

## **Translation of the BÅTMAGASINET Article on the HOC 33P Explorer.**

### **Advanced Solutions**

HOC 33 P is a boat concept that is sticking out from the crowd. It is a compact controllers cabin boat with berth for four people, with lots of well-designed and thoughtful solutions. The boat is offered with several equipment packages, and as top model, it comes completely equipped so that the only thing the customer needs to think about, is diesel filling and pressing the start button. The functional level of ambition is soaring, which means that all features and controls on board are integrated in one system, named Yacht Defined. The entrepreneur Håkan Lindström who is principal owner of the HOC project is also an owner of Yacht Defined and Petestep AB which has developed the patented hull technology 'Petestep' which is a part of the HOC concept. Many changes at once, in conjunction with others.

### **High Quality**

The new brand HOC ,has several models in the program, both smaller and larger. First, there is the HOC 33P launched in Stockholm this fall, and production is in full flow in Visby. The 33P is an inclosed cabin boat, with a cabin forward for two people, a bathroom below deck and deck lounge with a complete galley. On the aft deck there are two comfortable benches. The extremely compact 33-footer follows an affordable classic recipe on the deck layout, with wide side decks leading up to the big foredeck where there is room for large sun mattresses. The concern for detail and smart solutions is apparent and the in-class materials are striking. Meanwhile, exterior and interior design is held in a sober, Scandinavian style. adaptations, choice of materials and components, placing the vessel directly into the top division of Nordic boat producers.

The concept is aimed at couples who want to have good living comfort and will be happy to go longer distances with great comfort. Cockpit layout with custom-designed, cushioned chairs from the Norwegian pro-producer NorSap witnesses. In the production process it has been placed on noise suppression, and the combination of Petestep hull and stringers (cast stiffer long- and transverse) with Airex core and vacuum folded sandwich hull and deck, has resulted in a remarkable dampened construction with very low noise levels throughout the speed register.

### **Thinking Outside the box**

It is above all the driving experience and comfort which is unique in this boat, says Vilhelm Djurberg, CEO of HOC Yachts AB. We have focused on creating a strong outdoor / indoor-esteem for those who sit in the deck lounge with large glass surfaces around the monocoque hardtop. -The Goal with materials and layout was that we will create a boat that is the most carefree. Most of the maintenance will be solving a purge hose, and the pillows at afterdeck will endure to be out all the time.

The basic idea behind HOC concept is that boating should be as simple as possible and that the solutions we make and the technology we build into the boat will make boating available to a larger group of people, explains Djurberg.

### **We'll Simplify Boating**

Therefore, the entire project is based on a mindset which has barely begun to gain a foothold in the boating industry. While all features and user interfaces have been self-explanatory in cars for many years, the marine industry has been blessed with a sea of components from subcontractors all of which have their own panel or control. The collaboration between Volvo Penta and Garmin and

Buster Q system aims to open up boating to more people through lowering the threshold for using knowledge.

The philosophy of HOC Yachts AB spun further on to a degree that was only previously reserved for the superyacht industry, and hardly that. One of the main elements of the HOC 33 P is therefore all functions on board, from the operation and monitoring of bilge pumps hull penetrations, wipers, radar, windlass or diesel heater are integrated into one and the same system, Yacht Defined. The system has already won design award Red Dot Award. For the user involves the system that all boat functions operated via three simple interface: The most important functions for navigation Situated on buttons in the multifunction steering wheel. As a supplement to the wheel are a joystick, and finally a touchscreen which provides access to all the boat's features and status via menus. All navigation data is presented on a 29-inch screen in front of the driver, but the system also communicates via smart watches and telephones, so that for example can operate windlass or thruster via a smart watch. It completely eliminates the need for other remotes. This is just the beginning, clarifies Vilhelm Djurberg, who see jobs to update the system with a number simplifying functions where an example is a combination of data from maps, anemometers and forward seeing sonar can set optimal anchorage and drop anchor automatically when approaching the land in a natural harbor.

### **Countless Features**

The boat can at any time connect to the internet its operator system for an entirely new approach to service and after sales. As a producer, we can connect to the boat and troubleshoot and identify which component, a pump for example, that must be replaced. It will be such that a mechanic may get the code to your boat, and you can retrieve it without the key. Another advantage is that the system allows to highlight what is functioning and not in the boat, and there is valuable data for equipment manufacturers, says Djurberg. For The first time, you can build a nice driver's environment, where everything is integrated and removes the need for a whole lot of panels from different manufacturers and suppliers. Since the electric system is Can bus based, it is placed nodes around the boat with eight outputs from each node. It provides short cable runs, and simplifies installation of equipment. We Are building up HOC Service Centres in collaboration with Volvo Penta and create Hubs around the world which can operate the aftermarket services.

### **Technically Advanced**

The basic idea behind Yacht Defined is that the boats functions are largely automatic. The idea is that you start out, put it into gear and then the various functions will start on the basis of what you need for the appropriate speed. Interceptor trim tabs from Humphree starts up as you begin to move forward, when the boat reaches higher speeds you will see fewer matters in the display - a "need to know" philosophy. With 300 Amp lithium batteries, it is possible to use everything in the boat for three days without recharging. When the voltage decreases, the system begins to shutdown functions gradually and eventually everything is powered off. But we've connected so that a zone always has power so that one can start the boat - whatever. And if the software were to crash, so we have a hatch where we have gathered all Operation displays for autopilot, Humphree, diesel heaters and so on, so that you can run everything individually and manually if you get stuck, says Vilhelm Djurberg.