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EXCLUSIVE NEW SWAN 131 & VITTERS 43M



Mystère

There is a fine line between minimalism and austerity, and the 43.2 metre sloop *Mystère* dances along it with effortless ease. While many large yachts seem to shout for attention, her subtle silhouette and clean lines draw your eye without so much as a whisper, the two key themes of simplicity and practicality being evident in every aspect.

Designed by Bill Tripp and launched by Vitters Shipyard in June 2006, her aluminium hull and carbon superstructure are finished in blue and silver respectively. Even when static, her hull shape suggests a competitive performance, with its near-vertical stem rising

decisively from the water and comparatively narrow beam. The deck itself is surprisingly uncluttered, although this has not been taken to impractical extremes. Rondal 12-tonne captive winches, neatly hidden behind deck panels, do the bulk of the hard work by handling most of the sheets and halyards, while the conventional Rondal winches that work the service and Code 1 halyard bask in their own highly polished glory, surrounded by expanses of flat, uninterrupted teak.

Mystère's two cockpits provide a spacious central-deck dining area with two helming positions placed just aft, and a more intimate owner's dining area near the stern. Both are



Reflecting her owner's ideals, designers Bill Tripp and Dick Young have created this strikingly modern sloop with sleek, competitive lines and a minimal yet sophisticated interior, as Benjamin Maltby discovers. Photography by Albert Brunsting



Above: the main cockpit provides a spacious outside dining area, overlooked by the twin helms, which feature the latest touch-screen technology

sufficiently low profile and intelligently positioned for simultaneous sailing and entertaining. The hatches and housings for the spray dodgers lie flush with the deck, and by zipping in central sections, the main dodgers can be extended into full hoods covering the cockpit areas – both of which are low enough to remain in place while *Mystère* is under sail.

Tradition, however, starts and ends with the teak decking. Although the all-carbon rig by New Zealand specialist Marten Spars is on an impressive scale, with the mast towering some 53 metres above the deck, performance was also an imperative – and the laws of physics demanded innovation. Instead of the standard marine-grade alternative, aviation-specification cabling was used within the mast, reducing weight by two-thirds. Dynamic halyards have also provided a significant weight saving, while the backstays are made from Kevlar fibre and the hydraulically operated vang is entirely of carbon. Even the mainsheet traveller is controlled by hydraulic rams on a closed-loop system.

Despite displacing 190 tonnes, *Mystère* will make 15 knots in 25 knots of wind, heeling to a civilised 25 degrees or so. She carries 1,500 square metres of conventional sail, with her advanced Code 1 light-air reaching sail adding an additional 900 square metres. All of these are 3DL sails – each one thermo-moulded as a single piece on a full-sized





Unusually, *Mystère's* saloon windscreen meets the deck directly without the usual visible frame of a raised coachroof, enhancing her clean lines by creating the illusion of a single deck level flowing around the length of the yacht

three-dimensional mould – and compared with traditional sails made from panels of flat sailcloth, they stretch less and hold their shape over a wider range of wind strengths. The mainsail stows neatly into the 18 metre LeisureFurl boom, which was custom-made in composite. Specially designed by Marten Spars to complement Tripp's lines, the result

is both elegant and dramatic. Notably, the open design eliminates the need for a bulkhead at its forward end, removing the potential for luff tape damage and enabling furling operations to be overseen. Furling can also take place at any angle.

In a move that is sure to be copied on less specialist sailing craft, the Reclamann bow

furler has been sunk into the deck so that *Mystère's* headsail actually meets it, closing the aerodynamically inefficient gap that would otherwise exist under the tack. The headsail itself is non-overlapping, enabling the use of both the genoa and staysail sheets to maintain an ideal headsail shape, while the innovative use of inboard and outboard



Below and right: dark woods and light fabrics give the saloon a sophisticated atmosphere, while stainless steel strips around the floor and plinths create subtle highlights
 Below right: stainless steel is more predominant in the galley



sheeting has proved practical and versatile. Another innovation sure to trickle down to more humble craft is the widespread use of soft, adjustable shackles made from 16 millimetre Spectra rope, which stop aesthetically important surfaces from being scratched and reduce noise.

Designed with the lighter Mediterranean airs in mind, *Mystère* is well balanced and well behaved at sea, being extraordinarily responsive with only a small proportion of her hull below the waterline. Her single, central rudder reaches down 3.75 metres, yet to make the sailing experience as pure as possible, rudder control is unassisted, working through a twin-gear cable and quadrant arrangement. This might seem surprising on a yacht of such an imposing scale, but the gear ratio of the steering wheels can be varied anywhere between 1:1 and 1:2. The main engine controls by Kwant fold away, banishing any reminder of diesel assistance, and despite the relatively large saloon windows, the coachroof is low enough to allow the helmsman all-round visibility.

Thanks to her lifting keel, which carries a 38 tonne bulb and varies her draught from 5.8 metres to 3.5 metres with the aid of twin hydraulic rams, *Mystère's* guests can enjoy some of the anchorages and smaller harbours that she might otherwise have to pass by. Her anchor is self-stowing and is deployed from its below-deck stowage position using an extendable hydraulic arm, while 100hp stern

and bowthrusters compensate for her lack of underwater surface area and subsequent vulnerability to crosswinds in port.

When necessary, she can cruise at 13 knots under power, but unlike elsewhere aboard, innovation has not extended to the engine room. The equipment is entirely standard, with the MTU V12 main engine delivering 746kW to a variable pitch propeller with external gearbox, while two Northern Lights 55kW generators provide reliable electrical power for the hydraulic systems. In keeping with the no-nonsense nature of the overall design, access to all parts of the engine, generators and other essential systems is excellent, and the powerful HEM watermaker means less space is taken up by water tanks.

Unsurprisingly, *Mystère's* communications and navigation technology is the very latest,



the two helm positions featuring KEP Marine touch-sensitive screens that reduce the number of buttons and switches. These display electronic charts using Nobeltec software, while accurate and sensitive B&G Hydra 2000 wind instruments ensure that the helmsman makes the most of the prevailing conditions, and the Segatron autopilot keeps the yacht on track. Meanwhile, an Inmarsat system provides global voice, fax and e-mail communication and full Internet access.

Below decks, interior designer Dick Young has made sure that the fuss-free nature of the exterior is continued, creating a stylish, modern look with minimal detailing and a rich ambience. Pale linen upholstery and cream leather headlinings provide a dramatic contrast to the flat-grain cherry of the furniture and bulkheads, while the furniture tops are finished with dark leather inserts, and simple stainless steel details are integrated seamlessly into the whole design.

The saloon forward is flooded with natural light despite its heavily tinted windows. Dark, wide-planked Indian rosewood covers the floor, while the charcoal-coloured leather console and matching chairs of the navigation station give the entire area a sophisticated atmosphere. A self-contained dining area is set to port and further sofas to starboard, and the fact that there is much more seating than necessary given the amount of guest accommodation lends the room a sense of space rather than clutter. A discreet plasma screen, which folds right down out of sight, receives its signal from a KVH TracVision G8 satellite antenna, although to use it would surely break the spell of tranquillity cast by such a calm interior.

Stretching across the full beam of the hull towards the stern, the split-level owner's suite is accessible from the saloon and also has its own entrance from the private cockpit aft, where dark glass panels allow yet more light to enter. Once again, simplicity is the theme, and the layout is spacious and symmetrical. Twin sofas are positioned on either side of the companionway, behind which a shower room and a walk-in wardrobe occupy much of the space aft, while two more steps lead



down to double beds to port and starboard with a small couch placed between them, backed by a stainless steel rail. In common with the others on board, the shower room floor is made of marble – rare but stylish for a performance yacht.

Immediately forward, two twin cabins with generously proportioned beds make up the

guest accommodation, and like the owner's cabin, large rectangular ports bring in natural light and make the interior feel more like a motor yacht. These ports might look a little on the large side, but from outside they are almost invisible against *Mystère's* dark topsides. Towards the bow on the far side of the engine room, the crew accommodation



In the owner's elegant split-level bedroom, an intimate raised seating area straddles the companionway to the private cockpit, blurring the distinction between interior and exterior and emphasising the spaciousness



Guest accommodation is provided in two smart twin bedded cabins which follow the decor of the master suite

provides ample space for six in three cabins. The captain's cabin to port has a double bed and a small bureau with a suite of system information panels, while most of the surfaces and equipment in the galley opposite are finished in stainless steel.

At the stern, virtually the entire transom forms the garage door, the inside of which is laid with teak to create a bathing platform when fully open. A Novurania rigid inflatable tender takes up much of the room inside, but although *Mystère* was designed as a serious sailing yacht, she still has space for toys. The most innovative of these have to be the Seabob personal water scooters, capable of travelling at around nine knots on or under the water, and able to take a fully equipped scuba diver down to a depth of 40 metres.

Although accommodation space on sailing yachts will always be relatively small, *Mystère* more than compensates with excellent levels of comfort, stability and performance. She has also been built to the commercial safety standards set by the United Kingdom Marine & Coastguard Agency, so not only will she be capable of being chartered without further modification, but her safety levels are second to none. Automated sail and rope-handling systems, now well proven in terms of design and application, result in a stylish and clutter-free vessel, and her speed matches that of a conventional displacement yacht of a similar size. It's almost enough to make even the most committed motor yacht owner consider a masted alternative. □

MYSTÈRE

<p>LOA 43.2m</p> <p>LWL 38.5m</p> <p>Beam 8.8m</p> <p>Draught 3.5m (keel up) 5.8m (keel down)</p> <p>Displacement (light) 190 tonnes</p> <p>Rig type Masthead sloop</p> <p>Mast Marten Marine carbon-fibre, 53m above deck</p> <p>Boom Marten Marine, carbon-fibre LeisureFurl</p> <p>Sail areas Mainsail 501m² Genoa 397m² Staysail 134m² Storm trysail 68m² Code zero 600m² Genaker 1,300m²</p> <p>Sailmaker North Sails Denmark</p> <p>Furling systems Reckmann</p> <p>Winches Rondal, captive and drum</p> <p>Engine 1 x MTU 12V 183TE72 610kW diesel</p> <p>Gearbox Mekanord 350 HSA/LS</p> <p>Propeller Korsor CP 18HRS</p> <p>Speed (max/cruise) 15 knots/13 knots</p> <p>Fuel capacity 12,700 litres</p>	<p>Range 1,800nm at 13 knots</p> <p>Bow and stern thrusters MaxPower R450, each 55kW</p> <p>Stabilisers n/a</p> <p>Generators 2 x 55kW Northern Lights M1064T2</p> <p>Watermaker HEM 30/3200, 12,000 litres per day</p> <p>Freshwater capacity 5,800 litres</p> <p>Grey/black water capacity 2,900 litres</p> <p>Sewage system Hamann Wassertechnik, Mini-L</p> <p>Fire-control systems Novec 1230; Teico</p> <p>Security system Marble Monitoring</p> <p>Monitoring system Marble Monitoring</p> <p>Air-conditioning Heinen & Hoopman</p> <p>Communication/ navigation electronics Furuno NX-500 55R, Simrad AX-50 & RS-87 VHF, Thrane & Thrane TT3020 satcom-C, BBG Hydra 2000 sailing instruments, Simrad RA-83P radar, Simrad GN-33 GPS, C.Plath Navigat 2100 gyrocompass</p> <p>Entertainment systems Van Berge Herengouwen</p> <p>Owner and guests 9</p>	<p>Crew 6</p> <p>Tender 6m Novurania Equator 540</p> <p>Tender-launching system Vitters, custom built</p> <p>Passerelle Multiplex</p> <p>Paint Awigrip, majestic blue and silver metallic</p> <p>Construction Aluminium hull, carbon superstructure</p> <p>Classification Lloyd's #100A1, SSC</p> <p>Yacht management Vitters</p> <p>Naval architect Bill Tripp Design</p> <p>Exterior styling Bill Tripp Design</p> <p>Interior designer Dick Young Designs</p> <p>Broker n/a</p> <p>Charter n/a</p> <p>Charter rates n/a</p> <p>Builder/year Vitters Shipyard/2006 Stouweveg 33, 8064 PD Zwartsluis, The Netherlands Tel: +31 38 386 7145 Fax: +31 38 386 8433 E-mail: info@vitters.com Web: www.vitters.com</p> <p>Price guide Not available</p>
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