

Vitters Shipyard 32m

RIBELLE

Photos: Jeff Brown, Michael Kurtz, Stuart Pearce
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It's clear what the owners had in mind when they commissioned their new yacht Ribelle. Their vision was for a yacht that was equal part comfort and performance, and it's clear that they got precisely what they wanted. Ribelle is the latest from the famed Vitters Shipyard and is one of their most stunning creations to date. The yacht is a work of art from the sleek hull to the sumptuous interior, but perhaps the best part is the part that you can't see. The entire hull and superstructure are made out of carbon fiber in order to keep the boat as light as possible, a factor that immeasurably increases the yacht's performance out on the racecourse. To underscore this, in September this year Ribelle took the top spot in the Supermaxi class at the Maxi Yacht Rolex Cup in Porto Cervo, Italy. Ribelle's owners were ecstatic. "We wish to thank everyone who contributed to making this edition of the Maxi Yacht Rolex Cup as splendid as ever," they said. "Our victory is the fruit of a long and complex process that brought us to build a very innovative yacht." Innovative indeed.

Ribelle was designed by the renown naval architect Malcolm McKeon whose portfolio includes more than 200 sailing and power boats. McKeon has an eye for perfection and that perfection comes through loud and clear on this 32.5 meters (106 feet) fractional rigged sloop. From the plumb bow all the way aft the lines are clean and pleasing disrupted only by a unique reverse chine which breaks up the freeboard and extends the perception of length. While the hull is striking the most visually appealing aspect of the yacht is the low slung cabin top which features an extraordinary glass canopy composed of compound curves and carbon fiber frames. The design team has taken the idea of bringing the outside into the interior to a new level, and the effect is stunning both from a visual aspect as well as brightening up the already well-lit interior.

Ribelle has a maximum beam of 7.72 meters which allows for very wide decks and cockpit. Aside from the cabin top which extends aft to enclose an outdoor entertainment area, the deck is flush interrupted only by a slight step just aft of the mainsail traveler. Here the deck is lowered slightly directly in front of the two beautifully designed and built helm stations. It's not often that the word elegant applies to a wheel but in the case of the steering stations on Ribelle it's the right word to use. Just forward of the mainsail traveler, there is a companionway that allows access to the interior. The main companionway is forward of the plushly applied outdoor eating and relaxing area. You enter through a curved hatch that slides aside to reveal the gorgeous interior.







You descend into the main saloon via a wide, comfortable companionway that has carbon support beams clad in polished copper. The area is very brightly lit with the entire area covered by the glass ceiling. The light is diffused by the glass and bathes the saloon in lush, warm light. On the port side, there is a comfortable area where the owner and guests can sit and enjoy a drink or chat, while opposite there is the main dining table. The interior of Ribelle features three cabins; a VIP suite, a guest cabin, and an owners' stateroom forward. The accommodation provides room for six guests, with additional quarters for a crew of five.

The interior styling was by Remi Tessier, renowned for his numerous modern interiors not only for sailboats but for homes and planes as well. His designs usually feature brightly lit spaces and the interior of Ribelle is no exception. The master stateroom features a walkaround bed which is placed in a slightly sunken location. The décor of the bedroom carries forward to his & her bathrooms providing continuity between the two spaces. It makes the entire space feel large and airy. The owners cabin has a bleached teak floor as well as a teak ceiling. The guest areas also have bleached teak floors which are offset with leather cabinetry, teak & leather walls and clear and dark lightweight mirror elements on both the walls and ceiling. The overall effect is embellished by ambient lights that give the interior a feeling of suspended air.

The owners take onboard cuisine very seriously, and all the surfaces, appliances and storage spaces in the galley were designed according to their stringent requirements. The

equipment includes three ovens, a large induction cooktop, a blast chiller and a two-meter working island. The décor consists of glossy white-painted panels, mirrors, and polished stainless steel. There is also a window that lets plenty of light into the galley.

With one of the design briefs being high performance a lot of thought went into the yacht's power supply. They wanted an energy supply and power management system that would be as light as possible while at the same time not compromising on comfort. The solution was a hybrid system with two light generators and an optimized lithium-ion battery package. The two generators produce 28 kVA while the lithium-ion battery package supplies another 15 kVA when needed. This has substantial benefits for fuel consumption and maintenance and allows the crew to determine the critical consumers and highest-priority sequence for each situation.

Above deck, Ribelle features a very powerful and versatile sail plan which includes a carbon fiber mast that supports a massive 384 square meter mainsail. The sail lowers into a recessed area on the top of a wide boom, and when the sail is down, it's hardly visible. Forward there is a non-overlapping Blade Jib on a Reckmann furler. The offwind performance is powered by a 589 square meter Code 1 asymmetrical spinnaker which is flown from the bowsprit. The working sailplan is intentionally kept simple and can be interchanged between a suit of cruising sails and the high tech racing sails. The entire system is managed by a custom Vitters in-house control system.











Ribelle is a yacht that looks good from all angles. Bow on the yacht is striking and looks somewhat menacing. You can see that it means business. The lengthwise chine is both practical and there for performance. It carries all the way aft to a wide transom. Perhaps the most striking feature of the yacht is the vast amount of glass in the deck saloon canopy with the canopy itself low slung, sleek and very modern looking.

I can only imagine the feel of satisfaction that the owners must have had when Ribelle lined up on the start line against many other equally high-performance yachts and proceeded to win Class A of the Maxi Yacht Rolex Cup. The boat provided the performance on the race course which the owners were seeking, but is also provided elegant comfort back at the dock when it came time to celebrate the win. ☺

Specifications

» Length hull overall	32.5m
» Length waterline	30.2m
» Beam (max)	7.7m
» Draft	4.0m keel up 6m keel down
» Ballast	19 tons
» Displacement (light ship)	86 tons
» Main engine	Volvo Penta D7C-B TA
» Power	195kw @2300
» Gearbox	ZF Marine Gearbox ZF 301-1A
» Fuel tank capacity	6400 litres
» Fuel daytank capacity	200 litres
» Water tank capacity	3260 litres
» Black & Grey water capacity	1850 litres



