



# GANNESHA

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'IT WAS MORE A QUESTION OF HANDLING, NOT SO MUCH OF PERFORMANCE,' SAYS THE OWNER



WITH A STRONG J CLASS INFLUENCE, THIS 46 METRE VITTERS OFFERS BOTH HIGH-PERFORMANCE SAILING AND OUTSTANDING, UNUSUAL DESIGN

The story of this superyacht began in the early 1960s on the South German lake where the owner started his sailing career in dinghies, growing to Starboats, Dragons and later together with his wife to yachts. But his dream was something like a Swan 65 for round-the-world sailing and offshore racing. Over the years the dream grew, until in 2006 they bought a pre-owned boat. 'It would have been a big mistake if we as newcomers started building a superyacht,' the owner admits.

In New Zealand they found the 39 metre sloop *Zulu*, designed by Ed Dubois and built by Fitzroy. In 2007 the boat started a new career with the name of an Indian god: Ganesha. The owner got to know Ganesha, the elephant-headed deity, during a trip to India. Worshipped as Lord of Beginnings and Remover of Obstacles, he seemed the right patron for their new adventure.

*Ganesha* was used as a home under sail for the whole family, visiting the Caribbean and the America's Cup races in Valencia. To learn the necessary handling skills members of the German America's Cup team were hired before the owners sailed their first regatta, the Superyacht Cup in Palma de Mallorca in 2007. Over the next few years of intensive sailing and racing they got to know the boat better but instead of improving things on board they thought about a replacement. 'It was more a question of handling, not so much of performance,' says the owner.

But how to start as a first-time builder of a superyacht? The owner of *Inoui* suggested the highly experienced Klaus Allebrodt of A2B Maritime Consultants as their personal project manager.



The chemistry between the owner, his wife and Allebrodt turned out to be perfect. They set up the design brief for a 44 to 46 metre high-performance sloop, which contained mainly technical issues: dimensions, material (Alustar hull and composite superstructure), rig type (sloop), appearance (no flybridge), number of suites, number of crew, tender size (5.5 to 6.5 metres), range and speed under power (economic cruising speed of 12 knots), living levels (two, one for the saloon, a second for accommodation), key figures (manual direct steering, permanent runners), standing rigging (carbon) – but no word yet of the interior.

The design brief was sent to the offices of Philippe Briand, Ed Dubois, German Frers and Bill Tripp. The decision in favour of Ed Dubois Naval Architects was based on the elegance, simplicity and functionality of their full aluminium design. The contract for building her was given to Vitters. According to their work-sharing and time-saving production system the aluminium shell was built at Gouwerok Shipyard, a yard specialising in welding high-quality hulls, and shipped via canals to Vitters.

The owner wants to cruise worldwide with his family, as well as participate in superyacht regattas, so weight saving while maintaining comfort levels was a focus point. 'I want a luxurious boat with the highest comfort,' was his guideline. No compromise on comfort includes two washing machines instead of one, an icemaker and a sturdy crane for the tender. The importance of seaworthiness is underlined by technical installations like the lifting keel. Nevertheless, weight saving without compromising luxury remained an issue, and carbon can be found everywhere on board, like the carbon composite deck hatches, the roof of the big bimini, the full carbon anchor arms, the stern/lazarette stairs, and the sun awning systems and bathing ladders.

The new *Ganesha* should be modern, sleek, with a bimini incorporated in the overall design and a one-level saloon. She should have the same beam-to-length ratio as the J Class yachts the owner admires for their 'golden ratio'. After model testing in the Wolfson Unit's model tank her stern lines were further lowered and the beam made wider.

The main saloon (above) is a sunny, social area. The two coffee tables can be enlarged with a drop-on plate. The stairs (right) feature leather-clad handrails and indirect LED lighting for safety.



**'I WANT A LUXURIOUS BOAT WITH THE HIGHEST COMFORT,' WAS THE OWNER'S GUIDELINE**

The mast height was defined by the so called 'Panamax height' (size limit for the Panama Canal) but Ed Dubois designed 'a generous rig – what you would expect on a 50 or 52 metre'. In fact the mast is two metres higher than the Panamax height but the burgee and wind instrument extension folds down when necessary.

Like J Class yachts the new *Ganesha* has a very low freeboard. Finding the right balance between the aesthetics of a hull with sleek lines, the low profile of the superstructure with a fully incorporated bimini saloon and the tender stowed under the flush foredeck, as well as providing a minimum headroom of 2.05 metres in all rooms for the tall owner was a challenge for the Dubois design team. 'It was a fight for every centimetre,' confirms Malcolm McKeon, who worked closely with the owner and the yard.

Comfortable and spacious crew quarters forward of the mast was a must for the owner. Bringing the tender storage plus a fully operational crane under the foredeck in line with ample space for eight crew (six permanent) in four cabins plus a crew mess, ship office and laundry was the 'biggest challenge' for McKeon, who describes *Ganesha* as 'the last stage of a long development making sailing superyachts faster, sleeker and more elegant'.

Friday 18 October 2013: bright morning sun shines over Harlingen, northern Holland. Captain Alex Pamment steers *Ganesha* out of the Frisian harbour for her maiden voyage through the English Channel, across the Bay of Biscay, then down the Portuguese Coast and around Spain to Palma de Mallorca. The weather window is promising, but conditions become rougher, with high seas and heavy winds.

After three breaks – one of three days in Falmouth, one of eight hours instead of 24 in La Coruña to avoid the approaching front, and a short refuelling stay in Gibraltar Marina – they enter the Bay of Palma. But the worst is still ahead of them. Two miles off the harbour they are thrashed by 55 knot winds, heavy rain and airborne spray and blinded by the lightning of a tremendous thunderstorm.

For safety reasons they switch off all instruments and electrical equipment except the radar and GPS. Finally safe in harbour the boat has covered 1,976 nautical miles mostly under staysail, with speeds up to 14 knots. 'I was happy that everything on board was fine, that nothing was seriously damaged nor anybody hurt,' recalls Pamment. *Ganesha* had proven the owner's main requirement: seaworthiness.

A week later *Ganesha* leaves Palma harbour for a gearing-up session in the Bay of Palma, the owner at the wheel, his wife beside him, the full permanent crew plus the race crew in position. Weather conditions are perfect: bright sun from a blue sky and winds between eight and 23 knots. 'It is the first day we all are sailing together on this boat,' the owner tells the crew. 'Bear in mind we are not in a hurry, we are not under pressure, from no side. Please act slowly and don't rush. We want to learn and we want to have fun.'



'THIS IS THE LAST STAGE OF A DEVELOPMENT MAKING SAILING SUPERYACHTS FASTER, SLEEKER, MORE ELEGANT'

The cockpit saloon with its comfortable seating can be transformed to a formal dinner space thanks to the folding carbon table. The curved superstructure windows are the largest Tilse has yet built, with extremely high load capacity



For the owner it is important to get a feeling of the boat on different courses and under changing wind speeds. For the two crews it is important to cooperate when handling and trimming the sails as this boat is vastly different to her predecessor. Not yet fully trimmed *Ganesha* already delivers upwind speeds up to one knot less than wind speed and under gennaker she is about two knots faster than the true wind. She is responsive on the helm thanks to a special feedback system developed by Vitters.

The name *Ganesha* has a clear link to India, so it was essential for the owners that this spirit was reflected in the interior. For Katharina Raczek, interior designer from Newcruise, who worked closely with the owner's wife, this was a new experience and an exciting challenge.

With the divine figure in mind Raczek created a below-deck ambience as a clear and comfortable entity with a

light, modern touch, yet retaining a special character all its own. Ganesha can be found everywhere, from small statues in each cabin to the very subtle red-lined *crème* elephant leather surrogates used on saloon furniture and in the corridors as wallpaper. In the en suites, a pearl-pigmented varnish creates the impression of elephant skin.

Another theme running throughout is the ornamentation inspired by geometrical patterns found in historical Indian architecture. Delicate structures of water-cut open bronze latticework separate walls from ceilings, and hide air-conditioning outlets and indirect lighting strips. The same geometric signature, reassembled into large, asymmetric squares and rectangles, is featured on walls, as inlets in doors, and reoccurs on the linear seats in the cockpit saloon.

Colourful cushion and bedspread fabrics are the third Indian ingredient and a vivid contrast to the linear patterns.

**Ed Dubois' rig design (above left) includes a burgee and instruments extension that can fold down to give Panamax clearance. The owners' suite (above) is full-beam, and again features *Ganesha's* Indian spirit with colourful cushions and bedspread fabrics and a stringent ornamentation of geometric lines. The crew also benefit from a high standard of fit-out in their areas (below left)**

The soft furnishings show scenes of maharajas, parades and processions and catch the atmosphere of Indian festivals.

Using 3D renderings Newcruise designer Roland Krüger created storage even in the tiniest niches, hid installations behind elegant hanging lockers and installed removable backs in the lockers for access to technical installations.

The centres of daily social life for owners and guests aboard are the saloons. The cockpit saloon has side entrances from the aft deck sheltered by the bimini and long sliding windows. With the windows down, a very open-air atmosphere is experienced, while it can also serve as a formal dining room for eight (thanks in part to a folding carbon table designed by the owner himself, while cosy seatings in the corners offer comfortable retreats.

The asymmetrical main saloon is two steps down. To port is a large, comfortable U-shaped sofa that uses the

top of the lifting keel's box as a backrest. Opposite is a well-stocked bar and forward the navigation station offers both communications as well as a third helm station.

The passageway forward leads to the generous crew quarters with laundry, galley, mess, office, entrance to the engine room and the cabins for captain and crew, as well as a multipurpose room and dayhead. A curved corridor with stairs leads aft to three guest cabins – all of similar size and layout but with unique colour schemes – and to the owners' suite, which stretches the width of the boat.

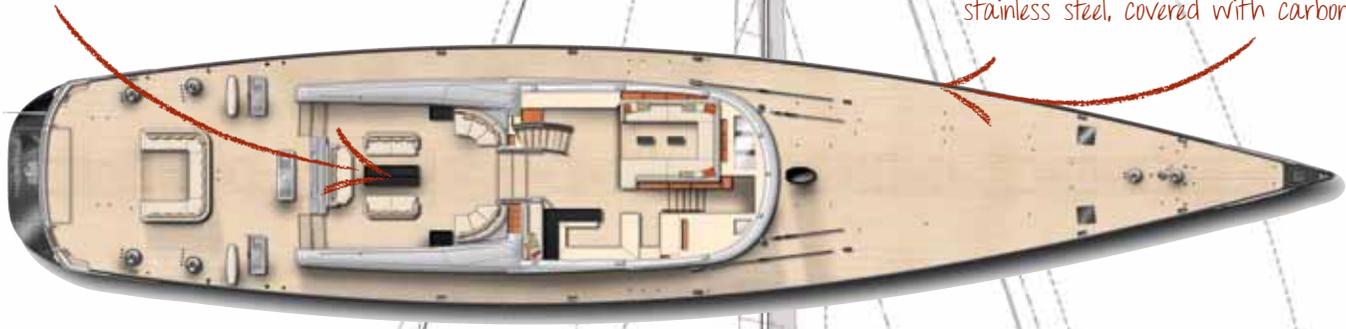
'After the first sea trials in the Med we can say that we are completely happy with our new *Ganesha*. The yacht fulfils all our set requirements and expectations,' reports her contented owner, who as of mid-January 2014 is still enthusiastically sailing his dream boat.

GANESHA *Vitters*

<p><b>LOA</b> 46m  <b>LWL</b> 40.6m  <b>Beam</b> 9m  <b>Draught (keel down/up)</b> 4.5m/6.5m  <b>Displacement</b> 234 tonnes (lightship)  <b>Gross tonnage</b> 251GT</p>	<p><b>Engine</b> Caterpillar C18 C, 533kW @ 2,100rpm  <b>Speed (max under power)</b> 14 knots  <b>Thrusters</b> OYS 100kW (bow &amp; stern)  <b>Generators</b> 2 x Northern Lights 55kW</p>	<p><b>Fuel capacity</b> 20,000 litres  <b>Water capacity</b> 5,400 litres  <b>Mast and boom</b> Southern Spars  <b>Sails</b> North Sails  <b>Total sail area</b> 1,113m<sup>2</sup> upwind; 2,212m<sup>2</sup> downwind</p>	<p><b>Furlers</b> Reckmann  <b>Owner and guests</b> 8  <b>Crew</b> 8  <b>Tender</b> 1 x 6.3m Xtenders custom  <b>Construction</b> Aluminium  <b>Classification</b> Lloyd's #100 A1, SSC,</p>	<p>Yacht, Mono G6 (*) LMC  <b>Naval architecture</b> Dubois Naval Architects  <b>Interior design</b> Katharina Raczek, Newcruise  <b>Interior outfitter</b> BSW  <b>Bathing ladder, tendering systems, sun awning</b> Multiplex</p>	<p><b>Owner's project manager</b> Klaus Allebrodt  <b>Builder/year</b> Vitters Shipyard/2013          Zwartsluis, The Netherlands          t: +31 38 386 7145          e: info@vitters.com          w: vitters.com</p>
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Just forward of the dual helm positions the cockpit saloon has comfortable seating areas

Because of class rules the stanchions and the lifelines between them are stainless steel, covered with carbon



The central stair leads down to three guest cabins, all of equal size yet with unique colour schemes

Three twin crew cabins and the captain's double are located forward of the galley



The Xtenders RIB tender inflates automatically when lifted to the water and deflates when stored in the garage aft of the owner's suite

Thanks to the flexi feeder and a newly designed interface between batten car, batten and sail the mainsail can be hoisted in less than two minutes

