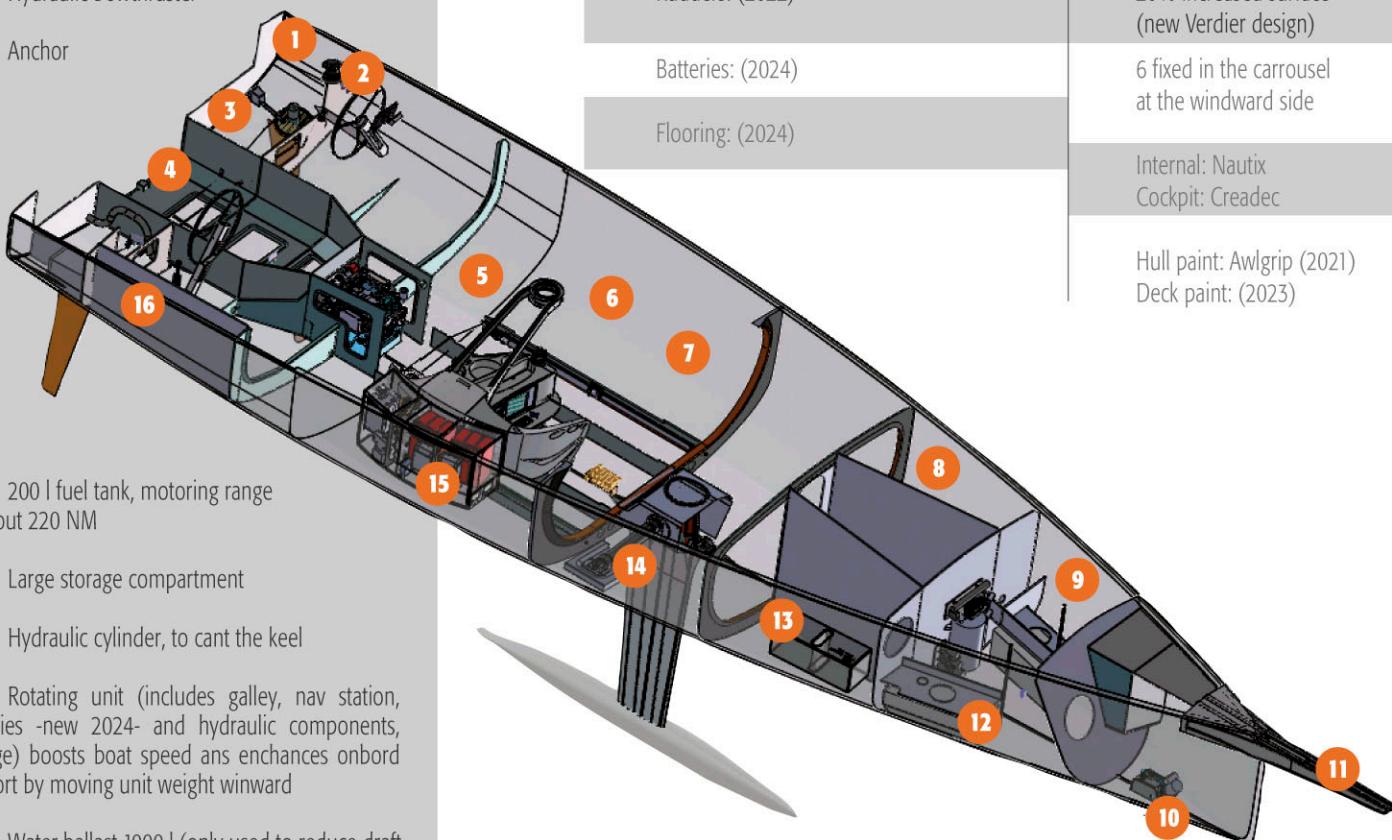
SYSTEMS LAYOUT

JP54



- 1 LPG tanks, AC shore power, deck shower
- 2 Hydraulic cockpit winches
- 3 Automatic pilots (B&G, Raymarine)
- 4 Inflatable dinghy compartment
- 5 Volvo 55 HP with 2 alternators: 12v and 24v
- 6 Hydraulic cylinders (Cariboni Magic Trim) to turn the rotating floor from side to side
- 7 BEP marine C-zone is a system of solid state modules that use a controlled area network (CAB) to communicate, monitor, self and activate devices on the vessel
- 8 250 l fresh water tank
- 9 Technical compartment, heart of plumbing system: pumps, black water and diesel tanks, 60 l/h watermaker, 40 l waterheater, etc
- 10 Hydraulic bowthruster
- 11 Anchor

- 12 200 l fuel tank, motoring range of about 220 NM
- 13 Large storage compartment
- 14 Hydraulic cylinder, to cant the keel
- 15 Rotating unit (includes galley, nav station, batteries -new 2024- and hydraulic components, storage) boosts boat speed and enhances onboard comfort by moving unit weight winward
- 16 Water ballast 1000 l (only used to reduce draft in the harbours). Draft is reduced to 3.0 M when the keel is fully canted to port on a full ballast. The boat remains level



■ Technical data

Fresh water system:	Schenker Smart 60 60 l/h
Hot water system: (2023)	40 l on the engine cooling system or 220 volts
Fuel tank:	Custom Hercules Tank 200 l
Water tank:	Vetus 250 l
Black water tank:	Custom Hercules Tank 190 l
Hydraulic systems: (revision 2023 and 2024) (keel, magic trims, downhaul, rotating floor)	Cariboni
Keel: (2015)	Thyssen forged
Fixation pieces of the keel: (2023)	Inconel, MP4418, MP Cube 2
Bulb:	lead
Bow thruster: (2022)	RMC Swing Thruster
Windlass: (2019)	Hydraulic / Lewmar
Pumps: (2022)	Jabsco, Rule
Rudders: (2022)	20% increased surface (new Verdier design)
Batteries: (2024)	6 fixed in the carousel at the windward side
Flooring: (2024)	Internal: Nautix Cockpit: Creadec

Hull paint: Awlgrip (2021)
Deck paint: (2023)

Contacts

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Electronics



■ "The on-board electronics and computers allow you to sail in complete safety, with the same tools as used for racing. **Simplicity, high-performance and reliability** are the key words. New H5000 installed 2022.

— Jean-Pierre Dick



■ Inventory

Chart table navigation systems:

- 1 Brookes and Gatehouse Hercules 5000 central unit (2022)
- 1 GPS 10Hz - compatible with automatic pilot (2022)
- 1 computer 2022.
- 1 laptop computer 2023
- 1 waterproof keyboard (2022)
- 1 waterproof trackball (2022)
- 1 15 inch screen (2022)
- 1 B&G display (2022)
- 1 autopilot display (2022)

Cockpit equipment:

- 1 Raymarine automatic pilot display
- 3 B&G displays (2022)
- 2 automatic pilots commands (one on each side) + remote control
- 3 B&G 20*20 displays on the mast

Sensors:

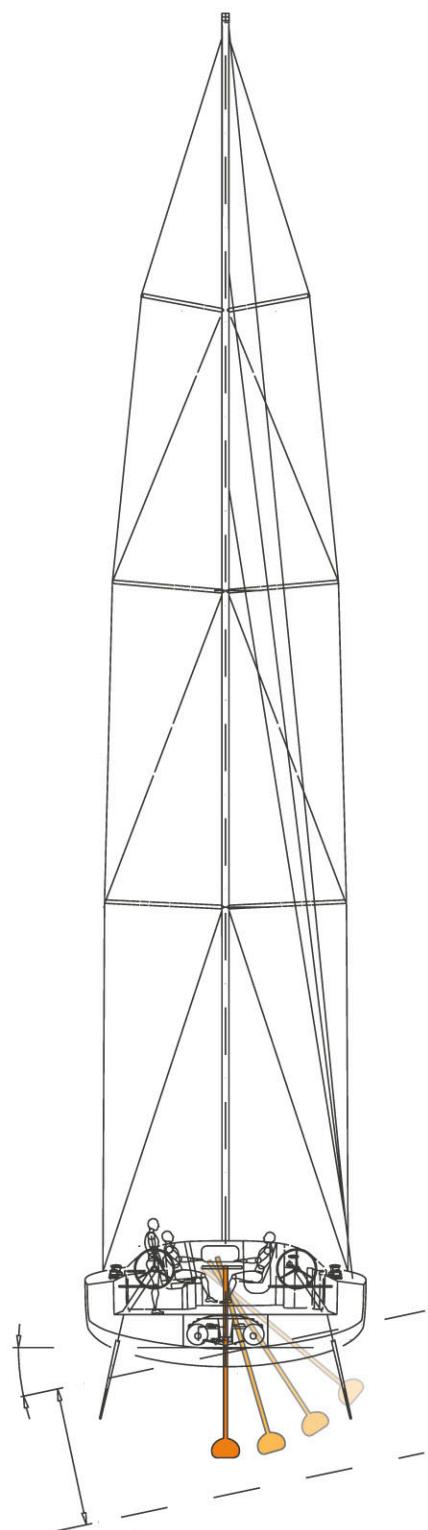
- Nano Oltans IxBlue compass (2022)
- B&G Depth sensor
- B&G Wind 1 meter vertical sensor / offshore version (2023)
- 2 speedos (2022)

Automatic pilots:

- ACP1 B&G automatic pilot H5000
- 1 Raymarine with individual compass

Telecommunications:

- VHF: Icom fixed and mobile
- Internet: Starlink maritime - Antenna & system (2024)
- Router: Dlink 4 Port Wireless
- AIS: Class B AIS system
- Yellow brick



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Interior arrangement

**■ Modern functional design:**

To sail in a beautiful boat designed for her functionality, that is our goal. JP 54 is quite simply **highly innovative** and is far from the beaten track of everything that has been done up to in terms of design. You can be the judge.

Jean-Pierre Dick



Galley:

Everything is thought out to make your sailing trip comfortable, as with anchoring or manoeuvring in harbour.

As much as possible is fitted to keep the cook and the crew happy.

Microwave oven (2022)

Exterior table (custom)

80 l fridge

Dish rack and dishes

Thermos hot drinks dispenser

Intelligent saucepans

Work top

2 sinks

Gas cooker on gimbals

Hot water

Seawater

Bathroom:

A single large bathroom on board

Toilets: Tecma Silence marine, carbon bowl, water flushed

Fresh water tank: 250 l

Fresh Water System: Schenker Smart 60 60 l/h

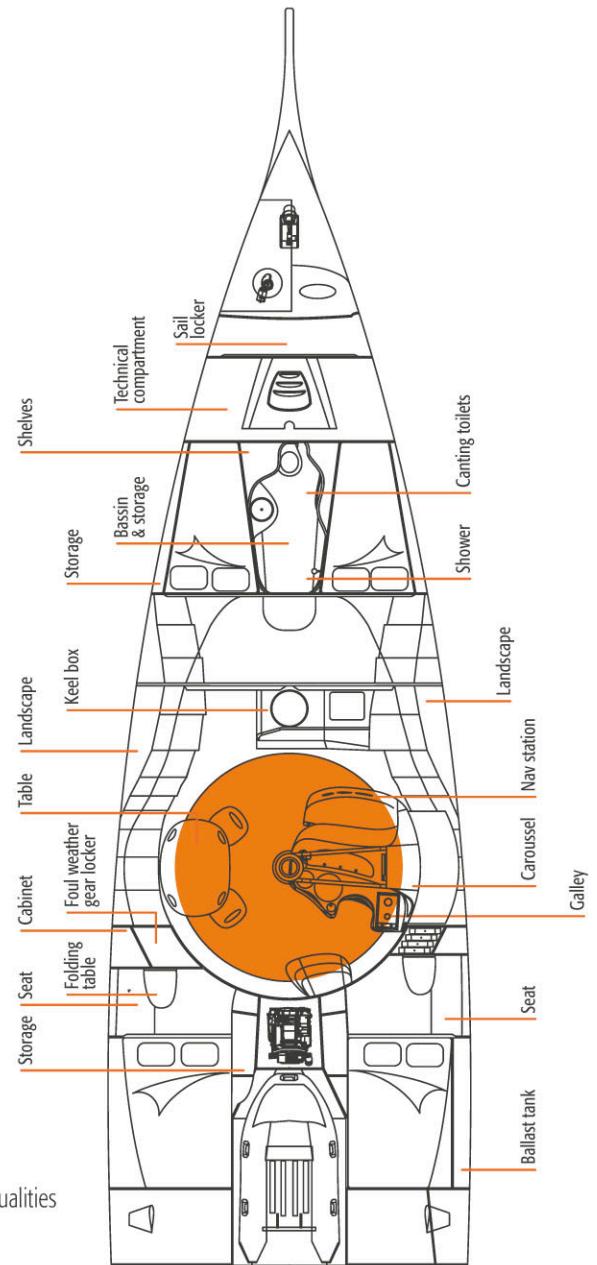
Hot water capacity: 40 liters

Hot water system: engine heated and 220v

Technical area and storage at the bow:

Accessibility and functionality enable the storage of equipment and help cope with all eventualities

Bathing space to the rear with hot water shower for those sensitive to the cold
Easy access. A swimmer can climb aboard without a ladder. However, there is one, in case!



Separate cabins and space for the young:

The JP 54 has two large cabins to the stern with real doors for privacy. You can work in them **peacefully**. There are 2 rest areas in the bow.

Sailing comfort:

A large "Landscape" seat hugs the line of the hull. It is a perfect place to lie down or enjoy a quiet read when leeward! The heads mounted on gimbals can be used at sea even in the toughest weather conditions. These are some of the **many small details** worth discovering and, above all, experiencing!

Jean-Pierre

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The concept signed Jean-Pierre Dick



JP54

■ The **original idea** was to use current technology, in particular our experience as modern "monohull sailors" (IMOCA 60), to rethink cruising as well.

This kept in mind, our specific intention was to rediscover the sensations of surf and speed without the disadvantages linked to the maintenance and the complexity of racing yachts.

Jean-Pierre Dick



"JP 54 is built from the experience of the sailor's life and, most of all, from the careful thought of the whole architectural, technical and design team, which has bent itself over backwards to achieve very ambitious objectives. JP 54 is the boat I have always dreamt of having in order to fully enjoy my love for the sea and voyaging.

The important choices: **lightness**

Lightness is essential to the success of the concept and is the guiding thread of our reflections. It is actually the critical element, because the lighter you are with a given power couple, the faster the boat will go! It's magic. From this follows the use of carbon for the hull, deck, mast bulkhead, mast, boom and the sails, but also some of the choices made:

- A single large toilet on board (reduces blackwater tanks as well as piping required)
- Absence of lining
- Use of the water maker as the principal source of water on board.
- A simple deck plan with 3 winches

All our seafaring and racing experience has counted and each kilo on board has been analysed and only placed on board if essential. Guillaume Verdier has used higher safety margins than the ones of the current IMOCA yachts to guarantee safety.

The result is there for all to see: 10.2 t displacement and 3.4 t keel and bulb, an incredible ratio on a yacht.

The important choices: **power**

The swing keel and the turning life cell give great power to the boat. Regatta racers are well aware that any weight windward can provide additional speed. I spend a good deal of my time in a single-handed race "stacking", a strange term which means physically moving all the gear in the boat and putting it windward. This involves sails, spare equipment, food, and clothing. We decided to get rid of this highly physical activity on board. On the other hand, the principle has been used intelligently:

- The heavy parts of the life cell; chart table, galley, batteries, and hydraulics, rotate to starboard or port using 2 rams under a central panel, similar to my life cell on Paprec Virbac 2.
- The 2.6 t bulb is transferred with one finger using a hydraulic ram of the same type as those that proved their worth in harsher conditions.
- This power also results in good seakeeping, because the boat is less likely to heel easily.
- Result: 19 tons / metre, equivalent to the IMOCA 60 of the Vendée Globe, 10 years ago (cf VPP)

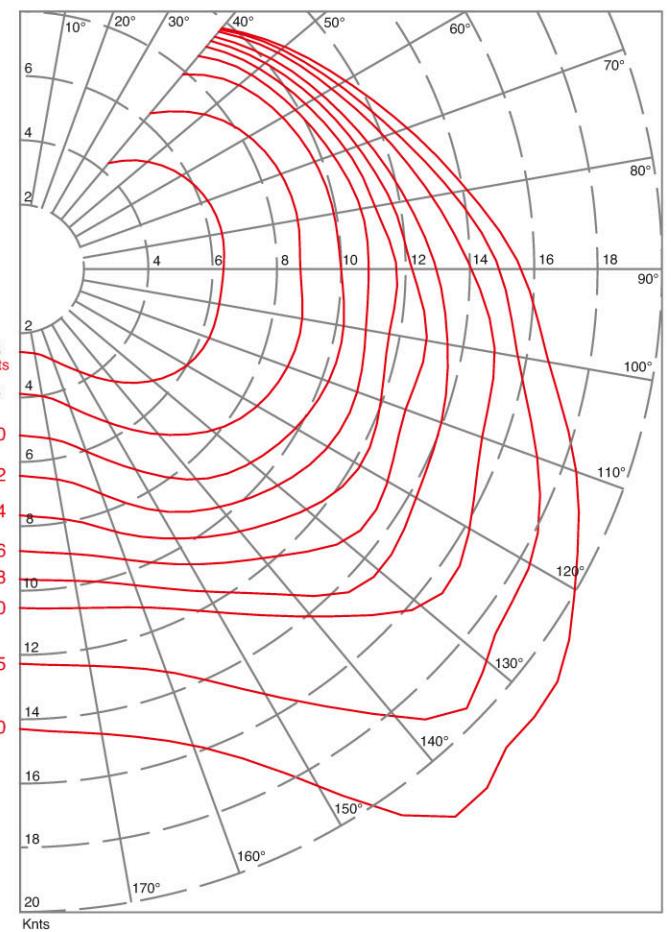
Towards a **successful cruise**

Anchor in place on its windlass, sun awning integrated in the boom and motorized tender, all accessible in an instant!

The aim is to be able to anchor or lift anchor and leave in less than 10 minutes flat, two-handed!

Reduced draught when anchoring

3.5 m at sea for high-performance, 3.0 m near the coast: by swinging the keel to 40 degrees port side and adding a little anchorage ballast and positioning the satellite starboard the boat becomes level again. This is wonderful for entering shallow creeks and harbours. Smart technology serves cruising!



Performance polars (top speed: 30 knts)

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Deck plan / hardware

**JP54**

- Through my experience of single-handed sailing we have been able to design a **very simple deck plan**, which gives the furler due recognition and allows the boat to be handled single or double-handed without difficulty or effort (clutching winches with hydraulics if necessary), while maintaining the ability to trim the sails.

Result: The JP 54 can be manoeuvred with a limited crew.



Hardware inventory and characteristics:

Winches (Harken)

The JP 54 is equipped with Harken racing winches

- 2 lateral racing 65.2STR hydraulic winches, for runners and trimming forward sails
- 1 central cockpit racing 65.2 STR hydraulic winch for main halyard, main sheet and furling lines
- 1 50.2 STR racing winch at the foot of the mast, for the 3:1 genoa/gennaker/spinnaker halyard

Furlers (Karver)

1 fixed furling systems for the solent (2022)

1 mobile furling system for the Genoa / Gennaker (2021)

1 removable stay for staysail with hook and custom jammer (2019)

Blocks

Harken BlackMagic blocks, which are strong, light and fast.

Karver blocks, always at the cutting edge of innovation, between weight gain and friction reduction.

Cleats

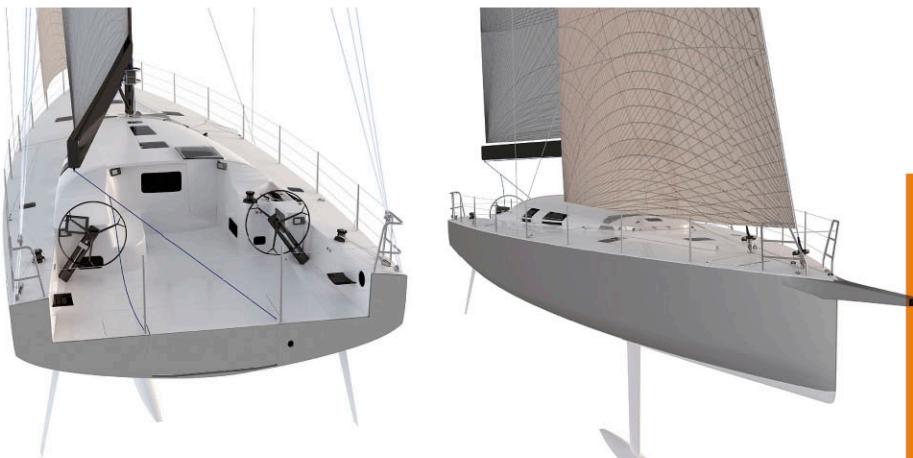
Each line is different: sheets, halyards, barbers, etc. Each of them is given a different cleat, the aim of which is to reduce the wear of the sheath and guarantee high-performance adapted to the load of the line.

Mainsail and runners: Spinlock ZS

Others: Spinlock XAS and Lewmar D2.

Also in inventory

Dodger, cockpit table, chairs (x3), custom cradle, spares*, fenders, covers...



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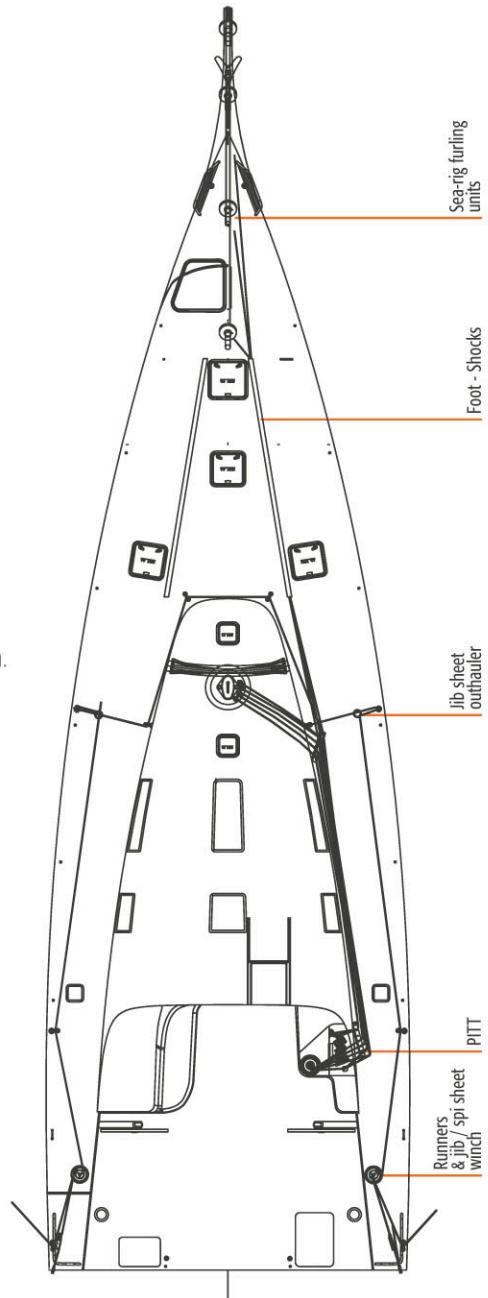
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Available Documents with JP 54

Cariboni hydraulics : diagram & manual

Owner's book

Cables 2010 et 2024 references

Electrical : diagrams 2024

Winches and pulleys

Manutention and re arming procedure

Rig assembly and tuning manual , Hall spars

Jibing procedure

Establishing gennaker or spinnaker

Gori propeller

CE approval

Acte de francisation

Polars 2024

Expert survey from keel and rudder 2023

Stability studies used for CE approval

Liferaft booklet

Inventory November 24

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