

# ADAGIO

72' Expedition Yacht





## SPECIFICATIONS

### **HULL**

LOA: 22.00 meters (72'-2")  
L. on deck: 20.86 meters (68'-6")  
LWL: 19.43 meters (63'-9")  
Beam: 6.29 meters (20'-8")  
Draft: 1.60 meters (5'-3")  
Displacement: 62 to 65 tons

### **BOATS**

Primary RIB: 4.5m (14'-9") waterjet  
Daysailer: 4.3m (14'-0") traditional keel sailing craft

### **MECHANICAL**

Main engines: 2 x Caterpillar C-12 (340 hp at 1800 rpm)  
Speed: 11.5 to 12.7 knots  
Range at 12.0 knots: 2,000 nautical miles  
Gen Set: Onan e-QD 27 kW at 50 Hz  
Shore Power System: ASEA power conversion unit  
Batteries: (12) 2 volt cells for 1500 amp hours at 24 DC volts.  
Air Con: Cruisair tempered water system  
Bow thruster: Trac 12" hydraulic  
Stern thruster: Trac 10" hydraulic  
Stabilizers: Trac model 220 hydraulic  
Fuel: 10,810 liters (2850 US gals.)  
Fresh Water: 2,600 liters (685 US gals.)  
Gray water: 810 liters (215 US gals.)  
Black water: 700 liters (185 US gals.)

# ADAGIO

*“slowly . . . with feeling”*

## the beginning

The brief for *Adagio* started in West Palm Beach, Florida in the spring of 2006. The prospective owner sent his representative Steve Wallace to Florida to meet with designer Mark Fitzgerald. Steve Wallace is the manger of Blackline Shipping in Brisbane, and consultant to the owner on his marine affairs. Steve is your typical Aussie and his first words to Fitzgerald were, “This boat has got to be good, safe reliable, simple and completely clear of bull shit. However, the owner has a keen eye for art, aesthetics and quality. It is a big challenge... do you think you can do it, mate?”

Steve Wallace had some experience around North American Hargrave yachts in his boatyard management. Steve and the owner had agreed that it was the right type. Mark Fitzgerald started his design career at Hargrave’s office just blocks away from where this first *Adagio* briefing occurred. Fitzgerald started at Hargrave's in 1977 and since moved north to the office of C.W. (Chuck) Paine in Camden, Maine. Mark Fitzgerald had now worked under the artistic eye of Chuck Paine for 20 years.

It was the right combination for a new yacht design: practical thinking and excellent engineering, all done under an artistic eye. Now examine building this design; from North America off to the South Pacific and the cultural savvy island of New Zealand.

After some discussion and investigation of cost/benefit/quality it was concluded to build *Adagio* in New Zealand. John Vitali of Diverse Projects, NZ, had built a very high-end 66’ similar motoryacht for the Paine office previously. The client was an American, a past New York Yacht Club Commodore in fact. If you need a doctorate in what a proper yacht is, build one for a former Commodore of the NYYC.

John Vitali isn’t specifically a yacht builder, but a highly motivated manager of people with thousands of ocean miles racing maxi yachts. It is a good combination that few in the yacht business have. John not only understood the ocean in both it placid and angry guises. John also understands that each person on a team is key to success. Dealing with people in these high quality, high attention, and complicated projects is no different than managing a rugby team. Additionally, in New Zealand assembling an all-star team of available talent is very achievable.

The roster was soon put in order starting with Carl Ferguson of Profab in

Palmerston North, NZ, to do the metal work and capital engineering, Robinson's Marine Interiors to do the joiner package, Paul Keller to install the electrical system under the design of David Potter, painting and fit out to be done in Auckland at the Orams yard. There was also an important piece of design work done in Australia by George Freedman of Freedman Rembel. George and David had collaborated on land-based homes both in Australia and New Zealand. George would guide the Paine office to produce interior details for the Robinson's joiners to create.

Simple enough... Vitali from his Auckland office gathers the design information from North America, disseminates it through his New Zealand build team. Keep the quality up, the people motivated, the chaos to a minimum, and one of the best boats of its type will launch 25 months after the initial briefing in West Palm Beach, Florida.

### **conceptual**

Adagio's design is driven by the basic philosophy to provide owner and crew with all the amenities, comfort, and safety more commonly found on much larger megayachts. Most yacht owners similar to this one would build the largest yacht their finances would allow. But this owner wanted the *proper* size yacht that the mission required. This isn't to say the design is the smallest yacht possible to accomplish the mission. *It is the right size.* Not only does this owner have an eye for art and quality, there is a level of responsibility not normally exhibited in the business of yachting. Part of it is certainly careful use of raw materials and resources. Build things right, burn as little fuel as practical... but more importantly, quality of life means 'living' not cleaning glass and polishing Awlgrip paint until it hurts. This owner would not be happy if his crew became a team of slaves to his boat. Certainly the boat is a demanding job and will be kept to the highest yacht standards. This task must also be manageable; leaving time for relaxation and appreciation for where you are. A happy crew leads inevitably to a happy owner.

Mark Fitzgerald had designed a series of similar and highly successful yachts at around this length. It was determined that 72 feet (22 meters) was the correct length necessary to have a truly large exterior aft deck with accommodations beneath it and for the boat to have proper visual proportions. The visual proportions are important to the owner's eye. For instance, Adagio has a half a foot less freeboard than the similar Outer Reef production model. It is true that a heavy displacement long-range cruiser can be a bulky vessel, but it can be beautiful as well.

72' gives the owner all the ocean going ability and space aboard without daunting cleaning and maintenance schedules. The spaces are of a proper sea going scale, small enough to be intimate and safe, but large enough to provide comfort and individual privacy.

## **hull design**

Efficient performance and seakeeping comfort are ensured by a hull theory that was rooted back in the Hargrave office. A round bilged forward bottom, transitioning to a chine aft, with a deep spray step in the hull side to keep the green water and spray where it belongs. The yacht parts the water with fine and rounded forward sections. Then the bilge runs aft and transitions into a chine to provide lift and roll damping. Hargrave developed this idea back with the early Burger Yachts in 1960. Largely because the crew had to take them thousands of miles across raging oceans, then the owners would come aboard when placidly lying in port or on mooring. It is a dual purpose shape. Burning little fuel underway but offering a very stable yacht at anchor. Mark Fitzgerald had done a great deal of research on the shape and by all indications from computer hull modeling and digital testing *Adagio* will perform very well in a broad range of conditions.

The modest draft of just five feet, three inches is very reasonable given the presence of a full-length keel to reduce the grounding risk and further dampen the yacht's roll in a seaway. Welded aluminium construction makes for impressive strength and moderate weight at a given strength, which increases the yacht's efficiency in order to maximize the usable range and speed.

Cruising speeds of 10.5 to 11.5 knots will be continuously achieved even in heavy going. Large rudders and the Kobelt steering gear will give good directional control.

## **accommodation**

The accommodations are set up for three couples and two crew. The owners enjoy a full width amidships cabin with two entries. It has a bathroom to port and an entry vestibule with wine chiller and additional storage to starboard. There is a forward cabin with a centerline double berth. The aft crew cabin offers a double berth with a single bunk above, and has a private head and shower.

The salon is properly sized to lounge four to eight people without their either feeling too far apart or too close. A flat screen TV is concealed below the counter to starboard with other audio equipment located to port. Lutron electric blinds may be lowered to blackout the room and create a well found shipboard theater. Opening windows allow natural ventilation, and when the weather requires that they be closed, a forced ventilation system will bring outside air to the interior.

The galley is a chef's seagoing delight. From an engineering point of view it is located at the center of gyration of the vessel. At sea the crew may eat properly even in heavy going. It has the finest appliances and accouterments available including: Liebherr refrigeration, U-Line refrigerated drawers, Miele full cooktop and oven, Miele microwave, trash compactor, dishwasher, and cabinet wire basket

storage units, and proper ventilation. Its central location also provides easy delivery aft to the salon and forward to the pilothouse. A nice feature is a moving screen in the aft galley counter that can be raised and lowered to provide privacy to the salon should the need arise.

The general layout with central engine room allows inspection through the boat in an efficient way. With a complete PLC monitoring system in both pilothouse and captain's cabin, checking systems and operational safety is immediate and simple.

The pilothouse is the command and control center and shipboard office. The foundation for navigation is the new Simrad GB-60 glass bridge with dual displays. A raised settee provides good visibility forward when underway and a comfortable lounge with working desk when moored. All computer and communication hookups are available through the dinette table central post.

### **engine space**

The engineroom is accessed either from a weathertight door via the amidships vestibule or directly from the crew's quarters aft. The engineroom has been carefully laid out and has full standing headroom between the C-12 Caterpillar engines permitting easy access and egress around the space.

A large 24 volt 1500 amp- hour service battery bank is located under the aft scuttle stairway, and provides ample DC power. An Onan 27 Kw gen set provides AC power. All combinations from 50 or 60 Hz shoreside sources can be brought on line with the ASEA power conversion unit.

Tankage is provided for 2854 U.S. gallons of fuel and 686 gallons of fresh water. The tanks are all integral, lending further structural strength to the hull and forming a double bottom wherever they occur.

### **on deck**

The deck configuration is straightforward with large aft deck lounges closed by weather doors at the transom and side decks. There is an exterior entry to the day head, and a Portuguese bridge cowl to keep green water at bay and the crew secure. The foredeck has a lounge seat and anchor handling gear. The Maxwell windlass is sized to lift the Bruce type 140 pound anchor on board.

The flying bridge has port and starboard lounges, a storage unit with added freezers for long term cruising, and a fixed awning overhead for shade.

The boat deck will be home to two innovative watercraft. The primary RIB is a 14'- 6" waterjet powered type. A custom-built Chuck Paine designed 14 foot

ballasted keel traditional sailing craft will keep the sailing spirit alive. This boat is based on the popular Herreshoff 12 1/2 daysailer. It has a removable keel that stores in a deck locker in order to reduce the visual impact of its height, and an unstayed carbon fiber mast. The boats are lifted by a Marquipt 1500 pound deck crane.



The "Redwing 10 1/2" sailing craft.

### **the adventure**

The owner and his wife have decided the time is right to explore some familiar and not so familiar places ranging from the South Pacific to the west coast of South America, and on to Alaska. Eventually they plan to make their way to the eastern coast of the United States. For the crew the trip will provide a high quality of life on a very well found, beautiful, and comfortable vessel. The name *Adagio* essentially means music played slowly with feeling. It is music, it is dance, it is life in its most respectful form.

### **Adagio's Cruise Schedule**



## **Preliminary itinerary**

July 2008 to November 2008	NZ - Coral Sea – P.N.G. - NZ
January 2009 to April 2009	Mexico – Galapagos - Chilean Fjords
May 2009 to September 2009	Alaska
November 2009 to May 2010	Caribbean, USA Intracoastal Waterway
June 2010 to September 2010	Finland, Sweden, Norway or Florida to New England, USA via the Intracoastal Waterway

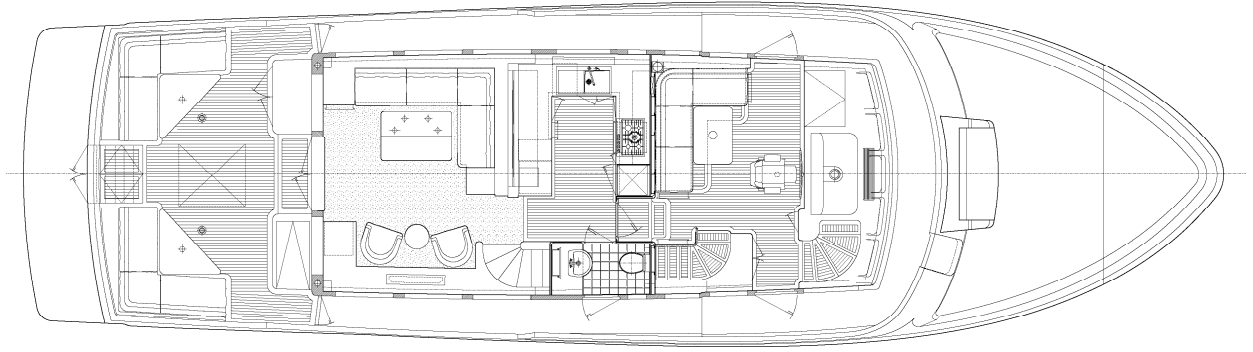
## **Builder/project management**

John Vitali  
Diverse Projects, Ltd.  
P.O Box 90607  
Auckland, NZ PO Box  
phone 011 64 9 522-8386  
fax 011 64 9 522 8387 011 61 2 9360 2600  
mobile 011 64 25 989 615 011 61 2 9360 9  
[JV@diverseprojects.com](mailto:JV@diverseprojects.com)  
[www.diverseprojects.com](http://www.diverseprojects.com)

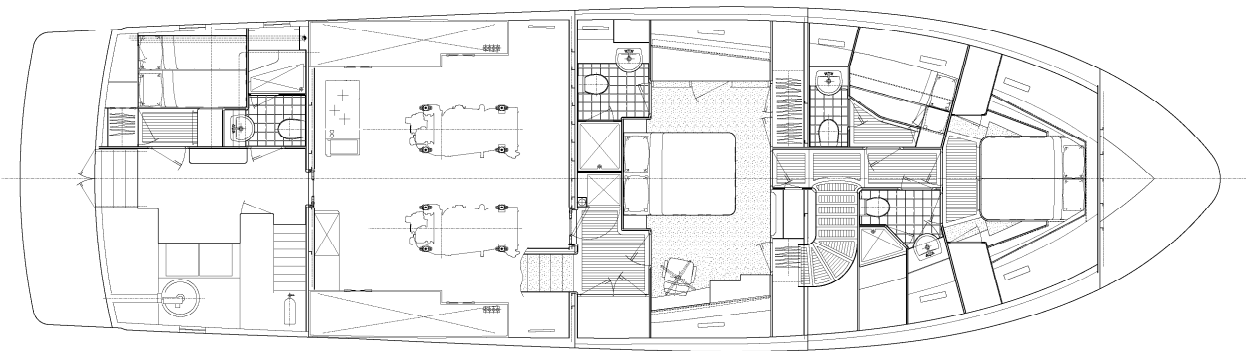
## **Designer**

Mark Fitzgerald  
CW Paine Yacht Design  
PO Box 763  
Camden, Maine 04860  
USA  
phone 207-236-2166  
[mark@chuckpaine.com](mailto:mark@chuckpaine.com)  
[www.chuckpaine.com](http://www.chuckpaine.com)

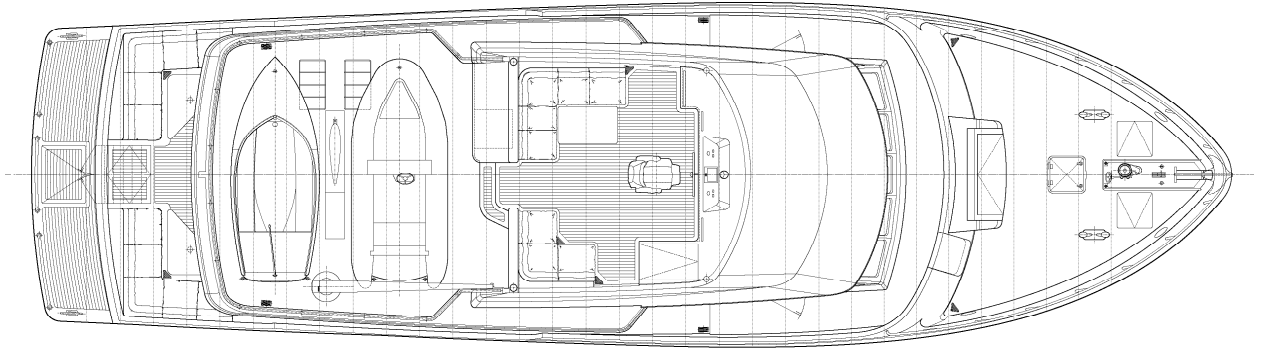




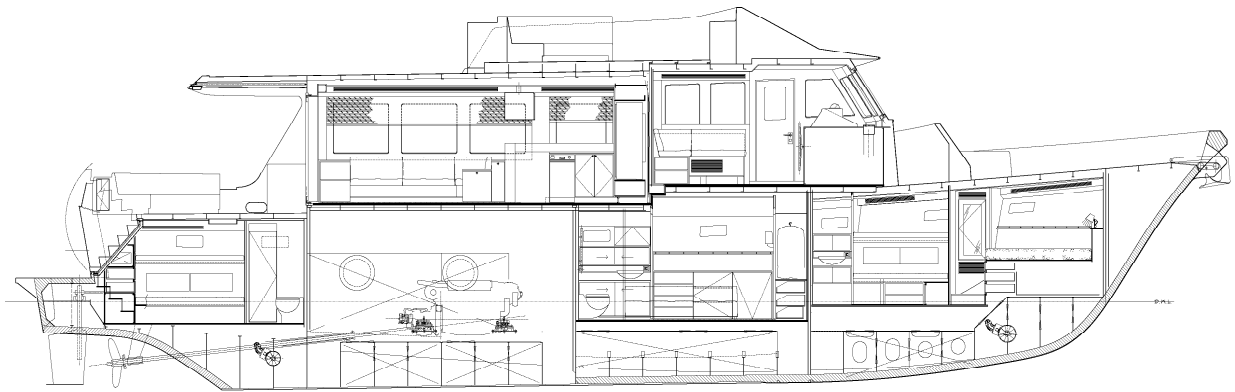
MAIN DECK GENERAL ARRANGEMENT



LOWER DECK GENERAL ARRANGEMENT



BOAT DECK PLAN



INBOARD PROFILE