



ADÈLE.

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**VITTERS**  
S H I P Y A R D



*Adèle* has won three prestigious awards.

A stunning result and a statement to the Owner, designer, our building team and everyone involved!

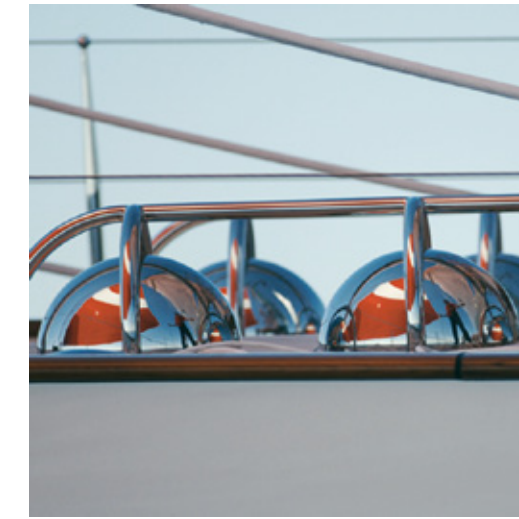
The International Superyacht Society Award: "Best Sailing Yacht over 36 meters"

ShowBoats International Awards: "Best Sailing Yacht over 40 meters"

World Superyacht Awards: "Best Sailing Superyacht 51 meters and above"







#### A VOYAGE OF ADVENTURE AND DISCOVERY...

Adèle combines the classic lines of yachts like the early 20th century J-class yachts, the Prince's of Wales Britannia and Kaiser Wilhelm's Meteor with a contemporary rig and underbody ensuring fast ocean passages.

The long overhangs, low freeboards, flush deck and tall masts represent beauty, and she is so large that you get this beauty without compromising on comfort.

Adèle carries a huge sail area on a narrow, easily driven hull. All that power is at your hands, when you stand at the wheel. Her two masts allow for many sail combinations and make her well balanced in all winds. Downwind a mizzen staysail easily can be set or, if you really want to feel the power of the elements, the massive red and white spinnaker.





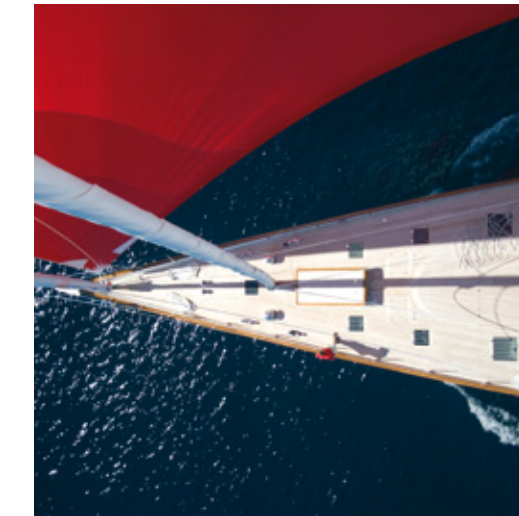
## SAILING ADÈLE

Adèle's upwind sails are built of Spectra reinforced with carbon fibre. This, together with the slab reefing system for the main and mizzen, enables them to retain their aerodynamic form extremely well. The total upwind sail area is 1,550 m<sup>2</sup>.

The spinnaker is made of nylon and at 1,500 m<sup>2</sup> is certainly one of the largest downwinds sails ever made. The spinnaker is doused by a large sock. The mizzen staysail is made of light Spectra scrim, which gives it a good shape in reaching conditions, when the aerodynamic form is important. The mizzen staysail is furled by a small hydraulic furler built into the deck just aft of the forward deck house.

Together with main and mizzen and sometimes also the staysail the downwind sail area is between 2,700 m<sup>2</sup> and 2,950 m<sup>2</sup>.





#### COCKPIT AND DECK

On deck is the focus of living on Adèle. Teak decks to sunbath or party on are everywhere, including atop the deckhouses. The biggest expanse is the foredeck – especially when the largest tender, is launched – flush with the exception of a cosy deckhouse, containing a table surrounded by comfortably upholstered seating giving an eye-level panoramic view, protected from the elements. For al fresco dining under the stars at anchor a large table and chairs can be set up between the two deck houses and skylights.

The main cockpit is the focal point for sailing and socialising and can comfortably embrace forty or so guests. The fixed bimini overhead has windows for viewing the mainsail from the helm and may be covered for shade when sailing in midday tropical sun, and side windows can be rolled down in foul weather. With four L-shaped sofas around the edge, twin tables just forward of the helm stations, ideal for coffee or a meal, and a central table seating ten guests. It is a very adaptable area according to how many on board, time of day, weather and whether racing or cruising.

Finally, right aft is the owners' cockpit – with two large armchairs either side of the entrance to the aft deckhouse and a U-shaped sofa aft with sunbathing area on deck – a private sanctuary.





## INTERIOR

The interior design was very much a team affair, worked up between the owners, the interior designer, the builder and last but not least the interior decorator.

Descending forward from the deck house is the main saloon and the office-cum-library – a womb-like retreat from the action on deck – housing a collection of exploration books. Internet access and a digital editing suite for photography and video allow for a comprehensive log to be maintained and shared. With the sliding door open, planning the next day's sailing with the chart display aglow, enveloped in the raised-and-fielded mahogany panelling, guests seated opposite the wood-burning fireplace in the saloon can feel involved.





## LAYOUT

The master stateroom has a dressing room to starboard and bathroom (with Jacuzzi bath) to port, flanking a contemporary work of art – the sheathed foot of the mizzen mast.

The interior is all mahogany with raised and fielded panels except for the crew area, where it is slightly simplified. The mahogany is varnished below wainscot level and painted white above. In the salon, library and owner's cabin, all bulkheads are varnished. Ceiling and ceiling beams are painted white.

Forward to port, two guest double cabins complement the two twins aft that each have a third Pullman berth. A corridor passes the galley to starboard leading to the crew accommodation, designed for a complement of eight including the captain.



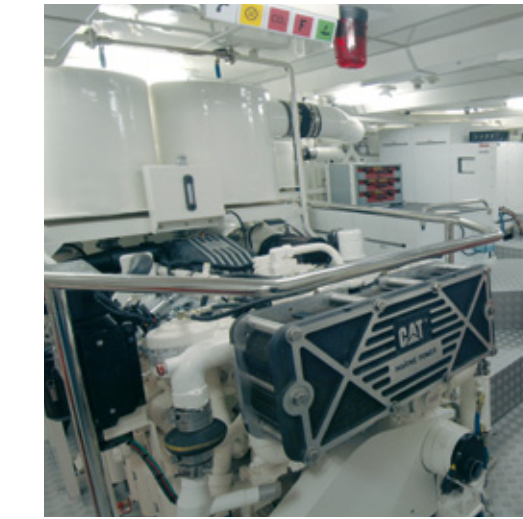


## DECK HOUSES

The main deck house is the major interior social area with the dining table to port opposite low sofas and with a navigation and communication centre with chart displays forward. To starboard, half a level down, is the captain's office and beyond that the control room with access to the engine room.

Descending three steps from the owners' cockpit into the aft deck house, there are two small sofas to port separated by a small drinks cabinet and cigar humidor. Opposite is a desk and bar area, and the whole space could easily be mistaken for the main deck saloon. The combination of privacy and the views that this deck house offers makes it a very attractive place to relax after a day full of activities.

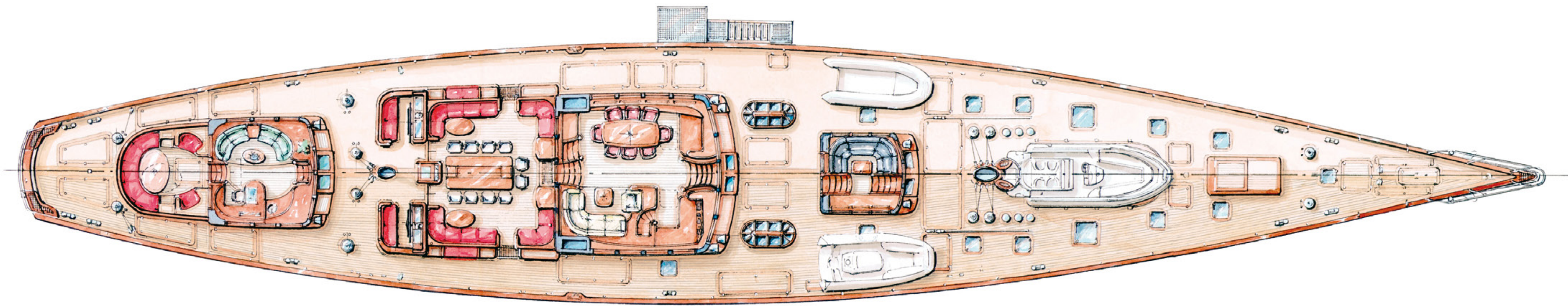




#### ENGINE EN PARTS (CONTROLLING)

The preferred option when under sail is to completely disengage the hydraulic steering – a unique system developed for Adèle, removing any friction – and get direct and immediate feedback from the wheel to one's hands. The mechanical steering system has two gears and either or both wheels can be engaged in either of those gears, making the steering very versatile in different wind and sea conditions. When motoring or manoeuvring in harbours she is normally steered hydraulically by one of the three joysticks at either of the wheels or in the main deckhouse. The autopilot can also be used to control her via the hydraulic steering, working either via the gyrocompass or B&G wind instruments. Bow and stern thrusters are used for manoeuvring in port or anchorages, controlled from both the outside helm positions, the bow thruster also having a control at the anchor windlass.





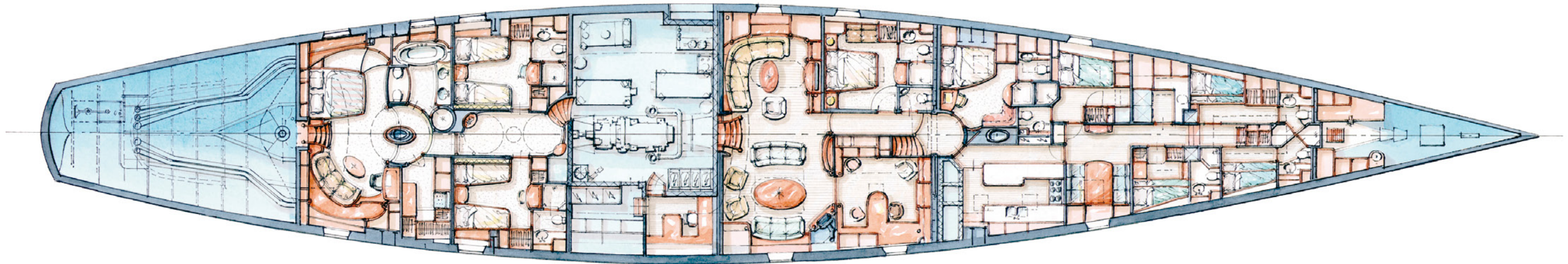


## TECHNICAL SPECIFICATIONS

|                        |  |
|------------------------|--|
| Type                   | Ketch  |
| Design                 | Hoek Design Naval Architects b.v.                              |
| Interior design        | Hoek Design Naval Architects b.v.                              |
| Owners' representative | Marine Construction Management / Nigel Ingram                  |
| Classification         | ABS A1 Yachting Service & MCA Cayman Islands                   |
| Length over all        | 54.64 meter (180 ft)   |
| Length waterline       | 38.4 meter (126 ft)  |
| Beam                   | 9.5 meter (31 ft)  |
| Draught                | 4.8 meter (16 ft)  |
| Displacement lightship | 298 ton  |
| Ballast                | 85 ton   |
| Hull/Superstructure    | Aluminium  |
| Spar                   | Marten Spars slab reefing systems with 'Park Aveneu' booms     |
| Engine                 | CAT 3412E DITTA  |
| Power                  | 746 kW @ 2100 rpm  |
| Gearbox                | Mekanord 400 HS / LS   |
| Propeller              | Korsør CP18-RS   |
| Generator              | 1 x ONAN MARINE MCGCA – 35 kW<br>2 x ONAN MARINE MCGDA – 60 kW |
| Bow- & sternthruster   | Swing Sider – 125 HP   |











|              | sail            | area m <sup>2</sup> | 1st reef m <sup>2</sup> | 2nd reef m <sup>2</sup> |
|--------------|-----------------|---------------------|-------------------------|-------------------------|
| 1            | genoa           | 633                 | 513                     | 405                     |
| 2            | staysail        | 200                 | 144                     |                         |
| 3            | main            | 504                 | 368                     | 242                     |
| 4            | mizzen          | 217                 | 11                      |                         |
| total upwind |                 | 1,554               |                         |                         |
| 5            | mizzen staysail | 514                 |                         |                         |
| 6            | spinnaker       | 1,500               |                         |                         |







## VITTERS SHIPYARD

Vitters is a well-known builder of top quality yachts, improving with each project providing a comprehensive follow up service. Together with the crew each yacht is maintained in good order throughout its life.

At Vitters, quality means 'Exceeding what the client expects'. The team closely monitors the quality in every detail, whether that be technical finish or performance, to ensure the full satisfaction of the owner.

Even at the top end of the market, it is possible to improve with every yacht that is built. Therefore, we challenge our team to make each yacht better than the previous one, better but not more complicated. From the outset every individual is motivated to push their work to a higher level. A rigorous internal quality control and inspection procedure ensures results in both process and end product.

Service and support are vital during the lifetime of a yacht. Service and support are a priority at Vitters and we provide full assistance and take a proactive approach to ensure each yacht is kept operable, wherever in the world, to the satisfaction of her owner, guests and captain.





**APHRODITE 1.**

1993  
93.6 ft sailing yacht



**THALIA.**

1994  
159 ft sailing yacht



**CAMELIA.**

1994  
96 ft sailing yacht



**FELICITA.**

1996  
73 ft sailing yacht



**KALINGA. (REFIT)**

1996  
172 ft motor yacht



**TIMELESS.**

1997  
100 ft motor yacht



**TINTAGEL.**

1994  
55 ft sailing yacht



**CAVO D'ORO.**

1995  
59 ft motor yacht



**NINEMIA.**

1995  
96 ft motor yacht



**DARDANELLA.**

1998  
121 ft motor yacht



**MARGUERITE.**

1999  
92 ft sailing yacht



**APHRODITE 2.**

1999  
142 ft sailing yacht





**JULES VERNE.**

2000  
61 ft motor yacht



**THAT'S Y.**

2000  
100 ft sailing yacht



**TIMONEER.**

2001  
147 ft sailing yacht



**GHOST.**

2005  
122 ft sailing yacht



**ADÈLE.**

2005  
180 ft sailing yacht



**MYSTÈRE.**

2006  
140 ft sailing yacht



**RED DRAGON.**

2002  
140 ft sailing yacht



**WHIRLAWAY.**

2003  
140 ft sailing yacht



**GIMLÄ.**

2004  
140 ft sailing yacht



## CREDITS

Photography

- Rick Tomlinson Photography, Cowes, Isle of Wight, United Kingdom

Concept, design and layout

- Oranja, Meppel, The Netherlands

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- hoekmantotaal, Genemuiden, The Netherlands





[WWW.VITTERS.COM](http://WWW.VITTERS.COM)

Vitters Shipyard B.V. - Stouweweg 33 - 8064 PD Zwartsluis - The Netherlands  
tel. +31 (0)38 38 67 145 - fax. +31 (0)38 38 68 433 - [info@vitters.com](mailto:info@vitters.com)