



GANESHA

*Within seven minutes from family relaxing to sailing mode...
because that is how long the dishwasher runs.*

~ Owners of Ganesha

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: DUBOIS

“The brief for Ganesha was to take performance to new heights, while at the same time ensuring complete seaworthiness and the ability to cruise the world in comfort, with complete reliability.

We gave Ganesha increased stability with a lifting keel and a taller rig because of this extra stability, therefore creating the highest power/weight ratio of any sailing superyacht we have yet designed.

Great care was taken with the design of the forebody to reduce slamming in head seas as far as possible. Tank testing was undertaken and the design was refined accordingly.

The layout, and every space was carefully analysed and thought through in great detail.

The styling, as always with a Dubois design, received great attention, and a mock-up was built at the yard’s premises to refine how the coach roof and bimini interacted with each other and the yacht as a whole – both in a practical and a visual way.

Working with Vitters was, as always, both very productive and efficient. Their ability to react to new ideas is always first class.

We believe that the result speaks for itself. We are delighted with Ganesha’s performance, quality and excellence of construction. Not only that, we are gratified that her beauty receives many comments!

Ed Dubois – August 2014”

DUBOIS

Scan QR code to view Ganesha sailing video





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



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.

RUDDER FEEDBACK

To add to the magical feeling when standing behind the wheel sailing towards the horizon, our in-house-developed steering feedback system is a valuable application. Larger yachts need hydraulic power to keep course when under sail. Hydraulics are needed because the forces on the rudder blade are so strong that manual operation is not possible. The Vitters hydraulic steering with rudder feedback translates the force of the water to wheel resistance. Thus you can sail a 46-metre superyacht with the ultimate helm feeling you'll recognise from dinghy sailing.

Scan QR code to find out how it works





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.

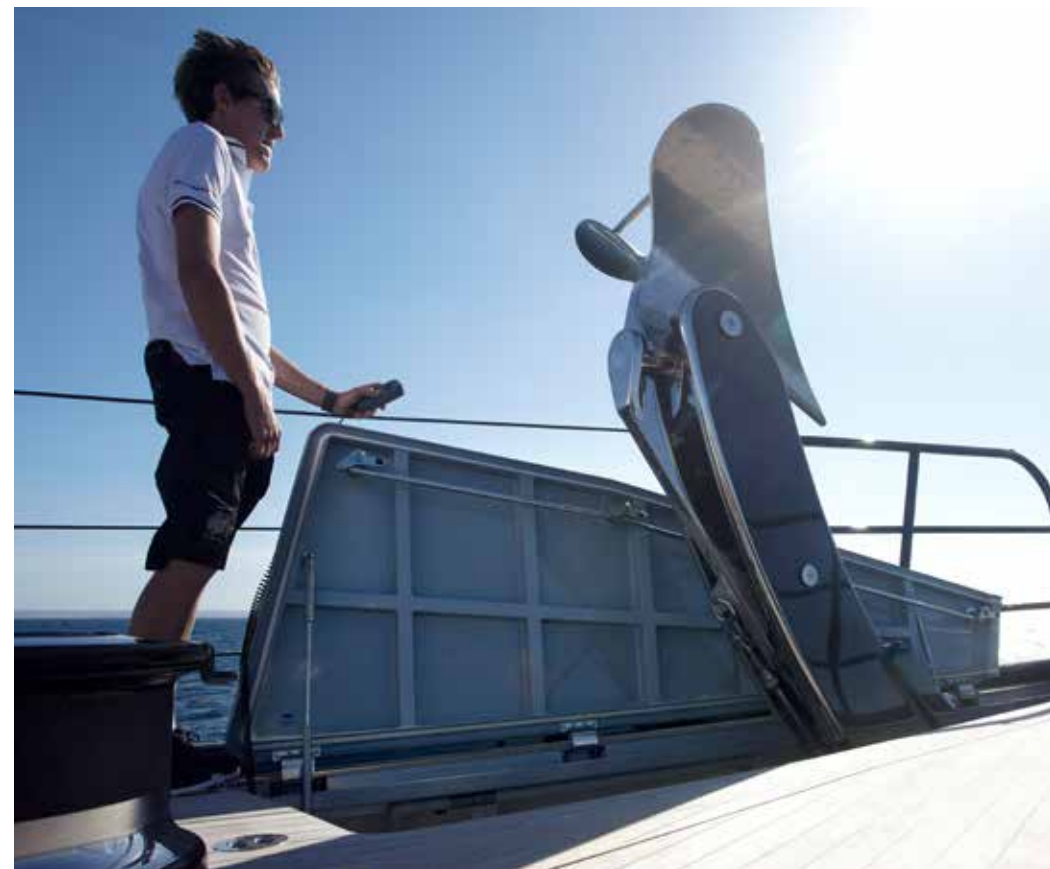


WINDOWS

One of the main features on Ganesha is the shaded cockpit, which becomes totally enclosed at the push of a button. Glass panels surrounding the cockpit make it a versatile area for use in all climates and under all circumstances. Hatches in the overhead take care of the air flow and natural air circulation, giving it a fresh and outside atmosphere as and when required.

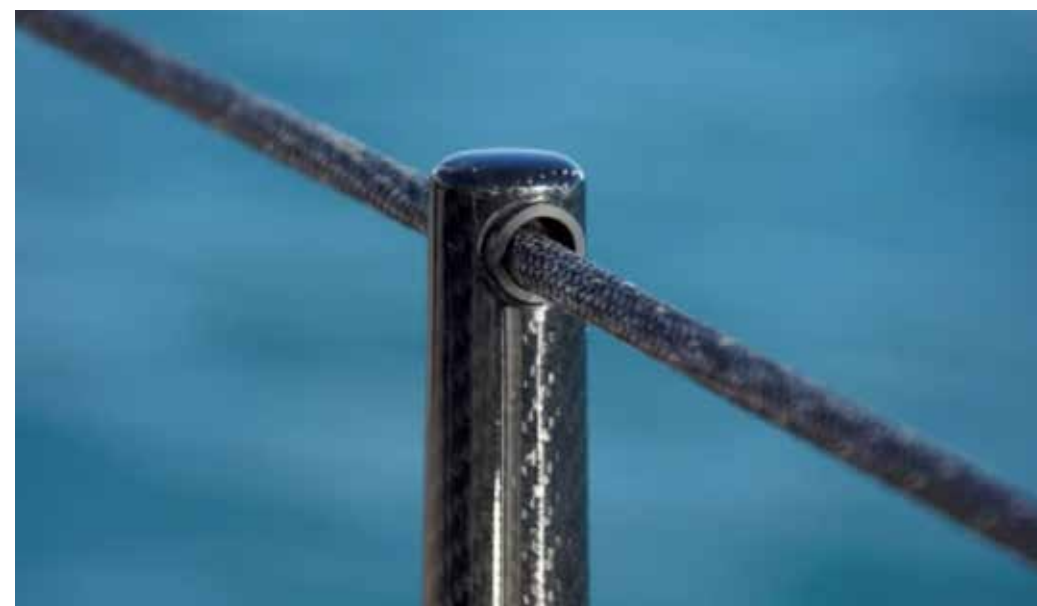






EYE FOR DETAIL

One of the specific yacht characteristics is the cockpit with a fixed carbon bimini. The vertically sliding curved windows can be moved up to enclose the cockpit. When sailing warmer seas, the deckhouse with the main companionway opened will be beautifully connected to the open cockpit and the aft deck, creating an unexpectedly spacious living area.



DESIGNERS STATEMENT: NEWCRUISE

The owners request on their sailing yacht interior was that it should be lightweight to give great performance in regattas but luxurious, comfortable and cozy for family holidays. Every interior piece was carefully selected and discussed at great length for its impact on weight and performance. Features were evaluated against each other and the pros and cons on functionality, look or comfort were balanced off.

A spacious guest area with four cabins and a convertible additional TV lounge as well as a sizeable crew area found its place in the lower deck while the saloon is flooded with sunlight through the surrounding windows and overhead hatches. All cabins provide remarkable headroom for the sleek hull and superstructure.

The name of the sailing yacht "Ganesha" contains the design briefing which was given for the interior styling. The Hinduism divinity Ganesha, the "Lord of Hosts", with the face of an elephant is a benevolent, gracious, human, kind, bright and playful good.

With this divine figure in mind the elephant skin is omnipresent. Each leather selected shows a distinctive grain. The special lacquer of the bathrooms delivers an exquisite effect of depth with its pearl pigmentation of abstract elephant skin.

The geometric patterns are influenced by Indian culture building a bridge to the racy sportiness of the sailing yacht through its straight execution. This linear form is brought to the exterior through the styling of the seat corpora and accomplishes a harmonious interior-exterior relationship for the observant guest.

The chosen fabrics with its paisley patterns transport a playful and happy chromaticity on board. Its vivid motifs are reminiscent of Indian processions of Maharajah times. The agile colors remind us of the Indian Holi rituals that are full of love for life expressed through colorful dyed powder and celebrates the triumph of good over bad.



NEWCRUISE

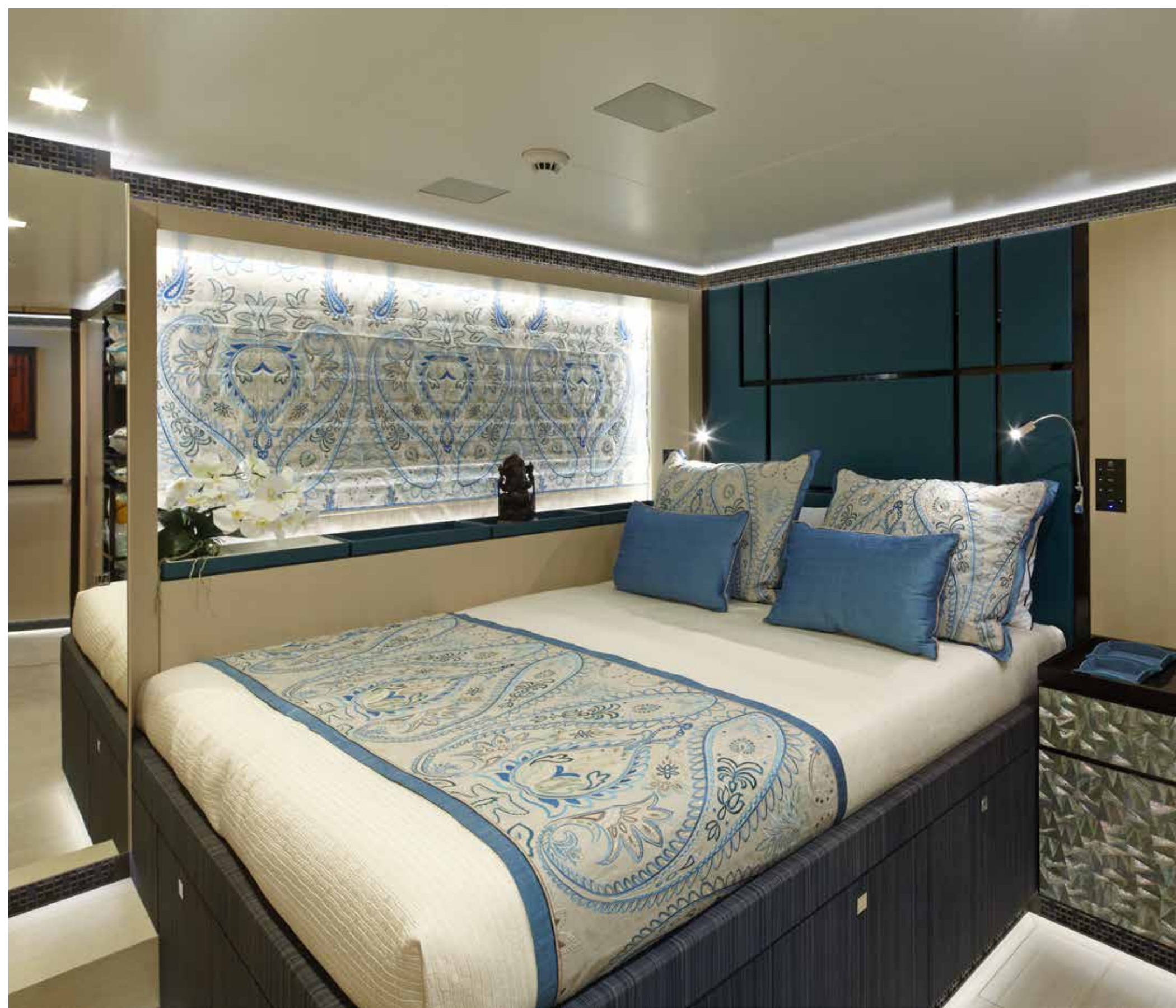




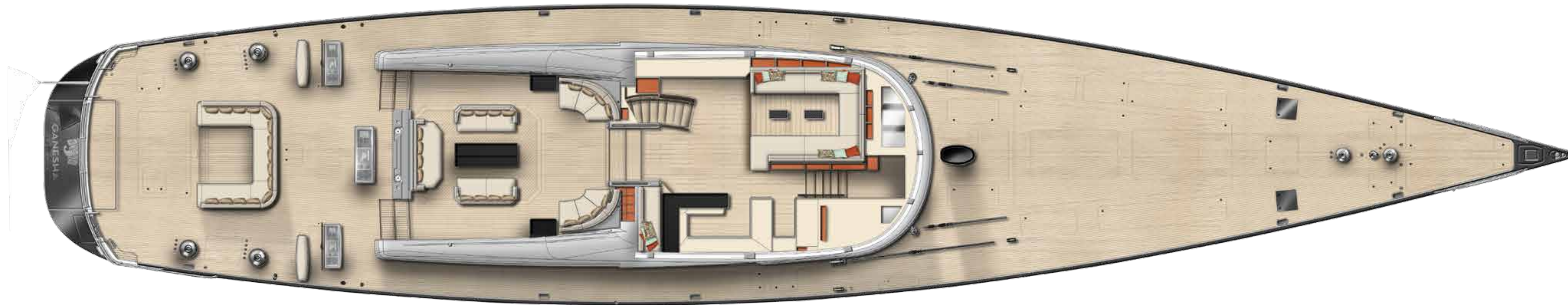
INTERIOR

Ganesh's interior offers accommodation for 8 in 4 cabins. Based on the "Elephant God" Ganesha, elephant skin inspired patterns are omnipresent in various materials used onboard. Also a geometric pattern inspired by Indian culture is used consistently throughout the rich - yet lightweight-built - interior. This decorative pattern is implemented functionally as the plinths and ceiling borders. These cover the air flow system and also integrate indirect illumination.









DECK GENERAL ARRANGEMENTS AND SPECIFICATIONS

Type	Sloop rigged 46m performance cruiser
Naval Architect	Dubois Naval Architects Ltd.
Interior Architect	Newcruise
Owner's Representative	Klaus Allebrodt
Delivery	October 2013
Length hull overall	46.0m / 151 ft
Length waterline	40.6m / 133 ft
Beam (max)	9.0m / 30 ft
Draft	4.5m (15 ft) keel up, 6.5m (21 ft) keel down
Ballast	48 tons
Displacement (light ship)	234 tons
Hull & Superstructure	Alustar 5059
Classification	Lloyds #100 A1, SSC, Yacht, Mono G6 (※) LMC
Flag	Malta
Main engine	Caterpillar C18 C rating
Power	533kW @ 2100 rpm



BELOW DECK GENERAL ARRANGEMENTS AND SPECIFICATIONS

Fuel tank capacity	20.000 litres
Water tank capacity	5400 litres
Bow- & sternthrusters	OYS 100kW swing thrusters
Steering gear	Vitters hydraulic steering system with rudder feedback
Winches & deck hardware	Harken
Bollards	Vitters custom stainless pop-up bollards
Mast & Boom	Carbon fibre by Southern Spars
Mast	Length overall 62.9m (206ft), above waterline 69.2m (227ft)
Standing rigging	EC6 continuous carbon rigging
Sails	3Di by North Sails
Main sail	602 sqm
Fore triangle	472 sqm
Blade Jib (103%)	511 sqm
Code 1.5	746 sqm
Number of Owner / Guest cabins	4 (1 Master suite and 3 double guest rooms)
Number of Crew cabins	4 (1 Captain cabin and 3 twin crew cabins)



INOUI 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

Photography

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Meppel, The Netherlands

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Sestri Levante, Italy

Concept and design

Das Idee

Meppel, The Netherlands