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the Arctic Circle

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Design
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161' Zoom Zoom Zoom

Globe-Trotting

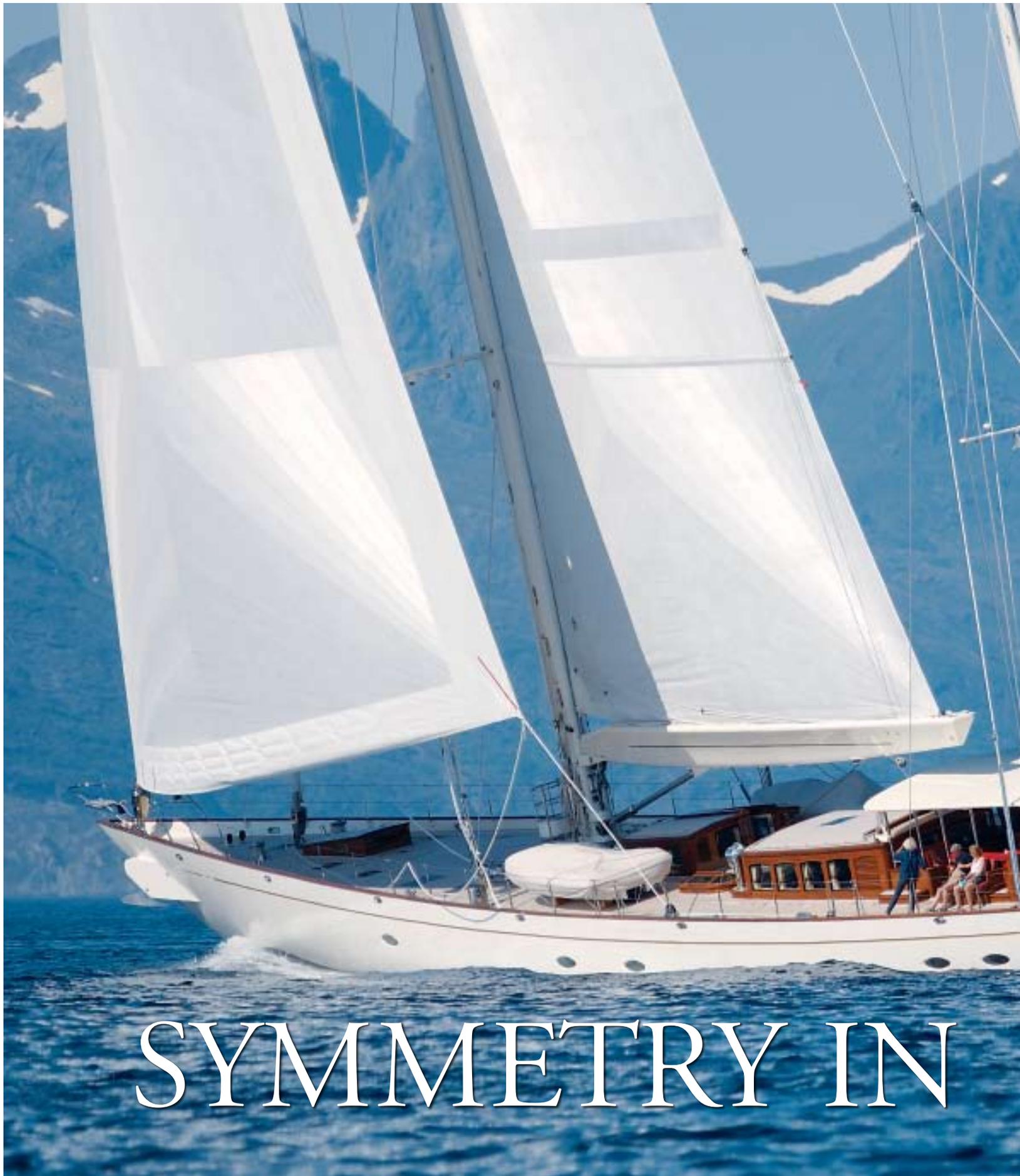
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Brazil Inace 95'

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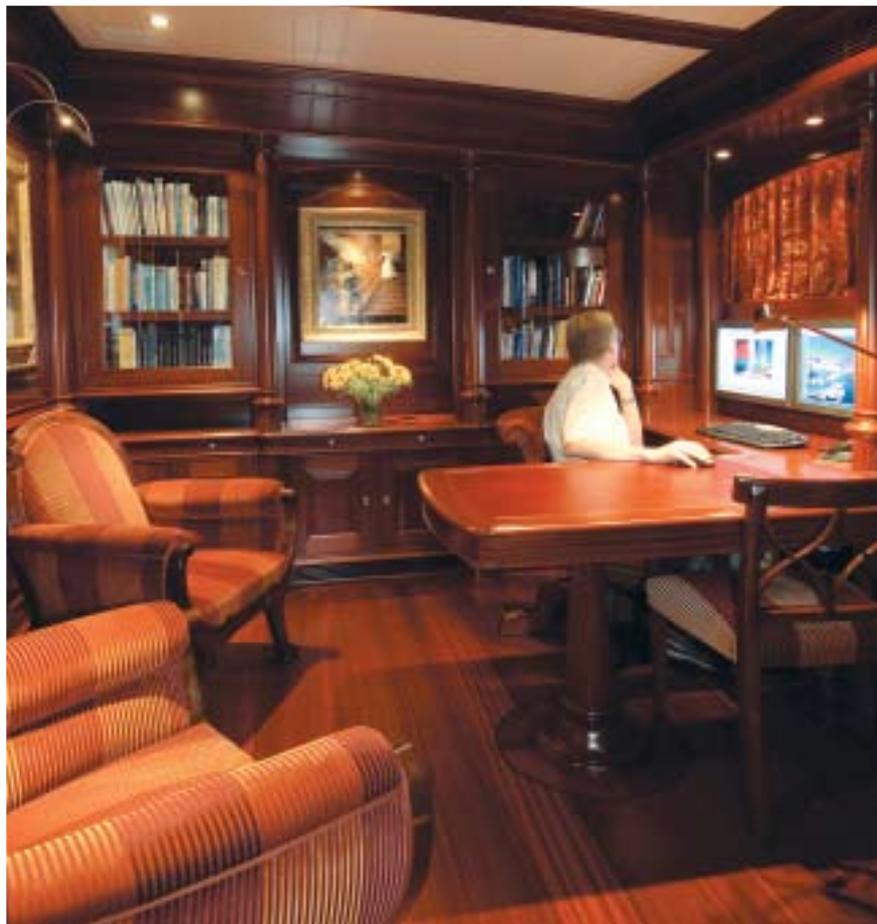
SYMMETRY IN



On board and at sea, *Adèle*—the stunning new 180-foot ketch built at Vitters in Holland—is a beautiful balance of practicality and elegance.

*T*HE 180-FOOT aluminum ketch *Adèle* launched by Vitters Shipyard last spring is designer Andre Hoek's largest project to date and the crowning example of the style for which his design studio is renowned: classic looks with a modern underbody and rig. As an experienced yachtsman who circumnavigated the globe in his previous yacht, owner Jan-Eric Österlund approached Hoek Design Naval Architects five years ago with very clear ideas for a dream yacht that should represent "beauty, speed and adventure." Following *Adèle's* maiden voyage to the Arctic, the yacht relocated to the more temperate waters off Palma de Mallorca for last October's Superyacht Cup. Excited by the prospect of putting the boat through her paces on the racecourse, Österlund was keen to talk about the technical and aesthetic choices that went into her design. »

ONBOARD STORY BY JUSTIN RATCLIFFE
CRUISING STORY BY JAN-ERIC ÖSTERLUND
PHOTOGRAPHY BY RICK TOMLINSON



Previous pages: *Adèle* sailing along the Lofoten archipelago in northern Norway above the Arctic Circle. This page, clockwise from top: The aft deckhouse is owner Jan-Eric Österlund's domain. The owner at his computer in the library. "A," is for *Adèle*. The master stateroom features a ceiling that is circular and concave. Opposite page: The main deckhouse, top, has a comfortable L-shaped settee to starboard. The main salon, bottom, boasts two separate conversation areas.



JUSTIN RATCLIFFE

“Early on, it was decided that *Adèle* would be a ketch because as a sloop her mast would be too tall to pass under the Bridge of the Americas on the Panama Canal,” begins Österlund, who plans on circumnavigating the globe for a second time. “It’s also a more versatile rig that allows us to set more sail, especially downwind, with a 500-square-meter mizzen staysail.”

The yacht’s sail plan was tested in the wind tunnel at the Wolfson Unit in Southampton, United Kingdom, to make sure she would perform well in light airs. But with so much sail area, safety was also a major consideration. “We decided on traditional slab reefing, full-length battens and lazy jacks, so we can drop the mainsail in a hurry,” continues Österlund. “In-boom furling on superyachts can be problematic and generates more wear and tear. I sail to remote areas, and you can’t get a mainsail that size fixed just around the corner! Besides, the lazy jacks and full-length battens give more control of the sail and, of course, the mainsail has a better profile for higher upwind speed.”

For *Adèle*, Österlund requested both mechanical and hydraulic steering—unusual features for a yacht of this size—because the chain, rod and cable system provides a better “feel” when hand

steering the boat under sail. The hydraulic steering is a Tenford rotating system with two pumps, providing redundancy given that one pump is enough to handle the rudder. The hydraulic steering is via three joysticks, one at each wheel position in the cockpit and one in the deckhouse. When you disengage most power-assisted systems, including hydraulic steering, you still have to turn the hydraulic rams, so you don’t get a feel of what the rudder is doing. Aboard *Adèle*, however, a mechanical clutch completely disengages the hydraulic system, and both helm wheels can be operated independently.

“We tank tested five different keels and rudders at the Delf University of Technology to optimize the helm balance before coming up with the fin keel with bulb and a rudder with a fixed skeg,”

adds Andre Hoek. This involved a velocity prediction program developed by the design studio to measure the side forces and moments, not just on the hull, but also on the keel and rudder.

“The rudder is balanced with 14 percent of the 14-foot blade forward of the rudder post, which takes some of the weight out of the hand steering, although we also have a high and low gear that can be engaged by turning a small wheel on each wheel hub.” »





The aft cockpit, top, is the owner's exclusive domain. Clockwise from top: Adjoining the master stateroom, the aft cockpit allows the owner the privacy to dine alone if he chooses. The table between the forward and main decks accommodates family-size groups. *Adèle's* towering rig. Cruising under power in Norway. Opposite: The central dining table in the main cockpit seats 10 comfortably.

Adèle was conceived for world cruising and exploration, and that means she carries a great deal of redundant equipment (three Onan generators, three tenders, two Furuno radars and two 10,000-liter watermakers are just the start). She is also a “generator ship” in that she was designed to have a generator running continuously, except in port. “During sailing, the winches are too energy-hungry and the air-handling systems demand too much power to be run from batteries alone,” says Österlund. Though this makes sound insulation more of an issue, its advantage is that the electrical system is simpler, requiring less cabling and fewer heavy batteries, which saves weight. Additional weight savings were realized by utilizing a single, well-proven 1,000-hp Caterpillar engine. It also improves the center of gravity over the keel and reduces drag.

Adèle is a home away from home for Österlund, who spends extended periods aboard with family and friends, so comfort and privacy were major considerations in the interior layout. The living areas are articulated around three classic deckhouses, allowing owner and guests to withdraw but still be part of the action. The forward deckhouse is an area where guests can relax and chat or con-



nect a laptop. The central wheelhouse contains the nav station and chart desk and is the focal point of the yacht's social activities. The aft deckhouse and cockpit are for the owner's exclusive use, a solution that provides complete privacy, since the 180-foot yacht is rarely moored stern to.

Belowdecks, *Adèle's* layout is a masterpiece of symmetrical design, thanks in large part to Frans Moerbeck, who worked on the interior and exterior styling as part of the Hoek design team. “Symmetry provides balance and harmony,” he explains. “This, in turn, evokes a sense of calm, so the owner feels comfortable.” Her curved, central stairways are key elements defining this symmetry. One leads from the aft deckhouse to the owner's cabin, the other from the central deckhouse to the main salon. Ovals and circles, curved and flowing lines further enhance the feeling of harmony—even the cabin doors are elliptical!

The ceiling in the owner's cabin, for instance, is circular and concave, with radiating beams that are slightly twisted along their axis. This effect was achieved using CNC precision-cutting machines. Given the large volume of it aboard *Adèle*, her detail work—beams, fiddles, raised-and-fielded paneling and such—while subtle, is slightly more pronounced so as not to appear fussy. The generous » *Page 88*

ADÈLE AT THE TOP OF THE WORLD

Adèle was flying along at 14 knots in a northwesterly breeze with the apparent wind just forward of the beam. The sea was smooth, the swell dampened by the pack ice less than 50 miles to the north of us, and the sky had at last turned blue as we headed east along the top of Spitsbergen, the main island in the Svalbard group.

With our crew of eight led by captain André Engblom, we left Holland less than a month before, sailing directly to Bergen and then following the Norwegian coast north to the Lofoten archipelago above the arctic circle. We expected cold weather, but instead met incredible sunshine 24 hours a day and temperatures of 24 degrees Celsius.

From Lofoten, we voyaged another 700 miles north to Longyearbyen, the capital of Svalbard, at 78 degrees north, where we picked up my friends, including *Adèle's* designer Andre Hoek and photographer Rick Tomlinson. From Longyearbyen, we sailed into the Smeerenburg fjord, on the northwest coast, to document the movement of its glacier. Ninety-nine years earlier, an expedition led by Prince Albert I of Monaco took a series of photos

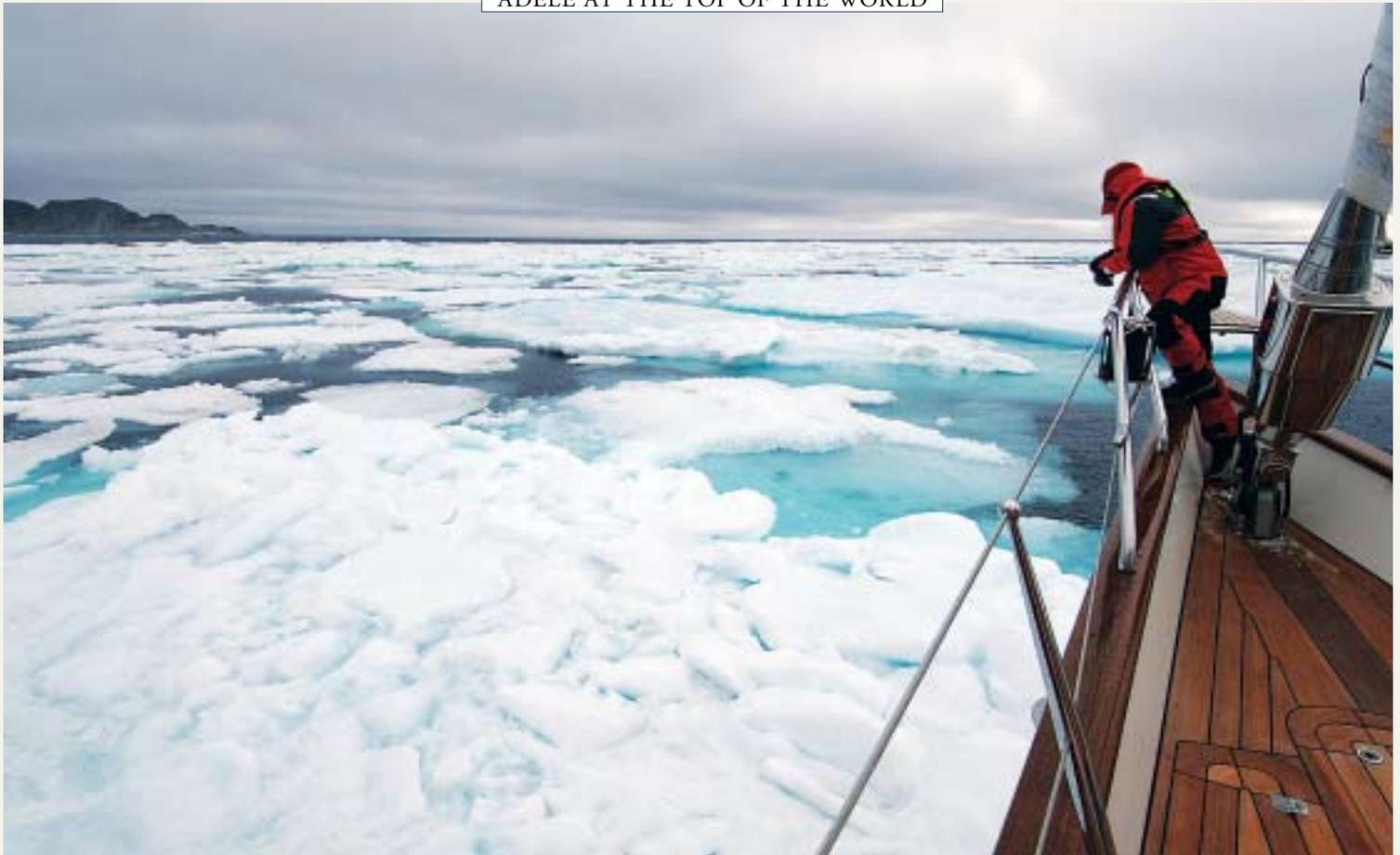
showing the head of the Smeerenburg glacier, and we wanted to document how much the glacier had since retreated.

As we approached the glacier, a cry of “polar bears!” rang out, and we changed course abruptly. Three bears—a mother and her cubs—were walking along the shore. We followed the bear family, motoring slowly, but when *Adèle's* wake splashed the mother, she decided she'd had enough and turned away from the shore. We returned to the glacier and took *Adèle* as close as we dared to take some photos of our one-month-old yacht in front of the age-old glacier.



We then climbed the mountains to find exactly the spot where the expedition took photographs almost a century before. It appears that the glacier has withdrawn some 4,000 meters, most of which probably happened in the last 15 to 20 years.

Continuing north, the ice increased and we resorted to motoring as we approached Phippsöya in the Seven Islands group, the northernmost island in Svalbard—and in Europe—at 80 degrees 45 minutes north latitude. Though preferring to eat most of our meals on deck, where we can dine in the protected main cockpit or just aft of »



Top to bottom: Approaching pack ice at Seven Islands, north of Svalbard, 800 miles north of mainland Norway. A polar bear lounging, spotted at the northwest corner of Spitsbergen, Svalbard. Documenting the glacier at exactly the same spot that prince Albert I of Monaco photographed the glacier in 1906.



the main mast, neither of these options suited this bitterly cold evening. We had to retreat downstairs to the deckhouse, although we could still watch the walrus lounging on the beach.

Afterward, we had our coffee while seated around the fireplace in the salon. The fireplace is an antique we found in Bath, England, and restored. It can be fired with wood or coal but we normally prefer cleaner, artificial logs.

The next morning, we paid the walrus a visit. They were basking in the sun, tickling their bellies and generally looking very content with life, which was surprising as the females were far away in Russia's Franz Josef Land caring for their pups.

In the afternoon, we decided to sail north into the pack ice. As the ice increased, we had to motor slowly with lookouts up in the crow's nest. This lofty perch on *Adèle* is like a lift; with the help of a captive winch controlled from the nest, it runs 130 feet up the forward part of the mainmast to just below the top end of the inner forestay. The view is fantastic and it was easy to spot the ice flows and bergs—although the crow's nest was designed more for spotting coral reefs in tropical waters.

Finally, at 81 degrees 10 minutes north latitude, we were wedged in with ice towering all around us. Our jet-driven tender was launched and we all took a walk on the pack ice. At this, our most northerly point, we decided a glass of bubbly was in order—for which the champagne chiller was unnecessary!

In the evening, we returned to Phippsöya and paid another visit to the walrus, this time staying in the dinghy to see if they wanted to approach us. As expected, their curiosity got the

better of them, and when we turned off the engine they swam closer and closer until some of them were brushing our tender with their whiskers.

One of my guests told us a story of how her zodiac had been punctured by walrus tusks the previous year, so I felt perhaps we had better start the engine. Unfortunately, our engine chose this moment not to turn over. The situation became more desperate as some of the walrus tried in their weighty and clumsy manner to climb up onto our dinghy's aft platform.

I radioed *Adèle* to get a second tender in the water to "rescue" us. I said, "We are surrounded by walrus and feeling quite vulnerable." But the crewman who received the call thought I said, "...feeling quite wonderful," so he answered, "Excellent, *Adèle* over and out!" Confusion reigned for a while, but soon another tender was launched and, eventually, our engineer was able to fix the capricious solenoid that prolonged our walrus encounter.

The northwesterly wind was increasing, pushing the polar cap closer to us and threatening to close the passage back around the northwest corner of Spitsbergen. Aboard *Adèle*, we decided to turn back and motor-sail as fast as we could toward the protected islands at Spitsbergen's northwest corner.

The next morning found us at anchor and protected from pack ice. Snowflakes covered the deck, making our Cayman Islands flag look somewhat out of place. We continued south with just main and mizzen doing 11 knots; once the genoa was set, our speed increased to 14 knots. When the wind abated a little after lunch, »



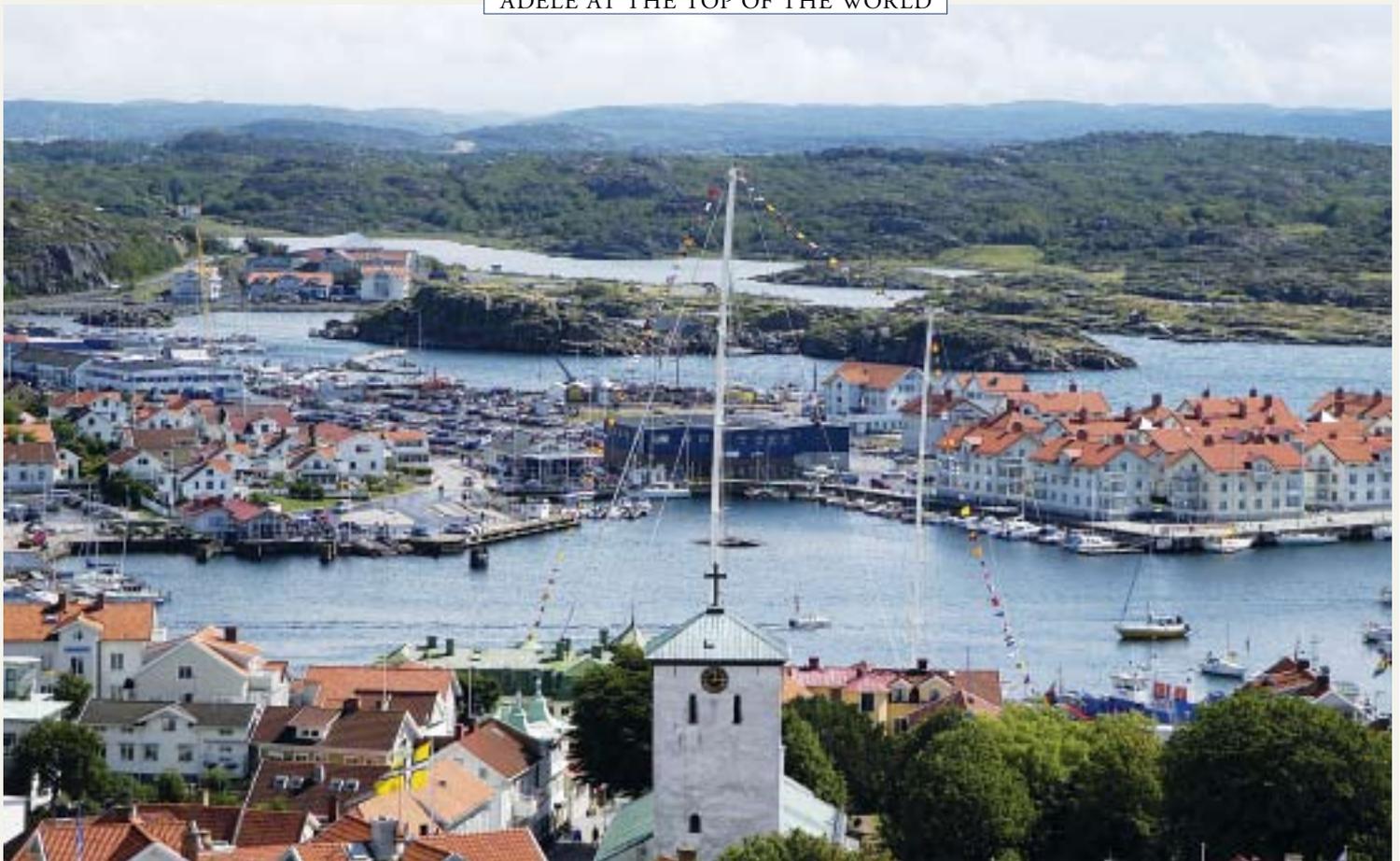
Top to bottom: One of the three tenders carried aboard is launched for some near-shore exploration at Svalbard. *Adèle* anchored at this ancient church in Nærøysfjord. Hanging out with the walrus in Seven Islands, north of Svalbard.



JAN-ERIC ØSTERLUND



JAN-ERIC ØSTERLUND



Anchored at the island of Marstrand, top, along the Swedish coast, the day after *Adèle's* christening. The historic Karoliner soldiers salute *Adèle* at her christening.

we set the mizzen staysail, logging a similar speed. We set the mizzen staysail, logging a similar speed. We set the mizzen staysail, logging a similar speed. We set the mizzen staysail, logging a similar speed. We set the mizzen staysail, logging a similar speed.

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The next day, we motored down to Lilliehöökfjorden where, with the help of the bow and stern thrusters, Andre held *Adèle* just a few feet from a steep cliff inhabited by nesting puffins, guillemots and kittiwakes. The 125-hp thrusters are designed for tricky maneuvers in narrow harbors, but they work equally well on ornithological outings.

Adèle is nearly as fast motoring as with her sails set and we can cruise at around 13 knots. Whenever we were motoring through shallow or poorly charted waters, we sent our tenders ahead of us. Two of the tenders have echo sounders and GPS systems, which continuously send their position, speed, course and depth to the chart system on the mother ship. This means we always know where the tenders are and how deep the water is beneath them. By directing tenders via radio, we can “scan” our course ahead.

A couple of days later, all the guests disembarked at Longyearbyen and *Adèle* headed full speed due south to Marstrand on the west coast of Sweden, where she was formally christened. At the time of her christening, she had already done more than 6,000 miles and been farther than many yachts travel in a lifetime.

I am writing this article in Lisbon. The sun is shining, our friends are lying in the sun on deck or lounging in the deck chairs, and it feels a million miles away from Norway and Sweden. But the fact is, the distance between Lisbon and Göteborg is shorter than that between Göteborg and Svalbard, where *Adèle* was put through her first challenging test and passed with flying colors! □

headroom—more than 6 feet 5 inches in the living areas—allowed the use of non-structural, decorative pillars inspired by architectural columns in the sixteenth-century premises of Hoek Design in Edam, Holland. Even in the owner's cabin, which has the lowest ceiling, Hoek, who stands at 6 feet 2 inches, has headroom to spare.

Österlund also wanted the boat to be warm and welcoming. "I love cozy corners and seating areas," he admits, "and there are lots of them aboard *Adèle*, both inside and out." Indeed, the owner's cabin has its own comfy lounge. There is an intimate seating area complete with cocktail cabinet and cigar humidor in his private deckhouse. Both double guest rooms have day divans, and the main cockpit has four corner sofas and two outboard sofas. The



snug, book-lined library is another of Österlund's favorite rooms. It contains two 23-inch computer screens that he uses for photo and video editing, or for retrieving data from the main navigation computer. When combined with the mahogany finish, muted soft furnishings and subtle lighting by Polly Sturgess, the overall effect is one of warmth rather than wealth.

Watching Österlund at the helm of *Adèle* during the Superyacht Cup, he is clearly overjoyed with his dream boat. Named after his mother, he describes the yacht as "bursting with energy to live each day to the fullest," adding that, "She is sharing her adventures with all who come into contact with her....She changes the perspective of life forever, for all of us who step on board." □

READER'S RESOURCE Vitters Shipyard BV, Stouweweg 33, 8064 PD Zwartsluis, Netherlands, tel: 31 38 386 7145, fax: 31 38 386 8433, www.vitters.com

Builder: Vitters Shipyard BV
Year launched: 2005
LOA: 180' (54.6m)
Beam: 31'2" (9.5m)
Draft: 157" (4.8m)
Max. displacement: 319.7 tons
Max. speed: Sailing 18 knots; engine 14 knots
Cruising speed: 12 knots
Range at cruising speed: 2,000 miles; 3,000 miles at 10 knots
Hull material: Aluminium
Superstructure material: Aluminum
Fuel capacity: 6,340 U.S. gal. (24,000 ltr.)
Fresh water capacity: 2,113 U.S. gal. (8,000 ltr.)
Naval architecture: Hoek Design
Interior design: Hoek Design

Exterior styling: Hoek Design
Classification/certification: ABS; MCA
Engines: 1x Caterpillar, 1000 hp
Reverse gears: Mekanord gearbox
Propellers: Korsor variable pitch
Generators: Onan 2x 60 kW, 1x 35 kW
Air conditioning: Heinen & Hopman
Watermaker: 2x 10,000 ltr./day
Bow thruster: 125-hp bow and stern thrusters, hydraulically driven
Paint: Awlgrip
Horns: SeaHail Loudhailer/Intercom
Anchor windlass and capacity: 2x 150m chain, 2x 300 kg anchors; stern anchor with winch through underside of stern
Tender: Novurania 6m, 175-hp diesel engine with Z-drive; Castoldi 4.2m,

100-hp diesel engine with waterjet; RIB 4.2m inflatable with aluminum hull, 35-hp diesel outboard
Steering: Tenfjord Electro Hydraulic Steering. Edson mechanical system with two gears
Radar: 2x Furuno X-band type FR-2115
Electronic chart plotter: Transas Navisailor chart system
Autopilot: Segatron
Gyrocompass: Plath fiber-optic gyro compass
GPS: 2x Leica
Satcom: Inmarsat F1; Inmarsat C
Satellite phone: Iridium
Magnetic compass: 1x B&G; 1x Sestrel
SSB: Skanti 250w

Depth finder: Furuno video echo sounders; B&G
Wind instruments: B&G
Rigging: Marten Spars
Rig type: Ketch
Sail area: Upwind 16,684ft² (1,550m²); downwind 32,292ft² (3,000m²)
Mainsail: 5,490ft² (510m²)
Mizzen: 2,260ft² (210m²)
Genoa: 6,835ft² (635m²)
Staysail: 2,422ft² (225m²)
Mizzen staysail: 5,382ft² (500m²)
Spinnaker (MPS): 16,146ft² (1,500m²)
Mast length: 203'3" (62m)
Mast manufacturer: Marten Spars
Sail maker: North Sails
Winch manufacturer: 10 captive
Hydraulic Winches: Rondal, 12 self-tailing hydraulic winches, Lewmar

