



SY MARIE

Caribbean Belle

THE VITTESS' BUILT SUPERYACHT THAT CAPTIVATED VISITORS AT THIS YEAR'S MYS, IS A SYMPHONY OF CLASSIC LINES, BOASTING OPTIMIZED PERFORMANCE AND A CLUTCH OF UNIQUE FEATURES AND ANTIQUES THAT MAKE HER TIMELESS AND INTRIGUING.



The 180 ft (54.6m) classic ketch, Marie was showered with plaudits and rave reviews at the Monaco Yacht Show. Mr Louis Hamming, Director Vitters Shipyard was eager to point out that a superlative yacht like Marie "is more than the sum of the components".

"It is our profession to bring together and guide all the expertise to prove that her classic lines combine perfectly with modern performance. It is this dialogue that creates the success of our yachts," he said with pride befitting its public, albeit it exclusive, inauguration.

The use of the most modern technology and the latest knowledge in rigging resulted in a knot above true wind speed during the first sailing trips. And this was even without specific race trimming and tuning.

Below deck Marie has an advanced hydraulic system controlling the captive and drum winches, bow and stern thrusters and the other hydraulic functions - all controlled with an in-house developed PLC-system.

More than 600 functions on board are monitored and controlled by this separate computerized system. Efficiency and good project management resulted in a total construction period of less than two years. The hull was built in-house at the Vitters' facilities using Alustar aluminium.

Marie's traditional lines have been optimized using modern tank test facilities and simulations. The carbon fibre masts can carry up to 3300 square metre of sail, with inboom furling systems for main and mizzen sails. Various rig and sail configurations have been tested in a wind tunnel facility in The Netherlands to determine optimum sail positions and sheet angles.

One of the specific features on board is the swimming and landing platform on port side. This platform folds down and the side-boarding ladder can be used to access the platform. This solution facilitates easy boarding and unloading a tender, but can also be used for swimming and diving. The diving equipment is stored in a locker, accessible directly from the platform.

The unique collection of antiquities onboard and the Baby Grand Steinway, (self-playing if required), which was the basis for the design of the main salon, are clear signatures of the owners' passion for history, music, and entertainment.

The owner's family office has a large collection of armour and firearms, including two restored P51 Mustangs dating from 1945. The cannon in the deckhouse saloon was the one that fired the last shot of the American Civil War aboard a riverboat in 1865.

Two twin guest cabins flank the corridor leading



to the master cabin aft (there is also a VIP double forward, opposite the formal dining room). The master can also be entered via its own spacious, private deck saloon-cum-office – itself with direct access to and from the owner's aft cockpit. Do wait for an invitation though as it is protected from 'unwanted guests' by a pair of working cannon (made in Paris in 1796 and acquired by the British East India Company)! A steam room in 'his' bathroom and a bathtub in 'her' bathroom are enticing after an arduous day of recreation under the Caribbean sun.

Interior designer David Easton combined traditional lines and elements with a light type of wood, Anigré, rarely seen onboard traditional yachts.

This resulted in a comfortably light and airy interior, while preserving the traditional atmosphere of a classic sailing yacht. Vitters' experience in high quality finishing and the traditional exterior woodwork result in a beautiful and functional deck layout and finish.

Twin wheels, with different levels of gearing for 'feel', are positioned forward of the owner's cockpit, protected by a permanent bimini top (with overhead windows to view the 1,445 square metres / 15,548 square feet of North Sails).

This is the favourite place to congregate for an informal dinner party at anchor – but the dining room below, seating ten, with its antique-mirrored skylight and 19th Century silver tableware is appealing too, especially if looking to impress or for privacy. Guests can find plenty of cosy spots to relax, from the comfortable benches outboard of the cockpit to the expansive teak foredeck and, of





ULTIMATE



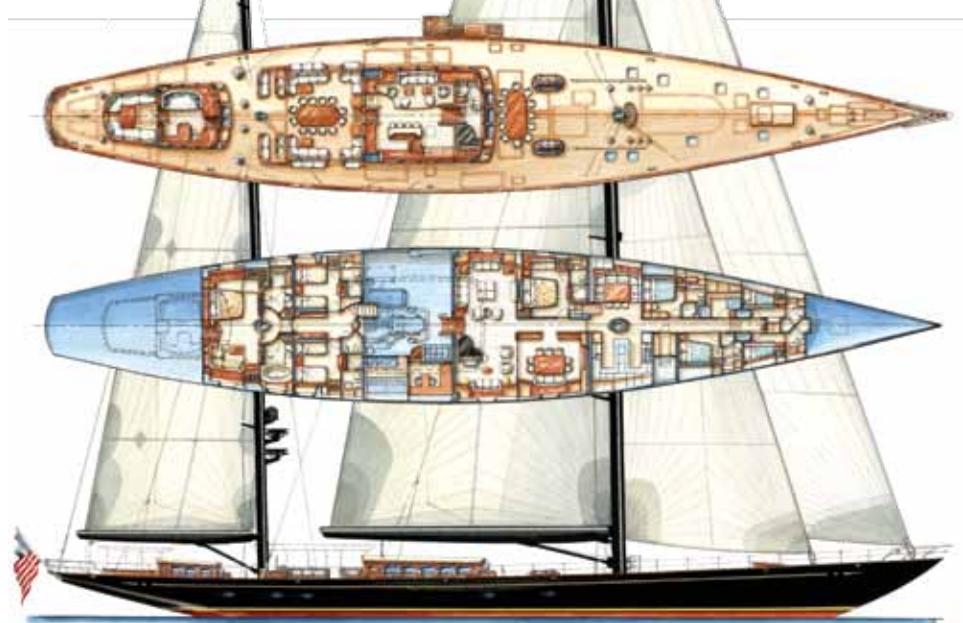
course, in the airy deckhouse bar seating area, with panoramic views, or the plush lower saloon. Tenders don't come with more style than Marie's: "Marietta" a classic captain's launch, based on a 1910 Mylne design can be sailed or run for 31 nautical miles on her clean electric motor (charged via the mothership's generators). Meanwhile the Pascoe tender can whisk guests ashore at 35-40 knots.

Marie's long profile has a strong sheer line and low freeboard, allowing for the sensation of speed as well as drawing admiring glances. Andre Hoek says "She was extensively optimized to also race in the Spirit of Tradition Class races in the Caribbean and Mediterranean. The righting moment has been vastly improved by using composite standing rigging. The sailing systems are built with furling booms for ease of handling".

Traditional looks, combined with a bright and airy interior, with finishes specified by David Easton, assure her appeal will hold for decades. Her mainmast benefits from a two-person crew's nest that ascends guests up over a dizzying 37.5 metres (123'). Take the restored Nikos antique maritime binoculars aloft and look at your boundaries, values and problems from a new perspective – enjoying 'Marie space and time'. Perhaps order a 21-gun salute and a fly-past of the pair of the P51 Mustangs (not included in the charter package!)

The Owners chose to make use of the successful cooperation between Vitters Shipyard, Hoek Design and Nigel Ingram MCM, a team that also made sailing yachts like the triple award-winning Adèle and Erica XII. It is hoped her power and capabilities will be on show during the upcoming racing events and Buckets.

SY Marie is available for charter via Fraser Yachts for US\$215,000 per week during high season. All enquiries to jody.obrien@fraseryachts.com More at www.fraseryachts.com



SPECIFICATION

LOA	55m (180')
LWL	38.4m (126')
Beam	9.5m (31')
Draft	4.8m (16')
Displacement	298 tonnes
Ballast	85 tonnes
Construction	aluminium
Spars	Southern Spars
Main mast height	61.5m (204')
Main engine	Caterpillar C32 DI-TTA 1100hp @ 2000rpm
Generators	2 x Northern Lights 67kW
Bow & Stern Thrusters	OYS hydraulic
Classification ABS AI (MCA compliant)	LY2
Guests	8-10 in 4 cabins
Crew	8