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FOR LAND, SEA AND AIR



MAGNETIC
ENERGY

EXPLORER SPIRIT MEETS INSPIRED DESIGN ON A CUSTOM 78-METRE

SHINKAI'S GRAND TOUR: EXCLUSIVELY INSIDE HER GLOBAL VOYAGE

Gabrielle Lazaridis is mesmerised by Magic, a finely crafted cruising sloop from Vitters, designed for an experienced racer looking to trade high-stakes adrenaline for a life of serenity

Cast a spell

PHOTOGRAPHY COURTESY OF BURGESS

A

A cacophony of chatter arises from the swirling mass of bodies lining Marina Moll Vell, a telltale sign that this year's Palma International Boat Show is in full swing. And yet, the frenetic energy conspicuously falls away on board the 44.3-metre sailing yacht, *Magic*, which rests peacefully stern-to on the outer quay.

The custom Vitters creation is in the midst of her debut, offering a clear view of her sporty transom and beamy stern. As guests step on board the fast-cruising sloop, the deck opens out like a private stretch of shoreline with soft, sun-warmed teak underfoot, leading to a large al fresco dining table flanked by twin helm stations. The owner's party, meanwhile, is kept well out of sight in a recessed lounge-diner next to the deckhouse, with additional protection afforded by a large structural overhang.

THE OWNER POURED YEARS
OF HANDS-ON EXPERIENCE
INTO HIS NO-HOLDS-BARRED
“ULTIMATE SAILING YACHT”

Tucked into one of the corner seating arrangements is the yacht's owner, arms outstretched, delivering tales of his adrenaline-fuelled exploits both in and out of the water. His previous vessel, the 32.6-metre *Anomaly* (ex-*Ribelle*), had been a fixture on the regatta circuit and paired nicely with his love of automotive racing. It all seems so far removed from his current posture, though you might say *Magic* represents a seismic shift in priorities.

Looking to unwind, the owner wished to bring his now multigenerational family on board, but this would require more room than a speed-oriented 135GT yacht could offer. “I essentially wanted to replicate *Ribelle* on a larger scale, but with a greater emphasis around safety,” he says, noting specifically *Magic*'s tender crane for controlled deployment and a midships boarding ladder built especially with his grandchildren in mind. Still, he was unwilling to part with at least some semblance of thrill in his life, so began his search for a model exemplifying both high-performance and guest comfort.

The original plan was to build a new yacht from Perini Navi's 42-metre E-volution series. However, the yard's temporary struggles led him into discussions with Royal Huisman and Vitters about a new, custom project. “It was quite serendipitous really,” the owner recalls. “Vitters had a job fall through all of a sudden, so we were able to secure a new build slot in good time.” The decisions came thick and fast after that, with the owner pouring years of hands-on experience into his no-holds-barred “ultimate sailing yacht”.

His first order of business was to select California-based design studio Reichel Pugh as both the exterior designer and naval architect (also the team behind Perini Navi's E-volution series). Yet, the owner wasn't interested in creating a replica of their earlier designs. “While I like the E-volution series, I knew the design was led by the interiors,” he explains. “I wanted to approach it from the other way, so beginning with the shape of the hull and then starting to think about the external and internal layouts.”

The lines penned by Reichel Pugh are dynamic and purposeful, running from an ever so slightly

raked bow (helping her ride gently over swells) to a soft chine rising aft with an almost straight sheer line. “The nature of this yacht is that she is elegant,” says Eleonora Pitasso, then the shipyard expert and sales broker for Burgess. “That was the reason [the owner] zeroed in on Reichel Pugh from the beginning. He felt that they could deliver everything in terms of performance, balance and speed, while maintaining the sense of elegance he found in *Ribelle*.” And if you look closely, she notes, you can spot hallmarks of luxury cars hidden in the yacht's profile, such as the Bentley-inspired “A-pillars” in the coachroof used to support the windshield – or in this case, used to support ample glazing. “The owner was very meticulous when it came to the metallic grey finish and bootstripe as well,” says Pitasso. “All of these details were meant as this subtle, but highly personalised nod to his love of automobiles and racing.”

In terms of performance initial reports are excellent, according to her captain, Bernie Smith. “She's still finishing her sea trials, but the couple of times we've been sailing now have been amazing,” he says, having brought *Magic* over from Vitters' Amsterdam facility for her debut. “Once you decide to get underway, it's very easy to put up the mainsail using the hydraulics, unfurl a jib and get going. And sail handling is all by push buttons at the helm or a separate remote, so there's very little effort from a crew or owner's perspective.” In fact, *Magic* has proved so easy to operate that Smith says he's barely missed the twin V-drums she was meant to include (essentially a motorised sail storage solution), which were ultimately deemed unnecessary and traded for deeper sail storage on the foredeck.

Magic has been fully kitted out with a Southern Spars rig in carbon fibre, North Sails 3Di wardrobe and Harken winches, all helping her to initial speeds of 10 to 11 knots upwind in just eight knots of breeze, and beam reaching at 14 to 16 knots in 15 to 18 knots of true wind. “I haven't really had the kites up yet since they still need to be commissioned. So, there's still a bit of testing to do but everything looks very promising so far,” says Smith.

A sporty exterior, complete with an orange racing bootstripe, hints at Magic's speed-oriented capabilities, which promise to make her a worthy contender on the annual regatta circuit



On the main deck, 360-degree views can be enjoyed from the deck saloon (right) owing to large wraparound windows and a wide sunroof that continues out over the covered alfresco lounge area. Sliding glass doors and step-free access also serve to seamlessly integrate the indoor and outdoor living areas



The yacht also benefits from elegant and practical sailing solutions pioneered by Vitters, a brand now synonymous with innovation. On the bow, *Magic* makes clever use of two “submarine” anchor systems that keep the foredeck free from clutter for both aesthetic and safety reasons, while a peak shaving battery system helps optimise power usage, reduce fuel consumption and enhance overall efficiency. “She’s got 700-volt batteries, which also allows the yacht to operate in silent mode for up to eight hours,” notes Smith, a setup that’s perfect for guests needing a quiet night’s sleep. “Everything is very well integrated, so technically, she’s very easy to manage.”

But with Reichel Pugh behind the build, the captain adds that the yacht’s performance was

never a top concern. “The biggest trade-off *Magic* had to contend with was around space,” he says, especially where guest areas were concerned. For instance, the exaggerated height in the deck saloon coupled with the skylight meant losing some storage in the ceiling boards for equipment, while providing more luxurious accommodations meant the lifting keel needed to be swapped for a fixed fin-and-bulb keel, giving a little less flexibility between coastal and blue water cruising.

Of course, the extra onboard living space afforded more creative freedom to the interior design team, comprising British studio Design Unlimited and Belgian designer Pieter Laureys. “The owner had decided on Reichel Pugh and Design Unlimited from *Magic*’s inception,” says

Pitasso. “But [Laureys] had worked on many of the owner’s previous architectural projects, so he was able to deliver a sense of the owner and his family being at home while on the water.” Laureys already had a solid nautical foundation owing to multiple collaborations with Riva, though *Magic* would represent his largest yacht project to date. “There will obviously be some challenges when marrying residential and naval design fields, such as the choice and application of materials, but theirs has been a seamless cooperation,” Pitasso adds.

On the interior, Design Unlimited and Pieter Laureys worked with a sophisticated blend of warm tones, nubuck leather and natural timber flooring to evoke a “serene atmosphere” in line with the client’s wishes. “This was the client’s



“A CONNECTION TO THE OCEAN AND ONE’S SURROUNDINGS IS THE PRINCIPAL DESIGN FOCUS”



There is an extensive dining space outside to starboard, with a coffee area opposite. This set-up is mirrored inside, but to help create a sense of balance the configuration has been flipped, so that the two dining tables – inside and out – sit on opposite sides of the boat. In addition to an enhanced sense of well-being, the layout symbolises harmony, order and stability on board



AUTOMOTIVE INSPIRED

*Other sailing yachts
with vehicular flair*



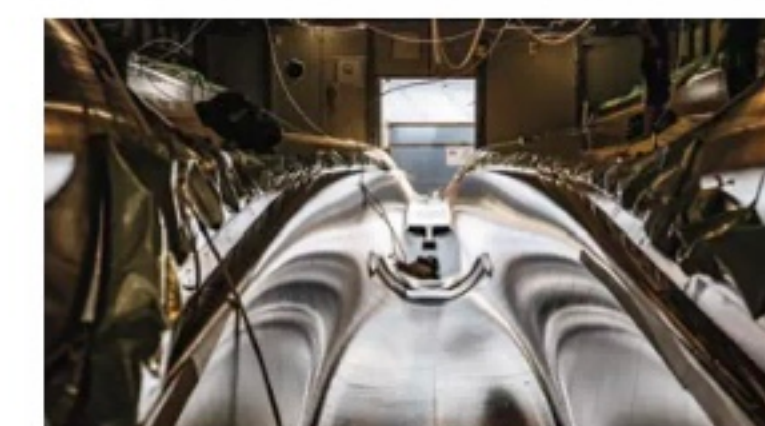
DORYAN, 35.5M

Delivered in 2015, Baltic 116 Doryan was built for fuel-efficient cruising and painted a vibrant metallic red to reflect the owner's love of supercars – particularly his father's favourite Lamborghini.



GALMA, 33.4M

This first unit in Wally's wallywind110 semi-custom series is described by the brand as the "equivalent of the Grand Touring car in the automotive world", capable of both high speeds and long distances.



FERRARI HYPERSAIL, 30.5M

The upcoming foiling yacht from Ferrari (in partnership with French naval architect Guillaume Verdier) will operate on renewable energy sources such as solar, wind and kinetic.



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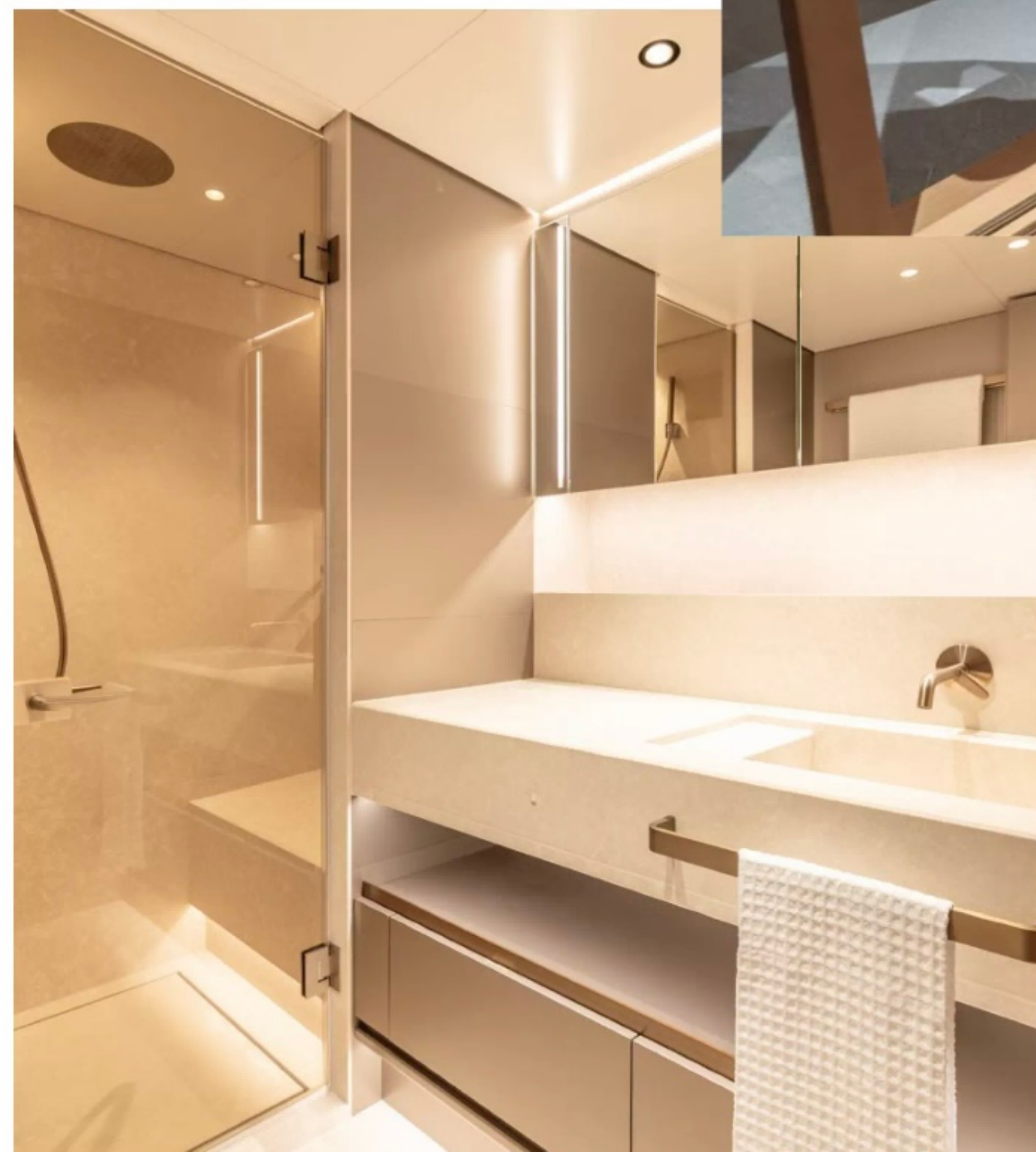


first project with Design Unlimited, and they requested a sleek and relaxed interior with an effortless grace that’s infused throughout every part of the yacht,” says the firm’s creative director Mark Tucker.

The yacht is also clad in a shimmering grey lacquer throughout – offering a sense of continuity from the exterior. “A connection to the ocean and one’s surroundings is the principal design focus,” Tucker explains, pointing to the deck saloon as a primary example of the studio’s

ethos. Standing in the step-free companionway, guests are afforded 360-degree views thanks to a generous skylight running the entire length of the coachroof and large windows on either side. “This fantastic visual connection and an enhanced feeling of space brings about a light and open ambience,” he adds.

The deck saloon has a formal dining table to port and adjacent sofa arrangement, generating a natural flow towards the forward stairwell. Below, you’ll find a double cabin and bunk-style



Suede, soft nubuck leather, light oak flooring and bronze details were selected to create a warm, cosy feel throughout the yacht, with Botticino marble and bronze taps carrying this theme into the en suites





**“I WANTED TO
REPLICATE *RIBELLE*
ON A LARGER
SCALE, BUT
WITH A GREATER
EMPHASIS AROUND
SAFETY”**



The transom hatch opens to create a generous beach club area with a boarding ladder for easy access to and from the water



children’s cabin, with two additional guest cabins and the owner’s suite accessed via the rear staircase.

All the guest cabins follow the same refined styling with a neutral colour palette and bronze accents. However, the full-beam master presented the designers with a stylistic challenge that demanded additional creativity. Upon entry, twin sets of steps lead up around a statement island armoire, while the sculpted ceiling helps usher you into the space. “That wave detail was actually needed for technical reasons so the main saloon could remain flush with the aft deck,” Pitasso explains. “It’s really a credit to the designers that it was able to be integrated so harmoniously.” Elsewhere, the room features his-and-hers walk-in wardrobes, a study and additional storage via floating credenzas finished with ribbed panelling. The en suite, positioned further back towards the stern, is also notable for its use of Botticino marble, a dense type of impermeable stone chosen for its warm attributes and light weight compared to more traditional selections of marble.

Remarkably, the crew areas have been fitted out in the same materials and finishes as the main

guest areas, lending an idea of just how much the owner is willing to invest in fostering positive experiences onboard. “Particularly on a sailing yacht, where you’re all basically sharing one deck, the crew needs to be part of your family,” says Pitasso. “The owner felt the crew needed to have a very high level of comfort because they need to be happy, relaxed and able to rest properly so they can keep performing well.”

However, a twist of fate meant the owner of *Magic* would never get to enjoy her on a proper sailing adventure. His family – rather ironically – grew by too many members during the yacht’s four-year build. He has recently finished refitting a considerably larger motor yacht from Heesen, while *Magic* has joined the brokerage market with Burgess. Yet, with her abundant strengths and undeniable style, it shouldn’t take long for the right buyer to fall irrevocably under her spell. ■

*Wherever*¹ you are,
we are there



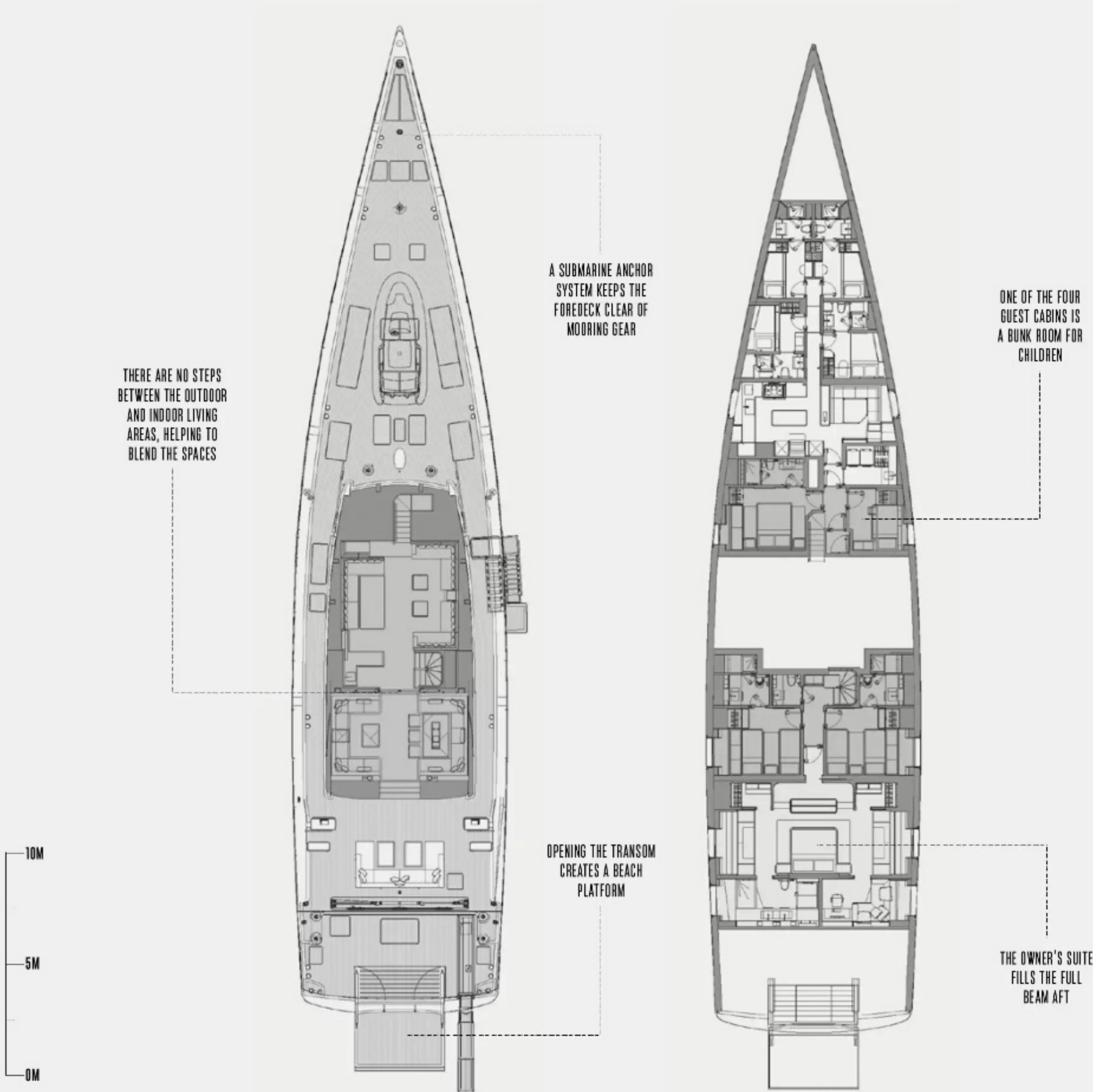
¹ *Wherever* — With a global network of some 50 locations, including some 30 private terminals, wherever you need to be, we are how you get there. Aircraft management to maintenance; interior design and completion to charter; FBO to finding the perfect crew — every detail designed with you in mind.

MAGIC

VITTERS SHIPYARD

MAIN DECK

LOWER DECK



LOA 44.33M
LWL 41.62M
BEAM 9.66M
DRAUGHT 4.8M
GROSS TONNAGE 308GT
ENGINE 1 X 592HP MAN
GENERATORS 2 X 55KW ZENORO

SPEED UNDER POWER (MAX/CRUISE)
12/9 KNOTS
SAILS NORTH SAILS 30I
RIGGING SOUTHERN SPARS
MAST CARBON FIBRE BY SOUTHERN SPARS
SAIL AREA (UPWIND/DOWNWIND)
1,098M²/1,684M²

FUEL CAPACITY 20,700 LITRES
FRESHWATER CAPACITY 7,400 LITRES
OWNERS/GUESTS 10
CREW 7
CONSTRUCTION ALUMINIUM HULL
AND SUPERSTRUCTURE
CLASSIFICATION LLOYD'S REGISTER

NAVAL ARCHITECTURE
REICHEL/PUGH YACHT DESIGN
EXTERIOR STYLING
REICHEL/PUGH YACHT DESIGN
INTERIOR DESIGN
DESIGN UNLIMITED; PIETER LAUREYS

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PRO

BOAT

14.96m

TOTAL LENGTH OF
24M+ PROJECTS
DELIVERED SO FAR BY
VITTERS SINCE ITS
FIRST YACHT,
APHRODITE, IN 1993