

# COMFORTING THOUGHTS

Bill Tripp, Dick Young and Vitters Shipyard combine their talents in a yacht with more than just the comforts of home.

STORY BY BILL ANDO

**T**he owner's brief for the 140-foot (42.66-meter) Vitters-built sloop *Mystère* called for a fast, comfortable world cruiser—not a difficult task considering that the owner sought out Bill Tripp, the designer of 130-foot *Alithia*, the boat that inspired his switch from power to sail. The first indication that a big comfort factor is in play on *Mystère* is the large raised salon in the Dick Young–designed interior. Rejecting duplicated spaces with a lower salon, the owner opted instead for a single, mid-level space. »

SPECIFICATIONS »
LOA: 140'0" (42.66 m)
LWL: 126'0" (38.50 m)
Beam: 29'0" (8.80 m)
Draft: 11'6"/19'0" (3.50 m/5.75 m)
Displ.: 190 tn (lightship)
Sail area: 9,666 ft <sup>2</sup> (898 m <sup>2</sup> ) (main and genoa)
Power: MTU 12V183 TE72
Top speed: 14.5 kn
Range: 3,000 nm @ 11 kn



**Clockwise from top: The deck salon is one of many social areas; the full-beam master; dining in the deck salon.**

It's large enough to be divided into a dining area, intimate lounges and a navigation station with an unrestricted view forward. Custom leather helm seats swivel, allowing occupants to socialize at the observers settee.

There are enough spaces for the off-watch to gather and spend downtime during passages in the most comfortable spot on the boat.

To accommodate the large aft stateroom, garage and cockpit, the salon and coachroof are located farther forward than normal, which leaves the keel trunk in the forward section of the salon. It usefully separates the portside companionway from the navigation station. Tripp says, "I can't

tell you how many people have leaned on that while having a chat not realizing it was the keel trunk."

*Mystère's* exterior is distinguished by her uncluttered flush deck, which is broken only by the low coachroof, the coamings surrounding the twin helms and the owner's patio, sunk invitingly in the teak deck. The sightlines contribute to the comfort aboard. "There's no getting up on tiptoe to look out the salon windows or over the coachroof," Tripp says.

Tripp recalls discussions he had with the owner on whether to have two cockpits instead of one. The owner felt it would be isolating to have the private space. Ultimately, the decision was made to have two. A large common social area forward of the twin helms is the gathering place for the off-watch or guests. Port and starboard teak tables have enough elbowroom to seat seven.

The owner's terrace is a cozier version of the big cockpit. Entered by stepping down from the deck or through a centerline hatch from within the suite, it's a respite from the activities aboard, whether the yacht is at sea or in harbor. It's at even a lower level than the forward cockpit, so the favored view is aft.

Below, the owner's suite is full-beam, set between the 19-foot-long lazarette and the twin guest suites. A pair of

queen-size beds rests against the forward bulkhead and up against the hull on either side. Since the owner will be making long passages, he wanted to be comfortable, no matter which tack *Mystère* was on. Young describes the pathway to the terrace as an intimate raised seating area saddling the interface between the bedroom and the owner's private cockpit.

Young's design brief was to create an interior that was stylish and comfortable, and he re-imagined the yacht's interior detailing. He succeeded with a lower deck plan he refers to as "symmetrical and calm." It isn't busy, there is nothing happening that shouldn't be, yet it's still fathoms away from minimalist. The general arrangement provides comfortable accommodations for six to seven guests and six crew. The fit and finish of the crew quarters is to the same standard as the rest of the boat.

Young says he accomplished the owner's request for a rich, dark and sophisticated interior ambiance using flat-grain cherry throughout. Thanks to the use of lighter-hued contrasting fabrics on overheads and the furniture and useful and decorative stainless steel accents, the interior doesn't corral the senses. The soles, made of dark, wide-planked Indian rosewood, curve up the skirting and finish with a thin ribbon of stainless steel trim. Reflecting the light, the steel defines the sole's boundary, making it appear wider than it actually is.

Practical sailing considerations include hidden captive winches, under-deck leads, coamings designed for the helmsman to sit on when the boat is heeled and a full-cockpit bimini that folds back into the coaming. Cable steering keeps the feel at the helm organic, and running backs that engage or slacken at the touch of a button ensure proper tension of the carbon-fiber rig. *Mystère* has exhibited an ability to sail faster than true wind speed in light air. In eight knots of wind on a beam reach flying the Code Zero and full main, the yacht reached 11.5 knots. Her top speed under power is 14.5 knots, and throttling back to 11 knots gives *Mystère* a 3,000-nm range. The lifting keel affects performance. "It makes them better sailboats and better power boats," Tripp says. He doesn't recommend using the keel for trim. "It's up in harbor and while motoring and down when *Mystère* is under sail."

*Mystère* marks the first time for Tripp to marry a carbon superstructure to an aluminum hull. It saves a few tons of weight, and because the hull and superstructure were built simultaneously, it shortened the build time, he says. Vitters also did a superb job of reducing intrusive machinery noises.

"I was aft, talking with a friend, when they turned on the generator," Tripp recalls. "We were listening for it and couldn't hear it." The sound that overpowered the generator was the gentle lapping of the waves on the hull. □

**Top to bottom: The owner chose twin cockpits with social areas in each. The yacht's deck is clear and uncluttered.**

