INOUÏ

The Inouï project was driven by our desire to create an extremely elegant and exciting sailing yacht with a very strong personality.

~ Owners of Inouï

OWNERS' VISION

The Owners' vision and Design Brief is the main guideline for any project. The translation of the Owners' ideas and wishes is what custom yacht building is all about. The Design Brief is transferred into a Design Document, which is the guideline for the project manager and the team as well as a bench mark tool to check whether all the boxes are ticked during the design and build.

To translate the Owners' ideas into a custom sailing yacht is a team effort. This team starts with the Owner, the Naval Architect and the designer. Each member of the team has a specific task and responsibility.

DESIGNERS STATEMENT

The design is based on the requirements of her qualified owner who wanted a high performance yet 'timeless' sailboat.

High performance

An intriguing project, we became fascinated instantly. The yacht is based on a high-tech carbon structure. The keel is a lifting keel with a draft of 5.25 m. The high aspect ratio sail plan and the square top main sail are seen for the first time in a boat of this size. This has been made possible by engineering a very high tech rig and rigging all in carbon high modulus.

Timeless

On the criterion of style, we have devoted a large amount of our attention to designing a boat that is both well proportioned and very balanced. We interpreted the "timeless" request of the owner in the following way: cultivated over many years, yachting is an old tradition which has gradually evolved to have its own culture. Being aware of this culture enables one to identify the traits that distinguish an elegant boat from each period of time. With this in mind, we designed a hull whose main features are:

- A moderate beam (6.90 m) , inspired by the yachts of the 60's
- A reverse transom with a long slope as with the best racing yachts in the 80's
- A coach roof with quite simple lines resembling the yachts of the 90's
- A plum line bow so characteristic of the yachts built since the year 2000
- Finally, the geometry of the rig stems from our design of the 2007 America's Cup

Each of these features are in our eyes, qualities of the most beautiful sailing yachts that have existed over the past 70 years. Combining these qualities has made the 108' a truly timeless design. With her striking green hull she is also distinctive and instantly recognizable. She stands out from the crowd.

Comfort

She is also a yacht for cruising. Her accommodation layout shows 2 guest cabins and a larger forward owner's suite. The crew quarter's can accommodate up-to 6 crew. The raised up saloon is the key feature of the design layout. Its size, protection, full outer panoramic view and fresh ventilation make this main saloon the ideal living area even under sail. The cockpit is the place for enjoying the sun with 2 large sunbeds.

She is expected to participate in superyacht races which traditionally see both the most efficient and elegant yachts competing.

BRIAND YACHT DESIGN

TRANSLATING

One of the early and most important stages in the process of building a custom yacht is to transform the ideas of the Owners, the lines of the Naval Architect and the design of the Interior Stylist into information that can be used for construction. Very often this will require creative skills of fitting, adapting and inventing parts that never have been built before. Most of these items apply to the actual sailing side of things and are a direct improvement of the sailing capabilities of our previous yachts.

At Vitters we have a team of people who have the knowledge and experience in combination with the creative skills to develop the right solutions and equipment for the job. The proof of this is in the wide variety of new developments that were used in our yachts in past years.

IT'S KIND OF FUN TO DO THE IMPOSSIBLE

Vitters Shipyard is a Dutch yacht builder, making custom high-end sailing yachts. Vitters' yachts stand out by their high level of finish, innovative systems and sail system solutions combined with comfort on board. Our yachts are made to sail the oceans of the world and are high-performance sailing yachts. Vitters Shipyard has a crew of dedicated engineers and craftsmen and women who have an eye for detail and dedication to finish a yacht to the requirements of its Owners. Finding the right solutions and executing them to the last details is standard practice. Excellence is achieved as a daily routine, improved on every job.

Scan QR code to watch Vitters Shipyard Discovery Channel documentary

GREEN
MARINE

Inouï is the fifth carbon composite superyacht outfitted at Vitters Shipyard. Hull and superstructure are constructed at our carbon specialist sister company Green Marine in the UK. The trapezium shaped bulwark and the desire to avoid a joint line above waterline, made us decide to take an unconventional approach and set up the two parts with the joint line just under the water level. The bottom section, including keel tower, was built in one mould. Deck and topsides of the hull were built separately as a second piece.

When building a superyacht in carbon, the weight goal is paramount. The whole team had this focus imprinted in every decision taken, whether it was deck gear or interior. As one can expect of a superyacht, there were no compromises on comfort levels and advanced materials were used to comply with stringent noise and vibration levels.

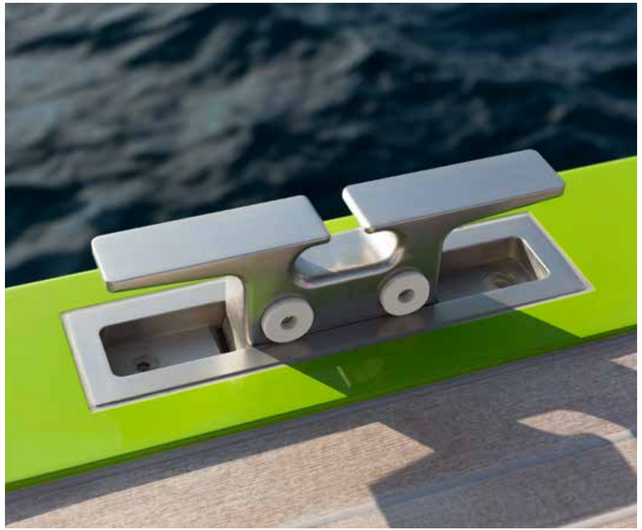
Scan QR code to visit greenmarine.co.uk

What Vitters characterizes
is the personal approach.
We are a lean and flat organization
with short lines between Owners,
Designers, engineering and production
to make sure that everyone involved
in the project understands what
the demands on the end product are.
We constantly innovate and monitor
and adapt our build process to
achieve excellence.

RACING MODE

Although Inouï is in the first instance a comfortable cruising yacht, she is well equipped and fit for racing. Her carbon fibre hull and light displacement in combination with a powerful rig and high performance sailing gear make her a worthy opponent in superyacht regattas. Spectacular sailing capabilities have been shown in races around Sardinia and Saint Barth. Mastering a sensitive yacht like this to the full extent and bringing out her full potential takes a lot of training and practice. But, the feeling of the acceleration, the smooth movements over the waves and speed through the water make it well worthwhile.

Scan QR code to view Inouï sailing video



FLUSH DECK DESIGN

Modern designed and styled yachts require clean and uncluttered decks. This is a trend which started already many years ago. By finding new solutions for bollards, tracks and even air in- and outlets, our recently produced yachts show what is possible in terms of hiding equipment which can be in conflict with styling. It offers the look and feel that our clients and their architects are looking for.

CUSTOM-DESIGNED HYDRAULIC AND POWER SYSTEM

With our goal to combine low-weight and high-demand sailing systems onboard, we challenged ourselves to develop custom hydraulics and power systems for Inouï. Our advanced hydraulic system ensures maximum capacity, usability and responsiveness of the winches and cylinders. This results in crucial benefits like the possibility of using many functions simultaneously and an increased response speed at races.

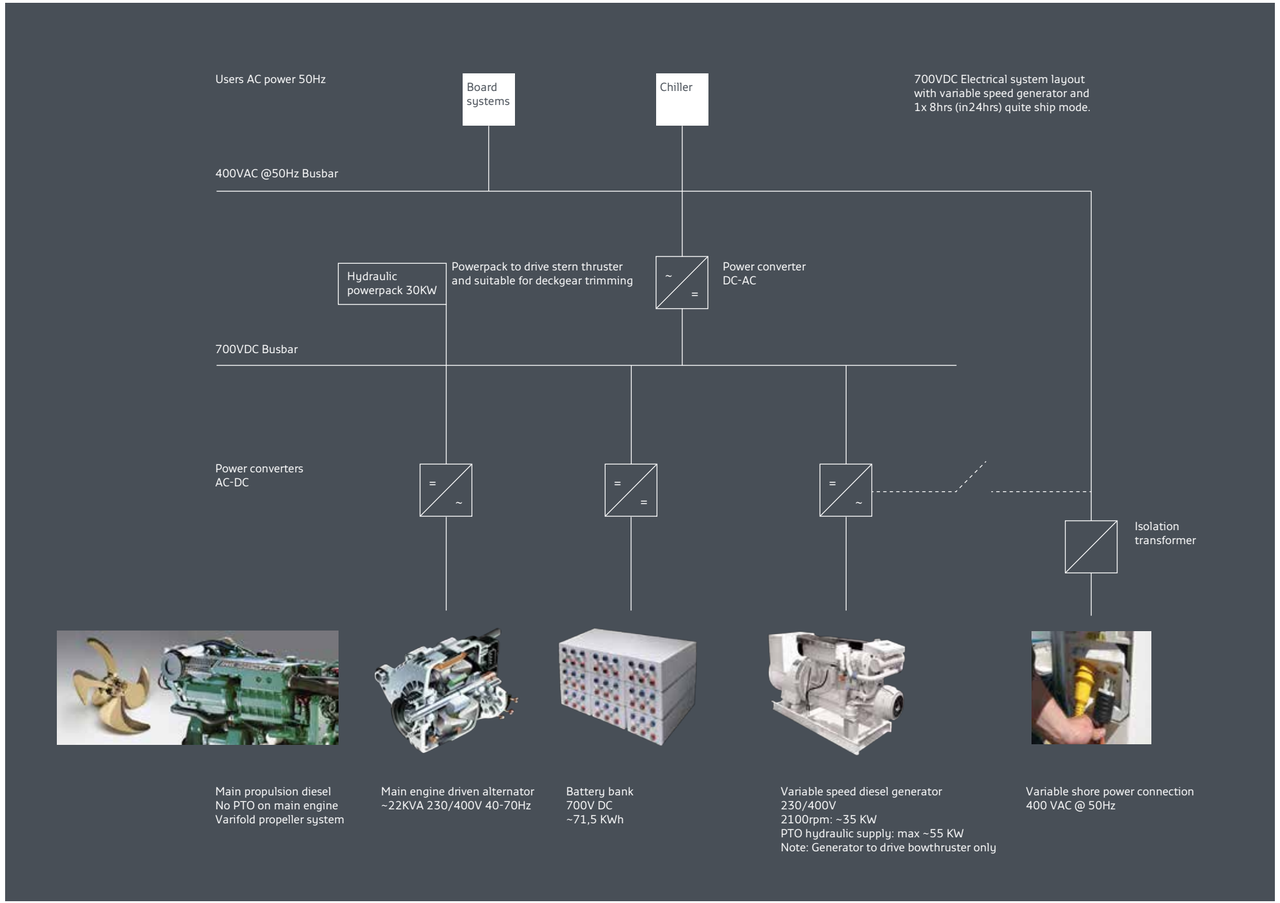
Also innovative are the power generation and distribution on board Inouï. The propulsion is generated by the main engine, which can also drive a second generator in support of the main generator. This facilitates various KVA @ RMP combinations. A lightweight lithium polymer battery pack stows excess energy. Versatility is virtually unlimited with this system. In racing mode, the full capacity of the generator can be used for hydraulics and the system also caters for a quiet period of 8 hours during night time.

SAVE THE ENERGY FOR WHEN YOU REALLY NEED IT

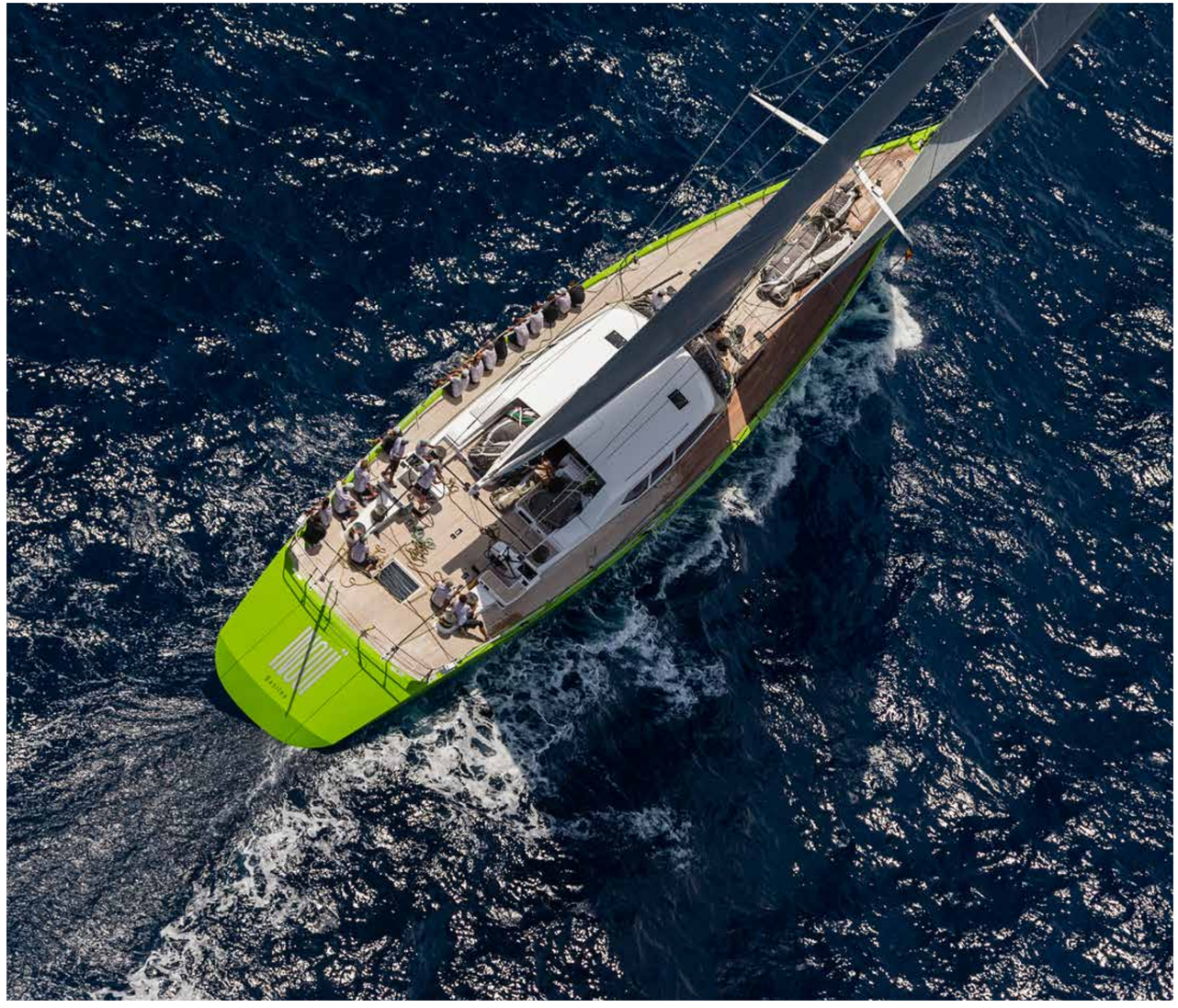
The demand of a client to have on the one hand ample hydraulic power for racing, yet on the other hand have an eight hour silent period in the evening, yet still be within the given weight limits urged us to search for alternative use of power and power storage.

The solution was found in a system where both electric and hydraulic power is generated by a combination of a 60 KW diesel driven generator, supplying 55 KW hydraulic and 35 KW electric power and the main engine, which can deliver 55 KW of hydraulic power and in combination with 22 KW of electric power.

Storage of energy is supplied by 71.5 KWh of Lythium Polymer batteries, with a weight 620 Kg. The advantage of these batteries is that they can be charged in a comparatively short time and they are relatively light weight.




Basilea



DECKHOUSE: INSIDE & OUTSIDE

The main salon in the deckhouse is explicitly connected to the deck area. By opening the vertically sliding glass wall aft and the lifting windows, one can create a spacious and comfortable cockpit with a bimini. The cockpit is the place to enjoy the sun with two large sunbeds situated aft.

Inouï is certainly built for comfortably cruising. Her accommodation layout shows a larger owners' suite and two spacious guest cabins forward of the yacht. The crew quarters aft can accommodate up-to six. Visible stringers and frames create structure in the interior, and stained rippled sycamore bulkheads provide a calming backdrop. Signature interior elements are the chamfer-edged joinery and the explicit colours used throughout this yacht with a strong personality.

DESIGNERS STATEMENT: ANDREW WINCH DESIGNS

Meaning ‘wow-amazing’ in the French language - the Owner conveyed an infectious enthusiasm for the Yachts name Inouï. He had a compelling wish for the project to be bright and contemporary, providing three vibrant spools of thread as a hook during the initial brief.

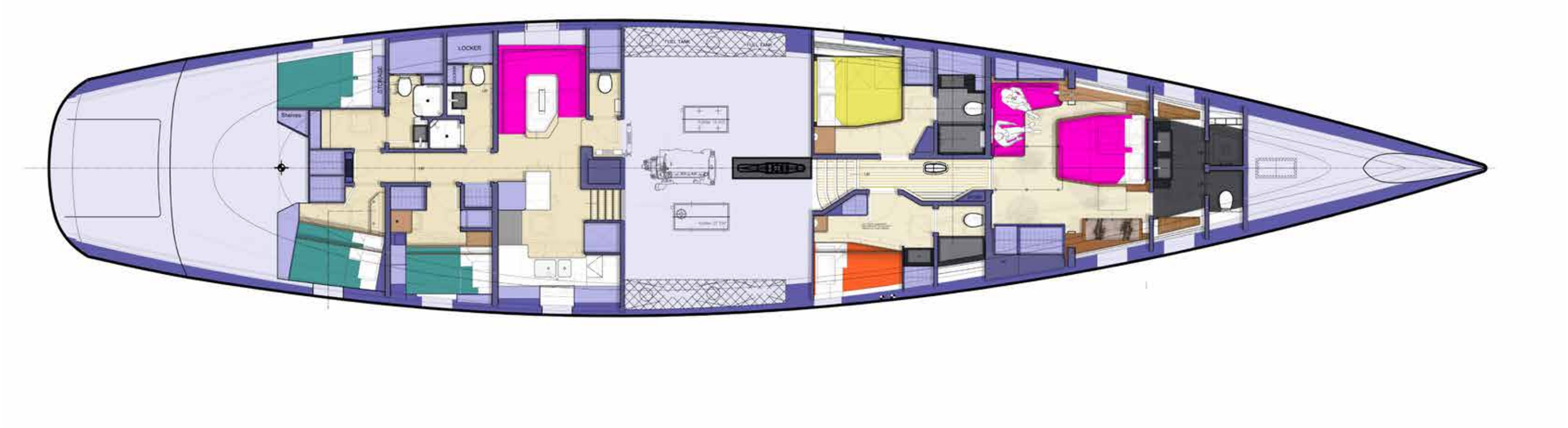
The challenge was to capture style, comfort and understated power whilst adding decorative elements and levels of luxury comparable with a larger yacht.

Working alongside Vitters, Philippe Briand, Oldenburger and the many personalities involved in creating her, was an enormous pleasure. The collective passion for the project is reflected in the level of detail and precision seen on the finished yacht.

· ANDREW · WINCH · DESIGNS ·

DECK GENERAL ARRANGEMENTS AND SPECIFICATIONS

Type	Cruiser Racer, sloop rigged
Naval Architect	Philippe Briand
Interior Architect	Andrew Winch Designs
Delivery	June 2013
Length hull overall	33 m /108 ft
Length waterline	30.57 m / 100 ft
Beam (max)	6.9 m / 23 ft
Draft	3.8 m (12 ft) keel up /5.4 m (18 ft) keel down
Ballast	22.2 tonnes
Displacement (light ship)	81.6 tonnes
Hull & Superstructure	Carbon composite by Green Marine
Classification	GL Hull certificate
Flag	Swiss
Main engine	1 x Volvo Penta D7C-B-TA
Power	195 kW



BELOW DECK GENERAL ARRANGEMENTS AND SPECIFICATIONS

Fuel tank capacity	3300 litres
Water tank capacity	2350 litres
Bow- & sternthrusters	Hundested FT2R 50 hp
Steering system	JP3 / Custom Vitters
Winches & deck hardware	Harken
Mast & Boom	Carbon fibre by Southern Spars
Mast	Length overall 40m
Rigging	Southern Spars continuous carbon rigging
Sails	Carbon/spectra mould, 3Di from North sails
Main sail	344 sqm
Genoa	327 sqm
Code sail	371 sqm
Spinnaker	931 sqm
Number of Owner / Guest cabins	3 (1 Master suite and 2 double guest rooms)
Number of Crew cabins	3 (1 Captain cabin and 3 twin crew cabins)

GANESHA 2013

AGLAIA 2012

SARISSA 2011

MARIE 2010

LADY B 2009

CINDERELLA IV 2009

ERICA XII 2009

NIRVANA 2007

MYSTERE 2006

ADÈLE 2005

GHOST 2005

GIMLÄ (DRUMBEG) 2004

CREDITS

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Jeff Brown
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United Kingdom

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United Kingdom / France

Bugsy Gedlek
United Kingdom

Tim Wright
St. Vincent & the Grenadines, West Indies

Carlo Borlenghi
Milano, Italia

Concept and design

Das Idee
Meppel, The Netherlands