

# Jonque de Plaisance®

Architect: Dimitri Le Forestier I.F.A.N.



游  
船  
居  
舍

The Jonque de Plaisance® designs preserve the aesthetics of classic Chinese junks, whilst at the same time maximising the advantages of modern construction methods.

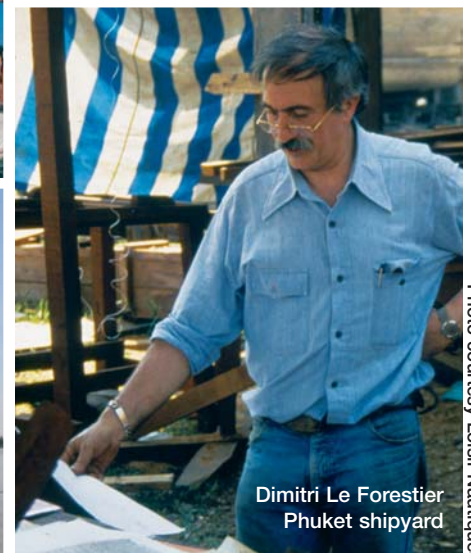
Conceived specifically with the amateur builder's in mind, the plans are explicit and are accompanied by a detailed construction guide (currently being translated in English).

The JDPs are characterised by the simplicity of their construction, their stability and performance at sea, their easy manoeuvrability and spacious living quarters.

Dimitri Le Forestier is based in France and his daughter, Catherine Le Forestier in Australia. They can be contacted via the Contact page of their website.



Photo courtesy Loisir Nautiques



Dimitri Le Forestier  
Phuket shipyard

Photo courtesy Loisir Nautiques

游 To take a stroll

船 Junk/Boat

居 To inhabit

舍 House

# Jonque de Plaisance®



## WHY A JUNK?

The birth of the Jonques de Plaisance is the product of a simple concept: to design and build a boat which is modern at heart but which respects the aesthetics and principal characteristics of traditional sailing junks.

Having sailed the East extensively, Dimitri was able to appreciate the marine qualities of these boats first hand. Used for trade, junks were required to make good speed, often had to sail into the wind to reach ports with more or less easy access. Junks also needed to be able to survive typhoons – a common occurrence in the Chinese Sea.

The junk's typical rig proves itself exceptional in its use, its economy and above all, in its low stress operation: the masts are unstayed, thus some further savings are achieved. Another benefit is the incredible ease of circulation on the deck, since there is nothing to impede traffic!

## THE MODELS

Over fifty Jonque de Plaisance® have been built and sail worldwide, and there are five designs to choose from: 9m, 10.5m, 12.5m, 14m and 16.5m. With the exception of the Jonquinettes 9m (developed in collaboration with architect Jean-Pierre Villenave and built in marine ply), they have all been granted Category A (CE) classification in France (worldwide navigation). Smaller models are also available such as the 3m and 4.7m Jonquinettes.

## BUILDING A JUNK

The HERRESHOFF construction method is well known and has been recommended since the end of last century (or the other). It is used by numerous architects, with only simple subsequent modifications which were made possible by improvements in the quality of epoxy glues available according to the size and purpose of the boats.

The method: Glued laminated timber (strip planking), is well within reach of the amateur builder. It does not require a mould and results in a boat which is lighter in weight and stronger than the traditional timber building method. It is a known fact that building and maintenance costs are directly related to the boat's weight.

The timbers used are readily available (iroko, mahogany, oregon, nordic pine, teak, etc.). The reduction in weight means that, for the same waterline length, a hull thus built will have a considerably reduced displacement. Specialised epoxy glues also give unequalled durability to laminated timber. As a result, maintenance costs are substantially reduced.

The masts are also assembled with glued laminated timber and have a hollow centre. Their assembly is deceptively easy, as with the rest, by one person alone.

The sails are made of dacron: 270-300g per square metre – this would be insufficient for a conventional sailing boat, but when reinforced with bamboo, this is most adequate.

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