

**SANLORENZO**

Press  

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Review  

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August 2018

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iltirreno.gelocal.it	30/08/2018	Bocelli porta a Viareggio Richard Gere e Morgan Freeman
amazingreveal.com	31/08/2018	Sanlorenzo's 60th birthday has impressive premieres to be shown at the Cannes Yachting Festival and the Monaco Yacht Show -Cars Automobiles



SANLORENZO | PROFILE

SPECIMEN

NEW HORIZONS

Italian motor yacht maker Sanlorenzo commemorates its 60th anniversary in 2018 in excellent shape. Massimo Perotti, who took over the company in 2005, has introduced important changes and implemented ideas that have made a real difference in the yachting industry, while at the same time keeping a recognisable and strong brand identity. The recent launch of the SL102, the first ever asymmetrical yacht, marks another milestone in the company's development. Romana Moares reports.



The Sanlorenzo shipyard has been in the yacht building business since 1958. Regarded as a boutique company in the yachting industry, Sanlorenzo builds only a limited number of made-to-measure units per year, with each yacht designed and produced according to the specific requests, style, and desires of individual owners.

Since 2005, the shipyard has grown substantially, and in the last decade it has climbed the prestigious Global Order Book ranking, listed annually by Boat International. Today, Sanlorenzo ranks third among the top 20 builders of yachts over 24m.

"In the last decade, we have launched the superyacht division for the production of metal superyachts from 40 to 80m, which has been reporting healthy growth," said Massimo Perotti, the Chairman and CEO. "In terms of design, we have opened up the yacht interior space, creating a unique ambiance from the salon to the cabin, and introduced large windows in order to improve the connection between the space on board and the sea."

By working with architects and designers from outside the nautical world, such as Dordoni Architetti, Citterio Viel and Piero Lissoni, Sanlorenzo has significantly changed yachting design, bringing the concept of 'home feeling' on board its builds.

Sanlorenzo has also boosted the artistic inspirations and touches through collaborations with cultural institutions and art galleries.

### Changing the industry

Mr Perotti was proud to announce one of the company's latest achievements - 500Exp - officially launched at the 2018 Monaco Boat Show.

"We developed the project while closely communicating with the owner, creating a new innovative Explorer that makes it possible to have a longer stern area," he stated. "This will meet a specific request of the client to provide a landing area for helicopters, without losing the configuration of an Explorer superyacht, ensuring the most authentic sense of adventure on the open sea, further supported by the many toys it comes with," he said.

However, the company's biggest achievement in 2018, acknowledged Mr Perotti, was the launch of the SL102, the first ever asymmetrical yacht.

"This has been a bold and innovative project that stems from a well-defined design idea that is rooted in the company's DNA and in its intrinsic capacity to redesign the interior of a boat," said the CEO.

"With the aim of obtaining greater usability of the interior spaces and better access to the exterior, the SL102 rethinks the well-established layout of a yacht, only keeping the deck on the starboard side and eliminating the port side one, which is carried on the roof of the structure. This asymmetrical configuration, never tried before, allows us to recover about 10 sqm of area to benefit the interior.

"SL102 is completely innovative, a solution that no one has thought of before and that once again has proven our aptitude for working on the concept of space, anticipating the market needs."

Mr Perotti continued: "With this project, I really threw my heart into uncharted territory and rode the wave of this further challenge to traditional conventions, to propose a new idea that maximises living spaces, quality of life on board, and the relationship with the sea - the quintessential reason to own and use a boat.

"The reason for the asymmetry is fascinating; it is a real challenge and a typological experiment that Zuccon International Project interpreted perfectly. The real challenge for them was to respect the strong image of Sanlorenzo and its yachts, implementing the innovations without losing its identity."

### One step ahead

Sanlorenzo's innovative focus and aptitude have been duly recognised within the industry. Another example, Seven Sins - the first Sanlorenzo 52Steel yacht - has won accolades and awards thanks to the revolutionary design of its stern.

Key among its innovative features is a float-in tender garage that converts into the yacht's beach club. Water is pumped into the



Inside Marine 3



## SANLORENZO | PROFILE

tender bay and when full, the transom is opened and the tender can sail out. Port and starboard terraces open, while a teak-sole section lowers from overhead, producing an impressive superyacht beach club. Adding to the drama, light filters down from the glass bottom of the pool above.

"One of the most difficult things is to propose every time something that is completely new and has not been experienced in the nautical sector," remarked Mr Perotti. "I have often been criticised by competitors but at the end of the day, the market has always appreciated our products, and other companies then start to use the innovations that we introduce."

It is not only the innovative design and the dedication to venture into new areas that makes Sanlorenzo stand out. The company has also been recognised for its green approach.

"We have paid a lot of attention, particularly in recent years, to the development of hybrid and diesel/electric system technologies and have applied them to a whole range of new models called E Motion. The propulsion systems of these models are able to ensure greater efficiency, exceptional comfort and safety, flexibility and a significant reduction of emissions," explained Mr Perotti.

"We always try to be up-to-date about new technologies in order to anticipate market requests and we will continue to allocate a lot of investments to the research and development of new green solutions.

"Our commitment to environmental protection is demonstrated by the fact our main shipyards located in Ameglia and La Spezia are within a natural park of Montemarcello-Magra, on the banks of the river Magra. This meets the Uni En ISO 14001 requirements and certifies the best environmental impact control of the company's activities, products and services. The same commitment will be applied to the expansion of the Ameglia shipyard."

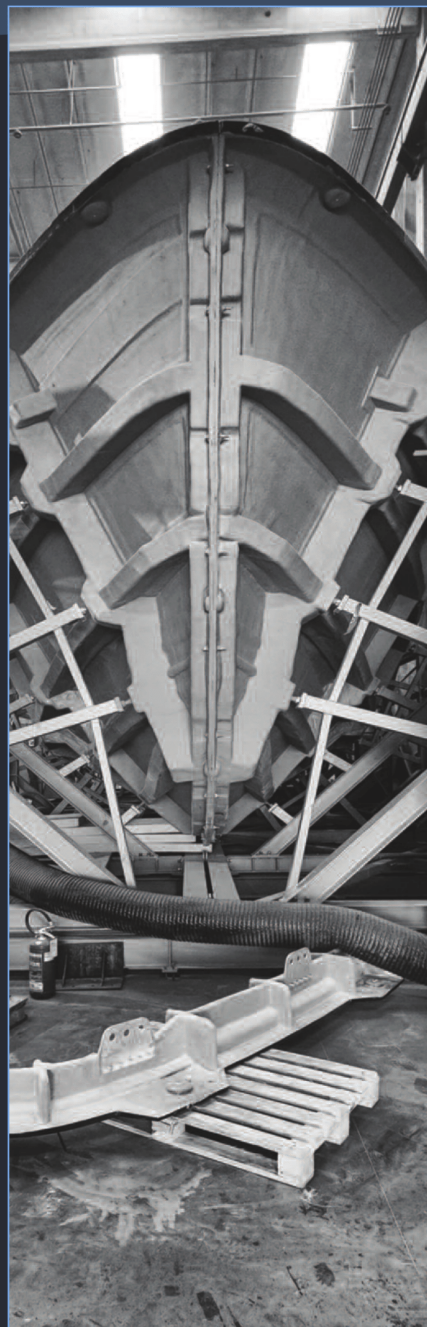
### Investing in growth

At the moment, Sanlorenzo's owns four production sites: the latest is La Spezia, acquired only last year and is now dedicated to the production of superyachts in steel and aluminium. The yard is currently completing a renovation, with 1,800 sqm of new offices and 30,000 sqm of production area added to achieve a total of 50,000 sqm.

The other sites include Ameglia - dedicated to the production of medium to large size yachts, that will cover a 75,000 sqm once upgrades are completed - which are being overseen by Studio Archea Projects; and Viareggio which is dedicated to the production of fiberglass yachts over 100ft, projected to double its size to 15,000 sqm once upgrade works here are completed. Finally, a new site in Massa will be dedicated to the research and development of new models and to the production of fiberglass hulls (to be completed in Viareggio), boasting 30,000 sqm of external and 18,500 sqm of internal workspace.

Mr Perotti revealed the total investment at the yards is expected to reach €60 million over the next two years, with a further €30 million allocated for the new product research and development facility.

"Our success is the result of the work of all of us at the company. We are a great machine in which every part has a fundamental



## SPECIMEN



role: from workers in the shipyards to office staff, engineers and partners. They all contribute in a fundamental way to our success," he emphasised.

Reflecting upon the current state of the market, Mr Perotti said he is optimistic; the market has matured following the downturn years.

"Ship owners who used to buy boats only as a status symbol have been cut off but those who decided to buy a Sanlorenzo were really passionate, expert connoisseurs who couldn't give up the sea and who knew how they wanted their boats to be," he said. "On our part, we have never changed our brand identity to follow the trends of the moment but have evolved, sustaining recognisable lines and style."

In concluding, Mr Perotti confirmed that innovation is the way forward.

"We are investing a lot in infrastructures and new products to renew the range of both yachts and superyachts but without altering it or distorting it. Innovative features are something we have always tried to include in each model and will continue to do so."

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## SANLORENZO 500EXP

### Il re degli esploratori con l'elicottero a bordo

È considerato il re degli explorer. All'inizio fu soltanto Sanlorenzo 460Exp. Quindi il successo e l'apprezzamento di numerosi armatori. Oggi arriva Sanlorenzo 500Exp, 47 metri, più grande, più esploratore che mai, elicottero a bordo. Sarà presentato al Monaco Yacht Show 2018. La linea Exp lanciata nel 2015 con il 460Exp Moka - scafo dislocante in acciaio e sovrastruttura in alluminio di 460 tonnellate di stazza in soli 42,8 metri - si arricchisce quest'anno di una nuova proposta



NEWS | Sanlorenzo



*Sanlorenzo models gather off the Italian Riviera prior to this year's shows*

## NEW MODELS AT CANNES AND MONACO IN SANLORENZO'S 60<sup>th</sup> ANNIVERSARY YEAR

**M**ore Sanlorenzo sales to Singapore and Hong Kong owners, and impressive premieres at the season-starting Cannes Yachting Festival and Monaco Yacht Show, mark a star-studded 60<sup>th</sup> anniversary year for this leading Italian yard.

An SL78 and SD92 are bound for Hong Kong, sold by Simpson Marine, while the first Sanlorenzo 500EXP *Ocean Dreamwalker 111* will also voyage to the China Coast after making her debut in Monaco in September. Another SX88 was sold here in July.

New models include the Sanlorenzo Asymmetric SL102, already ordered by an Asian owner for delivery in 2019, and the SX76, second model of the SX crossover line that began with the SX88 last year, which will be officially presented at Cannes Yachting Festival.

Sanlorenzo's Chairman and CEO Massimo Perotti told 60<sup>th</sup>

anniversary guests at Elite Days in La Spezia that the yard was experiencing "extraordinary growth", raising its turnover from €40 million in 2005 to €300 million last year.

In 60 years, Sanlorenzo has in fact built over 750 yachts, each one different because it is adapted to the specific requests of clients. The yard currently ranks third in *BT's* Global Order Book of the top twenty world builders of yachts over 24m.

Another €24 million would be spent on improvements at La Spezia, Perotti said, €20 million at Amelgia's fibreglass facility, and €16 million on the acquisition of FIPA yards at Massa and Viareggio. R&D would account for a further €30 million.

Sanlorenzo was founded in 1958 by Gianfranco Cecchi and Giuliano Pecchia, whose initial yard was near Florence. Giovanni



*500EXP at her launch party. She makes her debut at Monaco in September*



Sanlorenzo | NEWS

*SX76 is second in this series after the wildly successful launch of the SX88 last year*

Jannetti took over the company called Sanlorenzo Shipyards in 1972, and its first fibreglass hull boat was launched in 1985.

Strong growth in the 80s and 90s led to a move to Ameglia in 1999, where the HQ is still located. In 2005 Perotti, first CFO of Azimut-Benetti with Chairman Paoli Vitelli and now CEO of Azimut, took the baton from Giovanni Jannetti and added a new production site in Viareggio.

Displaying an early interest in the potential of the Asia-Pacific region, Vitelli and Perotti used to visit Hong Kong and Japan in the mid 80s, where they formed first liaisons with Mike Simpson of Simpson Marine.

In 2016 the decision was made to acquire a formidable production site at La Spezia, now home of Sanlorenzo Superyachts.

Sanlorenzo today specialises in production of planing Composite motor yachts from 76 to 118 feet, which is the SL line, semi-displacement motor yachts from 92 to 126 feet, the SD line, and crossover yachts such as the newly introduced fast displacement SX line, with its SX88 and now SX76.

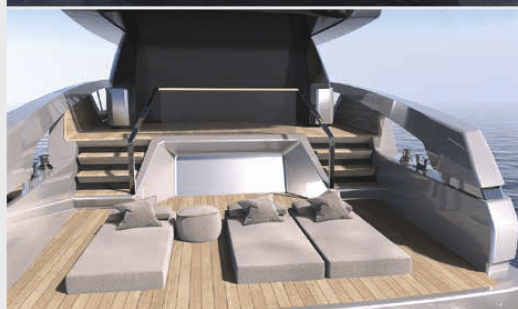
In addition, the yard has also begun designing and building superyachts in metal from 40 to 80 meters. Of the 21 superyachts ordered to date, 15 are still under construction.

The 500EXP, for example, is a customer-driven expansion of the 460EXP, which is the Sanlorenzo explorer yacht. *Ocean Dreamwalker III*, launched with a Buddhist ceremony in respect for the traditions of the Chinese owner, was developed in close consultation with the owner, and makes possible a longer stern, making a helicopter landing area possible without losing the configuration of a superyacht explorer.

Measuring 47m and 500 gross tons, the 500EXP revolutionises the concept of the expedition yacht. This one, ready for world-girding adventures on the open sea, is packed with "toys" and other gadgets. Visit at Monaco.

The new crossover SX76 yacht, meanwhile, follows the great success of the SX88 at last year's editions of the Cannes, Genoa, Dusseldorf and Miami Boat Shows, as evidenced by 13 sales to date.

The SX project is described as "a happy and intelligent synthesis between the classic motor yacht with flybridge, of which Sanlorenzo



*Asymmetric SL102 recently bought by an Asian owner for delivery in 2019*



YACHTstyle 35



NEWS | Sanlorenzo



Another aerial graphic view of the SL102



New all-terrain Rolls Royce Cullinan had a regional Asia-Pacific launch with Sanlorenzo

has been, and continues to be, one of the first protagonists in the world, and the recent and growing explorer model".

Space precludes a lengthy rendition of the many features, but sea trials are available in Cannes, and this would be an excellent setting for what the maker says is "the total family feeling of the SX line".

Another new model, already raising much interest in Asia, is the Sanlorenzo Asymmetric SL 102, "a motor yacht that goes a step further than others".

"Look at the port side, the starboard side and the bow", says a spokesman. "The SL102 is not the same from one side to the other. Sanlorenzo once again dares to offer something never seen before, never thought of, never created in yachting. A boat with different sides".

"The starboard side has a deck that leads seamlessly from the aft cockpit to the bow living area, along with the bulwark at living room level opens to form a terrace. The port side, on the other hand, looks like a wide body hull, thus a yacht much larger than the 31m of the SL102".

The original idea is from Chris Bangle, the brilliant car designer who has recently collaborated with the shipyard, its technicians and interior designers. There are also asymmetric layouts, such as a European one and an American version.

Finally, and while on car connections, Sanlorenzo recently partnered with Rolls Royce for the regional Asia-Pacific launch of their new Cullinan, described as the maker's "effortless, everywhere" all-terrain car. ☞

sanlorenzo@simpsonmarine.com

## SUNDIRO'S STAKE IN SANLORENZO

In an SX88 news story last issue, we suggested Chinese partner Sundiro has a larger share in Sanlorenzo than it in fact has.

Sanlorenzo's Mario Gornati confirms that the stake remains "at about 20 per cent, and there are no plans so far to grow".

"Sundiro is a strong minor share holder that supports us in the best way possible in the Asia-Pacific market", he says.

The cover of Gentleman magazine features a large, high-contrast photograph of architect Piero Lissoni. He is seated on a modern yacht deck, leaning against a dark wooden structure. He is wearing a dark jacket over a light shirt and patterned trousers, with his arms crossed. The background shows the white hull and railings of a yacht. The magazine title 'Gentleman' is prominently displayed in a large, white, serif font across the top. To the right of the title is a red circular badge with the text 'MASTERS of THE SEA' and two stars. Below the title, the text 'IL MENSILE PER GLI UOMINI CHE AMANO LA VITA' is visible. On the left side, a small text block identifies Piero Lissoni as the creative director of Sanlorenzo. The main headline 'TENDENZE YACHT DESIGN' is written in large, bold, white letters. Below this, a paragraph describes Lissoni's role in revolutionizing nautical style. At the bottom, a section titled 'PROTAGONISTI' lists other key figures in the industry.

**Gentleman**  
IL MENSILE PER GLI UOMINI CHE AMANO LA VITA

MASTERS  
of  
THE SEA

L'architetto Piero Lissoni, creative director dei Cantieri Sanlorenzo.

TENDENZE  
**YACHT  
DESIGN**

INTERIORS E ARTE COME ELEMENTI DISTINTIVI DI UNA BARCA. L'ARCHITETTO PIERO LISSONI, DIRETTORE CREATIVO DEI CANTIERI SANLORENZO, RIVOLUZIONA I CODICI DELLO STILE NAUTICO

**PROTAGONISTI**  
ACHILLE SALVAGNI/AZIMUT LUDOVICA E ROBERTO PALOMBA/BENETTI BERNARDO ZUCCON/PERINI



## Yacht Design

L'architetto Piero Lissoni, direttore creativo di Sanlorenzo, ha firmato gli interni dello yacht SX88 (nella foto centrale) e quelli del nuovo crossover SX76, che debutterà a Cannes (qui sotto e nell'altra pagina).



**S**TEVE JOBS AMAVA LE CORBUSIER, ma aveva arredato il living della sua casa con i divani disegnati da Piero Lissoni, forse perché il designer italiano è uno dei pochi a essere riuscito a interpretare in chiave contemporanea quel pensiero razionalista d'inizio '900. Le forme sono essenziali, le linee leggere, la funzione è determinante quanto l'estetica. A questi fondamenti d'ispirazione modernista, Lissoni ha aggiunto una componente decisamente attuale: l'esperienza tattile delle superfici. Architetto e designer, affianca l'attività progettuale con quella di art director. In questo ruolo ha definito l'immagine di aziende, come Cassina, De Padova e Sanlorenzo, primo cantiere nautico italiano ad aver fatto del design il proprio emblema distintivo, al punto di ritenere necessario nominare un direttore creativo.

**Gentleman.** Oggi la nautica è diventata un comparto del design, vincendo premi prestigiosi come il Compasso d'oro...

**Piero Lissoni.** Da tempo la nautica ha a che fare con il design, basti pensare alle linee degli scafi che negli anni hanno raggiunto forme esasperate ed estreme. L'incursione del design in questo settore non ha riguardato solo il corpo di questi oggetti galleggianti, ma anche i materiali utilizzati che hanno una componente tecnologica molto avanzata. Oggi, il tema è più evidente perché interessa gli interni e per questo motivo è più vicino a un linguaggio universalmente riconosciuto. **G.** Quindi possiamo dire che la nautica sta conoscendo una nuova epoca?

**P.L.** Certe raffinatezze stilistiche e di arredo erano già presenti nei progetti delle barche degli anni 50 e 60, forse stiamo tornando a citare quei tempi attraverso un linguaggio contemporaneo.

**G.** Lei è stato nominato direttore creativo dei Cantieri Sanlorenzo. Qual è il suo compito?  
**P.L.** Sono come l'ideologo di Stalin: faccio in

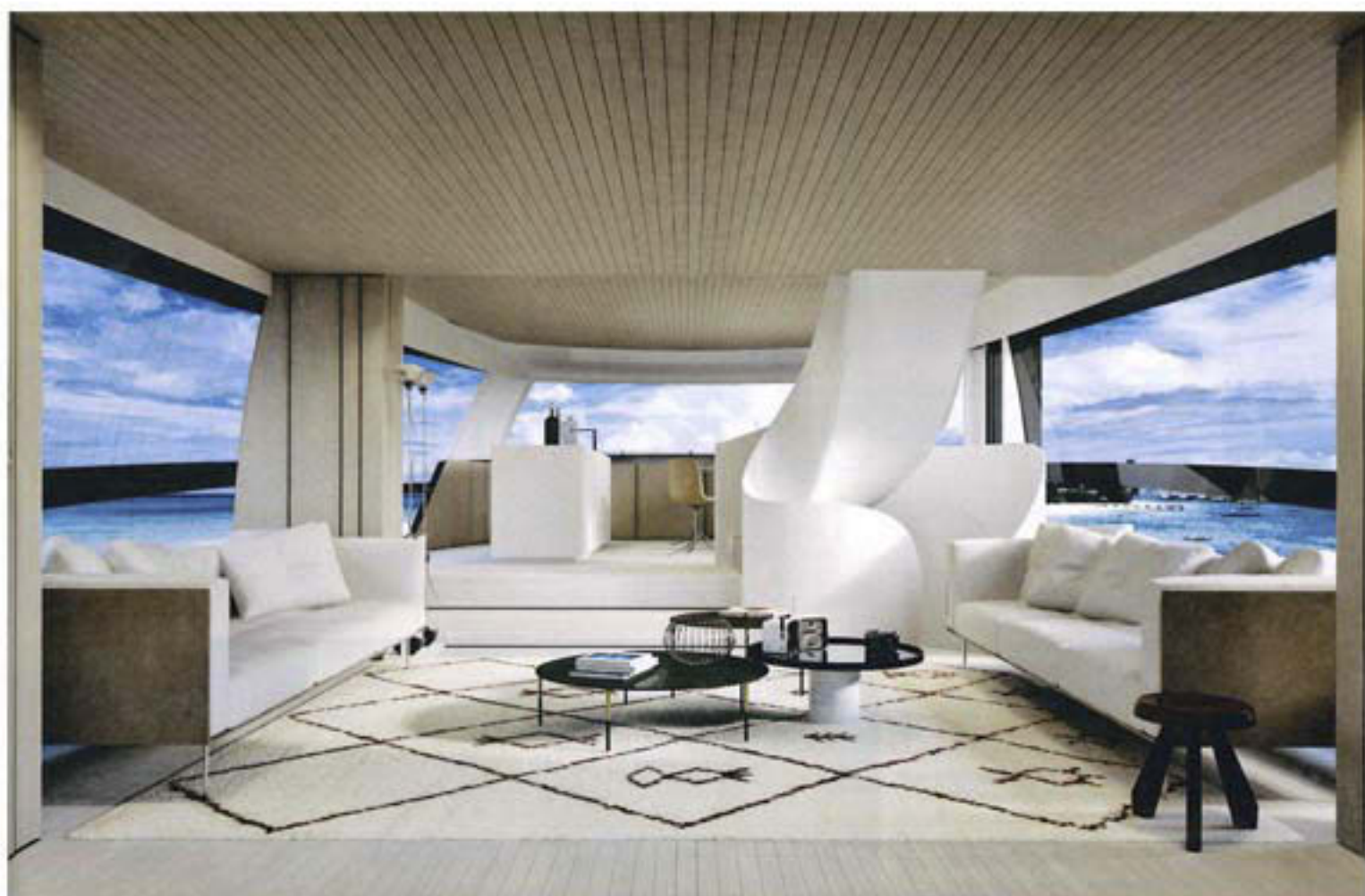
# Il principio della coerenza

PIERO LISSONI CURA TUTTI GLI ELEMENTI CHE COSTITUISCONO IL MODELLO ESTETICO DEI CANTIERI SANLORENZO, DAGLI SCAFI ALL'INTERIOR DESIGN, FINO ALL'IMMAGINE NEI SALONI NAUTICI

DI ILARIA DE BARTOLOMEIS







modo che ci sia coerenza fra tutti gli elementi che costituiscono il modello estetico dell'azienda, dagli scafi all'interior design, dall'immagine nei saloni nautici, fino ai materiali per la stampa. In sostanza, porto in questo settore un sapere che ho maturato nell'ambito dell'home design.

**G.** Attraverso la casa ha portato anche un diverso concetto di spazio?

**P.L.** Sanlorenzo già molti anni fa aveva iniziato a pensare in questa direzione, io sto solo enfatizzando tale pensiero.

**G.** Lei è un outsider rispetto al settore della nautica. Quali sono i vantaggi?

**P.L.** Sono molto più che un outsider, sono un clandestino a bordo di questo mondo e ci sono entrato dalla porta di servizio: questo mi permette di avvicinarmi alla nautica in maniera disincentrata, prendendo facilmente le distanze da una certa scuola anglosassone in cui regna l'eccesso di decor e di materiali impegnativi dal punto di vista estetico.

**G.** Niente più yacht in stile ammiraglio Nelson?

**P.L.** Per carità, nel 2018 è obsoleto pensare a quei canoni estetici. Quando prendo in mano il progetto di una barca faccio semplicemente l'architetto, che poi è il mio lavoro.

**G.** Che cosa vuol dire?

**P.L.** Significa abbandonare l'idea di interior de-

coration per pensare allo spazio e all'interazione degli individui con esso, appunto. Lo spazio deve essere trattato in modo molto serio per far sì che riesca a instaurare una relazione profonda con le persone che ne usufruiranno.

**G.** Per esempio?

**P.L.** Oggi le abitudini di vita delle persone sono cambiate e in un certo senso il tema dello spreco è imprescindibile. Per questo, lavoro su una riduzione radicale del numero delle cabine e sull'eliminazione totale dei corridoi a favore degli ambienti comuni e open air, perché sono quelli più utilizzati nella vita in barca.

**G.** È quel che ha fatto sul Sanlorenzo S288.

**P.L.** Sì, ho svuotato completamente gli interni e creato un open space che va da poppa a prua, che ospita living, zona pranzo e cucina a vista. Questo è il risultato di un processo creativo iniziato anni fa, quando ho lavorato sulla definizione degli spazi di Ghost del cantiere olandese Vitters e di Tribù, il 50 metri di Luciano Benetton.

**G.** Perché oggi la nautica di lusso sceglie elementi d'arredo provenienti dall'home design?

**P.L.** Perché sono migliori di quelli realizzati ap-

positamente per le barche. Disegnare una barca è come progettare un edificio. Il campo d'azione è decisamente ampio e complesso: si tratta di un insieme di campi progettuali molto diversi fra di loro, in una scala che va dal macro al micro. Ognuno di questi ambiti dev'essere pensato nel dettaglio e nello stesso tempo entrare in sintonia con gli altri. L'unica strada per ottenere un buon risultato è quella di tenere separati i settori della progettazione: non si possono creare punti di rigidità con elementi d'arredo che diventano parti strutturali dell'oggetto galleggiante. L'abbiamo imparato in architettura dal movimento moderno e adesso l'applichiamo alla nautica.

**G.** La barca diventa una casa?

**P.L.** No, perché ha caratteristiche intrinseche completamente diverse e questo dev'essere ben chiaro in fase di progettazione. La vita di bordo è prevalentemente all'aria aperta, quindi gli spazi outdoor sono quasi più importanti degli interni. Poi, è un contenitore dinamico, sempre in movimento e questo ha una conseguenza straordinaria: lo scenario cambia continuamente.

Lavoro per dare spazio  
ad ambienti comuni  
e open air, perché sono  
quelli più usati in barca

DESIGNER LICHT

# LOFT AUF DEM WASSER

**ANKER LICHTEN!**  
*Der italienische Stararchitekt  
Piero Lissoni hat für die  
Werft „Sanlorenzo“ ein  
schwimmendes Interior-  
Design-Konzept der  
Luxusklasse entworfen.*

**D**ie Italiener haben Geschmack. Das ist nichts Neues. Einer, der es in diesem Bereich an die Spitze geschafft hat, ist Piero Lissoni. Der Architekt ist künstlerischer Leiter für Cassina, beschäftigt mit seiner eigenen Designagentur Das Studio derzeit mehr als 70 Mitarbeiter (darunter Architekten, Designer und Grafikdesigner) und entwirft Lösungen für weltbekannte Hersteller wie Alessi, Boffi, Cappellini, Cassina, Fantini, Flos, Fritz Hansen oder eben auch die Werft Sanlorenzo. Massimo Perotti übernahm diese Werft im Jahr 2016 und spezialisierte sich auf den Bau von Super-Yachten aus Metall mit einer Länge von 40 bis 80 Metern. Beachtlich, wenn man bedenkt, dass jede Yacht den Wünschen des Eigentümers angepasst wird. Heute zählt Sanlorenzo als dritt-

bester Baumeister der Welt in der Welt-rangliste der top 20 Bauherren von über 24-Meter-Yachten. Die Käufer sind natürlich Reiche, sehr Reiche. Innen wie außen spielen die Yachten alle Stücke. Massimo Perotti beauftragte daher niemand Geringeren als Piero Lissoni für das Innendesign seiner aktuellsten Yacht, der SX88 – deren Preis nur auf Anfrage verraten wird.

## INNENDESIGN

Die rund 30 Meter lange Yacht stattete Piero Lissoni mit namhaften Herstellern aus. So fertigte beispielsweise Boffi einen Küchenblock, definiert durch ein maßgeschneidertes Gleitmodul aus Edelstahl, welches äußerst vielseitig und flexibel agiert. Und auch die weiteren Hersteller lesen sich wie ein Who's who der Interiorbranche. Cassina im Wohnzimmer oder Fantini im Badezimmer – wer hier einsteigt, bleibt.





Die SX88 bietet große offene Räume. Gesteuert wird sie nur am Oberdeck.





Der Stararchitekt (Foto oben) Piero Lissoni zeichnet für das Interieur verantwortlich.



Sanlorenzo Yacht vereint handwerkliches Können und Innovationen.



Ikonen großer Meister sowie Kunstobjekte. Foto rechts: vermischen sich, um dem Setting ein heimisches Flair zu verleihen.



93 STYLE UP YOUR LIFE!



## A SUCCESSFUL TRACK RECORD

*Superyacht* SHIPYARDS

### SANLORENZO CELEBRATES WITH THE ASYMMETRICAL

by Corradino Corbò

This year Sanlorenzo's sixty sixth anniversary coincided with the yard's annual meeting held with owners, brokers and journalists. And there were loads of pleasant surprises.

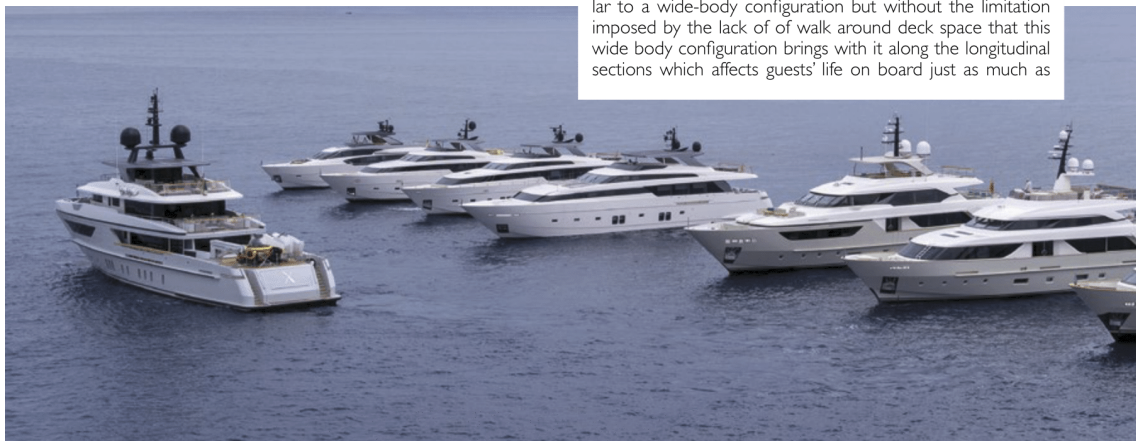
Sanlorenzo brand supporters often say that Sanlorenzo does not follow trends, but creates them. And that is a very pleasing remark if ever there was one while being also an efficient slogan. However it but grasps only part of the equation: how significant have the yard's sixty plus years been to Italian yachting history. Because, even when being stylistically interesting and commercially useful, we know trends inevitably are not meant to last long, while what this company has realized up to date constitutes a sort of manageable model which planted its policies in the realms of stability and longevity six decades ago, and has through the course of time been greatly imitated. Since 2005 when Massimo Perotti took the helm as CEO, President and major shareholder, Sanlorenzo has been highly creative and vital but always in line with its consolidated principles concerning naval architecture and engineering. Witnesses to this are the men who've been summoned to deliver their professional contribution time after time in the course of many years. They're authentic gurus and masters of their own fields: Chris Bangle (considered as BMW's genius), Tilli Antonelli (founder of the Cantiere Navale Adriatico, Pershing and Wider yard), Piero Lissoni (Alessi's, Benetton's, Cassina's and Poltrona Frau's "stylist") and also the Zuccon family with their renowned architects' studio that have drawn up some of

the most famous superyachts in the world.

And deservedly, two young designers of the family Martina and Bernardo Zuccon born in 1980 and 1982 respectively have produced what is in more ways than one a real revolution in the world of design and Perotti's experimental nature did not ignore the project design of the first asymmetrical yacht in history. The interest for this was such that everyone invited at the "Elite Days" - the name given to the yearly event attended by owners, the press, and many more at Sanlorenzo's shipyard in La Spezia, all really wanted to see 'something' and they were shown the first model in construction, the SL102 drawn up by the two young architects.

"I'm very moved right now. I can hardly stand still" commented Bernardo Zuccon who then looked at the audience and added with a breaking voice "Our father is here but so is our mother". Paola Galeazzi recently passed away but was able to see the project's initial phases. "This yacht is an incredibly fascinating experience for us since we have always believed that research, the exploring of new grounds is part of our work so as to offer the lucky few the chance to use these beautiful yachts" added Bernardo.

Various takes of the SL 102's rendering were being shown on a mega screen as Bernardo's words faded. We and everyone else were disoriented and lost our footing for a second, since at first glance there was nothing asymmetric to our eyes and in this sort of architectural magic which can hide an astonishing invention so well, to then reveal the talent that went into a project while the object of which was to obtain a tangible advantage in terms of accrued living space similar to a wide-body configuration but without the limitation imposed by the lack of walk around deck space that this wide body configuration brings with it along the longitudinal sections which affects guests' life on board just as much as





the crew's. While manoeuvring, crew members often need to dash forward and back. So, looking at Zuccon's project we find that one side of the entire superstructure, port side in the given case is perfectly aligned with the topsides while the starboard side comes in a little to leave an adequate passage way along which to move freely from bow to stern and vice versa. In this way, the saloon and master cabin together share about 25 square metres of accrued space in addition to a spectacular view overlooking the sea when compared to the same yacht with standard configuration. All of this is surprisingly performed by masterly illusion.

Zuccon added "We've tipped the scales to one side, but I am sure that this decision will allow users to live the sea and enjoy the yacht from diverse points of view in the true sense. Maybe a little disoriented and 'lost' in the beginning because we've become too accustomed to finding things and passages in the same places".

Another new yacht presented by the family's younger generation in the course of the "Elite Days" yearly event is the SX 72. In this case the 'surprise' is not brought about by things asymmetrical, but by the same brave shapes that have made the SX88 crossover principally developed by Sanlorenzo's styling department led by Luca San-





## A successful track record

*Superyacht* SHIPYARDS

### Sanlorenzo celebrates with the asymmetrical

tella with input from Officina Italiana Design into one of this season's most original and 'twisted' superyachts. Obviously, since it is one of the most fascinating and attractive ones as more than thirteen have been sold in less than one year. In line with the yard's desire to bolster the production of this line while naturally maintaining the same unique stylistic features and functional set up, the Sx 72 therefore also offers the same single helm controls station up on the fly deck (which can be closed) but allows you to enjoy a formidable open space on the main deck with lateral nearly theatrical stairways which lead down to an 18 square metre beach area staged at the water's edge.

Both yachts will be officially presented at the next Cannes Yachting Festival which will take place from September 11th through to the 16th.

#### SANLORENZO'S ACCOMPLISHMENTS WITH MASSIMO PEROTTI AT THE HELM

The US edition of Boat International has recently published the world ranking of the top twenty shipyards' Order Book for over 24 metre yachts. Today's ranking positions Sanlorenzo in third place. The company's sales figures have gone from 40 million of Euro in 2005 up to 300 million in 2017: a very positive trend which has led shareholders to invest 60 million Euro over the next two years as follows:

- 24 million for the restructuring of the La Spezia premises and building site,
  - 20 million for the Ameglia shipyard where spaces for construction will be doubled for GRP built yachts,
  - 16 million for the acquisition of "Fipa" shipyards 20,000 square metres approximately in Massa and 7,000 square metres in Viareggio and for the restructuring of the current premises.
- An additional 30 Million Euro will be devoted to the realization of new products and to R&D.







#### SANLORENZO'S CURRICULUM VITAE

**1958** - Gianfranco Cecchi e Giuliano Pecchia found the yard along the Arno's banks near Florence.

**1972** - Giovanni Jannetti acquires the company and opens in Viareggio.

**1985** - Cantieri Navali San Lorenzo S.p.A. launch the SL57, their first model in GRP.

**1995** - Sanlorenzo hits the superyacht sector with the launching of the first SL100.

**1999** - Sanlorenzo relocates in Ameglia (La Spezia). The yard obtains UNI EN ISO 14001 certification guaranteeing full compliance to norms protecting the environment during construction.

**2005** - Massimo Perotti takes over from Giovanni Jannetti and becomes major shareholder of Cantieri Navali Sanlorenzo S.p.A. and the company name is changed to Sanlorenzo S.p.A.

**2007** - Sanlorenzo returns to Viareggio and opens a second area dedicated to the production of new lines. The first SD92 is launched. It's the first 40Alloy, winner of the Show Boats Design Award and of two World Superyacht Awards.

**2008** - Sanlorenzo launches the first SD122 and wins the World Superyacht Award.

**2009** - Launching of the first SL104, and wins the I'ADI Italian Innovation Award.

**2010** - Completion of the first 46 Steel, the yard's first displacing steel model.

**2011** - Viene varato il primo SL94, che si aggiudica il premio Barca dell'Anno. Sanlorenzo diventa il terzo cantiere al mondo nella produzione di yacht sopra i 24 metri.

**2013** - Launching of the first SL94, which wins the Barca dell'Anno Award. Sanlorenzo becomes the world's third largest yard for the production of over 24 metre yachts.

**2014** - Sanlorenzo upgrades to second place from third for the production of over 24 metre yachts.

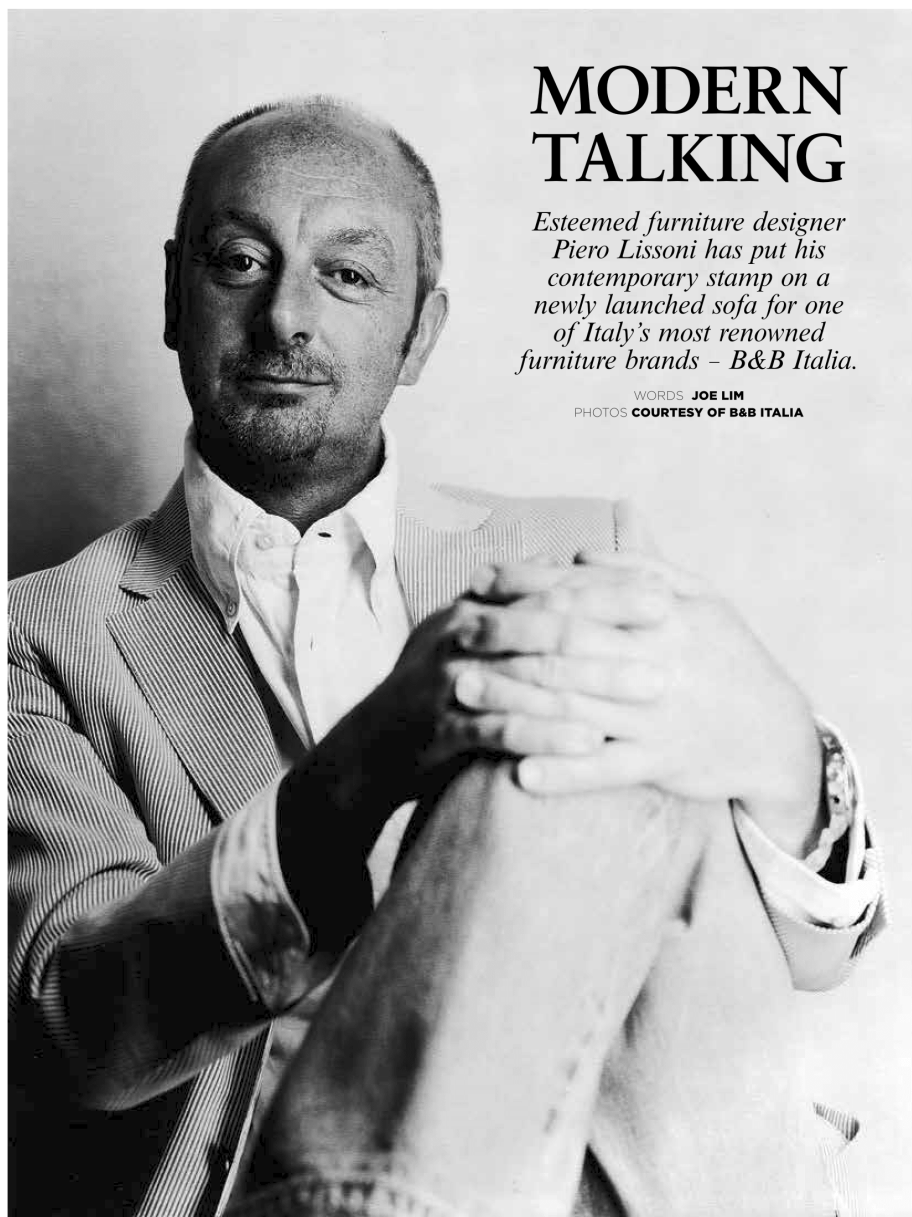
**2015** - 460Exp and SL86 yachts hit the water.

**2016** - Official opening of premises dedicated to the production of metal superyachts in La Spezia.

**2018** - Presentation of the first asymmetrical yacht in the course of the yard's 66th anniversary celebration.



LUXURY LIVING | Interiors



## MODERN TALKING

*Esteemed furniture designer Piero Lissoni has put his contemporary stamp on a newly launched sofa for one of Italy's most renowned furniture brands – B&B Italia.*

WORDS JOE LIM  
PHOTOS COURTESY OF B&B ITALIA

174 YACHTstyle



#### MASTER DESIGNER - PIERO LISSONI

Piero Lissoni's multi-hyphenate role - architect, interior designer, product designer - needs no introduction in the world of furniture design. His storied-career began in 1985 when he began collaborating as designer and art director with reputable furniture manufacturers such as Porro, Living Divani and Boffi, to name a few.

His studio Lissoni Associati was formed in 1986 with Nicoletta Canesi. In 10 years, he gained credo and clout, where brands commissioned him to design products for their collections. In 1996, the duo created Graph.x to take on graphic-design projects. However, the work of Lissoni Associati was not limited to just architecture and furniture design; it encompassed elements of graphic and industrial design projects, bathroom and lighting fixtures, home accessories and even creating corporate identities. They also toyed with designing catalogues, advertising and product packaging. Most notable in Lissoni's portfolio was his forte for interior design project: showrooms, private homes, trade stands, hotels (i.e. Taj Palace Hotel in Mumbai; Pierre Hotel in New York), shops (i.e. Benetton, Brosway, Gallo, Santandrea, Serapian), and even yachts (i.e. 27m sailing yacht Ghost designed in 2005, owned by a New York art dealer; and the 50m motor yacht Tribù designed for Luciano Benetton in 2007). Today, Lissoni Associati employs a large cache of talents comprising designers, architects, graphic designers where their designs create solutions for preeminent furniture and lighting brands such as Cappellini, Cassina, Fritz Hansen, Knoll, Lema, Flos, Poltrona Frau, to name a few.

#### THE SAKÉ SOFA

When it comes to designing a sofa, Piero Lissoni always approaches it from a perspective of purpose. This time he was interested in searching for a "formal balance" - a rigorous seating system with a contemporary design. Inevitably, the SAKé was formed. Whichever seat size you choose - 175cm, 210cm or 270cm - its back and/or arms in embracing or linear designs will adapt to a person's body shape and position (i.e. lounge or sit).

SAKé signals the beginning of Piero Lissoni's collaboration with B&B Italia in a new perspective. The design begins from a strongly contemporary seating system distinguished by a careful search for formal balance. These three seat sizes with embracing or linear backs and arms of various dimensions come harmoniously together to create a sofa adapted to the customer's space and personal taste. The system is enhanced with a chaise longue element (105 x 135cm) that lends itself to various interpretations: as the terminal element in a linear composition, with a more enveloping back and with the addition of arms, it can stand on its own or, alongside another chaise lounge, it can create a sofa with deep seating. The details of the cushions and supporting base contribute to the



design lightness. The seat cushion has refined modular stitching, ranging from 35 or 45cm; the back cushions, available in two sizes, are outlined by profiled bands. The seating system support base is made of cross-bars with rounded steel legs connected to each other by a bar. All this is finished in pewter lacquer paint. This seating system also offers a sofa bed (150 x 210cm), the only one in the B&B Italia collection, adopting the other sofas seating and back elements. The interchangeable right or left arm can serve as a headboard when, with a simple translation movement of the seat and the overturning of the back, the sofa becomes a single bed. »

*"This design comes from the search for lightness. A technological platform, magically suspended in the air like a flying carpet, with cushions added to enclose the borders, and finally, legs to ground it. This is the basic idea of the SAKé collection, made up of pieces for seating and sleeping, designed in a simply contemporary language, connected with my proportions. I liked the idea of following in the wake of B & B Italia, of modernity. For me, SAKé is a platform on which to float in peace. But it is also a sofa..."*

Piero Lissoni



YACHTstyle 175

**NAUTICA** REALIZZATO DA MEC-CARPENSALDA. LUNEDÌ IL VARO

# Darsena, pronto il nuovo maxi-yacht Scafo di 62 metri: 8 mesi di lavoro

UN nuovo gigante del mare è uscito dai capannoni della Darsena Pisana. Il cantiere Mec-Carpensalda ha completato nella giornata di ieri lo scafo di un Sanlorenzo da 62 metri realizzato nell'area del canale dei Navicelli grazie all'impiego di 40 persone e un lavoro lungo circa 8 mesi. Lo scafo sarà varato questo lunedì per poi essere trasferito negli spazi di La Spezia per i restanti allestimenti.

«UN ALTRO grande varo in Darsena pisana per un settore in continua ripresa» commenta soddisfatto Giandomenico Caridi, amministratore unico di Navicelli spa (nella foto con il titolare del cantiere Matteo Lotti e il capocantiere). Solo pochi giorni fa un'altra imbarcazione da passerella aveva 'preso il largo' da Pisa: il maxi-yacht degli stilisti Dolce e



Gabbana costruito dai cantieri Codecasa. Un gioiello fashion dal valore di 50 milioni di euro. In questo momento lo yacht è a Viareggio per la fase di allestimento degli interni. La struttura, in acciaio e alluminio, è stata totalmente realizzata nel sito produttivo sul

Canale dei Navicelli. Anche in quel caso il lavoro è durato circa un anno ed ha visto l'impiego di numerose maestranze e fornitori. E altre imbarcazioni di lusso e prestigio sono attualmente in fase di costruzione e ultimazione nell'area dei Navicelli.



## Il nuovo scafo Sanlorenzo dalla Darsena Pisana

**Pisa**

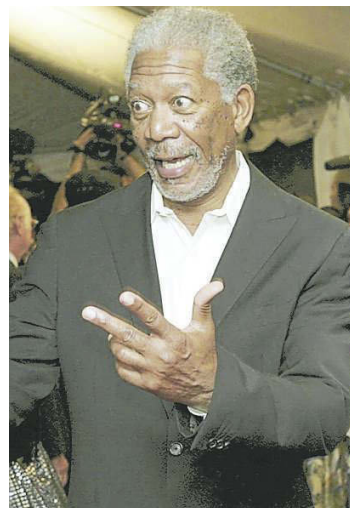
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### L'evento

## Celebrity Fight Night Morgan Freeman tra gli ospiti della cena

Il 5 settembre torna a Firenze, dopo che l'edizione del 2017 si era tenuta a Roma, la Celebrity Fight Night organizzata, tra gli altri, da Andrea Bocelli. Tra gli ospiti anche Norman Freeman e Richard Gere. Per partecipare all'evento circa 200 americani prenderanno il volo da New York a Pisa su un

Boeing 777, privato, superlusso. Saranno tutti alloggiati al Four Seasons. Il 6 i partecipanti si sposteranno a Viareggio, e da qui, a bordo di alcuni yacht andranno in gita a Porto Venere. Il 7 il ritorno a Firenze per una serata nella rinascimentale Villa le Rose, dove si terrà l'esibizione dei figli di Andrea Bocelli, Matteo e Amos, mentre il padre, protagonista del Celebrity, sarà impegnato a Verona nelle prove del grande show, evento centrale della kermesse, in programma la sera successiva. All'Arena, l'8 (la serata sarà poi



La star Morgan Freeman





## GIORNALE di BORDO

a cura di Antonio Risolo



di Antonio Risolo

RIFLETTORI SULLA CITTÀ SCONVOLTA DALLA TRAGEDIA

## Genova ferita si stringe attorno al suo Salone E sarà edizione speciale

*È l'ora dell'unità: mai come quest'anno il Nautico ha bisogno di tutti, «disertori» compresi*

Il prossimo 20 settembre Genova alza il sipario sul 58° Salone Nautico. Evento simbolo della città che porta con sé tagli di nastri, mondanità a secchiate, via vai di curiosi e appassionati. E poi sorrisi e strette di mano. Soprattutto affari, com'è giusto che sia. Viene da chiedersi che senso abbia tutto questo a una manciata di giorni da una tragedia che ha spezzato vite e condannato a ergastoli emotivi chi, in quel «vuoto», ha perso una persona cara.

Fin troppo banale ritenere che sia inopportuno. Fin troppo semplicistico liquidare gli immancabili moralisti con un «the show must go on».

Facciamo uno sforzo: andiamo oltre la psicologia da bar. Mai come quest'anno il Nautico è un potente combustibile. Mai come quest'anno il Nautico e Genova hanno bisogno di tutti, «disertori» compresi. A Lui il compito di mantenere accesa la luce su una città ferita, violata, sbriciolata, ma fiera. Pronza, coraggiosa.

Di scioccalaggio politico, e non solo, se n'è fatto parecchio. Disgustoso. Per scioccali intendiamo *nientologi, nientologie e nazionalizzatori* di bassa lega, quelli che... «no» a nuove infrastrutture, Terzo Valico e Gronda. Quelli che... No Tav, No Tap, No Tutto.

Allora è bene che i vecchi tromboni dell'«apparato» vadano a lezione da Marco Bucci & Giovanni Toti, subito al lavoro a testa bassa sulle cose serie e concrete da fare. Il disgustoso teatrino del «tutti contro tutti» sbatte violentemente contro una città che versa ancora lacrime per i suoi morti, ma ancora viva. Con tanto orgoglio da ven-

dere e grande voglia di riemergere in fretta dalle macerie del maledetto ponte Morandi. Ci fermiamo qui perché una virgola più in là sarebbe soltanto stupidità retorica.

C'è molta attesa, invece, per la conferenza stampa di lunedì prossimo a Milano, nel corso della quale la presidente di Ucin, Carla Demaria, presenterà alla stampa l'edizione numero 58 del Salone Nautico. Inevitabile tornare sulla tragedia costata la vita a 43 persone e danni incalcolabili alla città. Di sicuro

nel Padiglione Blu di Jean Nouvel, dove sono stati celebrati i funerali di molte delle vittime dell'assurda catastrofe, tornerà la grande vetrina della piccola nautica, dei motori, degli accessori e dell'abbigliamento. Ma c'è attesa anche per le reazioni di Ucin a quella che, nell'edi-

IL PADIGLIONE JEAN NOUVEL

Tornerà contenitore della piccola nautica dopo i solenni funerali di Stato

zione dell'8 agosto, il *Giornale di Bordo* aveva definito «La spartizione delle acque». Vale a dire il rinnovo della concessione della Nuova Darsena da parte dell'Autorità di Sistema del Mar Ligure Occidentale presieduta da Paolo Emilio Signorini. Una «spartizione» che, a nostro avviso, danneggia pesantemente il Salone Nautico.

Intanto, fa sapere Ucin, l'allestimento del Salone procede regolarmente. Barche ed espositori, infatti, non arrivano da lontano visto che la maggior par-



te dei camion proviene dall'autostrada A7 senza incontrare eccessive criticità nel tratto che da Genova Ovest porta fino alla Fiera. Nessun problema anche per le ammiraglie: arriveranno in darsena via mare, evitando inutili ingorghi che i trasporti eccezionali provocherebbero.

Maggiori criticità, invece, potrebbero interessare lo Yachting Festival di Cannes in calendario dall'11 al 16 settembre, rassegna che apre ufficialmente la nuova stagione dei saloni nautici. L'interruzione dell'autostrada dovuta al crollo del ponte Morandi, infatti, potrebbe complicare l'organizzazione logistica dei cantieri italiani, la cui presenza in Costa Azzurra è sempre consistente.

«Gli staff di Ucin e del Salone Nautico - recitava una nota di Confindustria Nautica diffusa a poche ore dalla tragedia - sono vicini a quanti sono rima-

LA LOGISTICA

I superyacht arrivano via mare per evitare l'ingorgo dei trasporti eccezionali

sti coinvolti nel crollo del ponte Morandi e alle loro famiglie e si mettono a disposizione delle autorità e delle Forze dell'Ordine impegnate nelle opere di soccorso». Voce essenziale, di dignitoso e rispettoso silenzio verso la città, a differenza di tanti improvvisi pontificatori.

E per finire qualche numero. Stando alle previsioni, il Salone Nautico 2018 potrebbe polverizzare il record (post crisi) dei 150mila visitatori registrati nel 2017, degli espositori e delle oltre 1.100 imbarcazioni in vetrina lo scorso anno.

Forza Zena, buon vento.

SONO ATTESI OLTRE 150MILA VISITATORI

Procede a gonfie vele la prevendita dei biglietti online

Continua la prevendita online dei biglietti per il 58° Salone Nautico Internazionale organizzato da Ucin Confindustria Nautica, in programma dal 20 al 25 settembre prossimi. È possibile acquistare i biglietti online mediante carta di credito sul sito [www.salonenautico.com](http://www.salonenautico.com), attraverso VivaTicket, al costo di 15 euro (più diritti di prevendita) e presso tutti i punti vendita VivaTicket in Italia il cui elenco completo è disponibile al link: [www.vivaticket.it](http://www.vivaticket.it). L'acquisto online, fanno sapere gli organizzatori, è consigliabile

perché evita code e lunghe attese alle biglietterie. La prossima edizione, inoltre, sarà in prima fila nella salvaguardia del mare grazie alle numerose iniziative messe in campo da Ucin a sostegno dell'ambiente. L'associazione Confindustria, tra l'altro, patrocina One Ocean Foundation, un progetto dello Yacht Club Costa Smeralda che ha scelto quale ambasciatore Mauro Pelaschier. La rassegna si svolge in collaborazione con i main sponsor Bentley - official car della rassegna - Fastweb, Vision Ottica e Afex.



L'EVENTO

# Bocelli porta a Viareggio Richard Gere e Morgan Freeman

Tappa in Darsena per l'imbarco sugli yacht che vedranno  
i circa duecento ospiti diretti alla cena a Porto Venere

VIAREGGIO

Viaggio via mare per circa 200 ospiti della "Celebrity Fight Night", evento organizzato, tra gli altri, da **Andrea Bocelli**: partenza da Viareggio ed arrivo a Porto Venere, per la serata che sarà sponsorizzata dalla creative factory di **Gualtiero Vannelli**. La tappa del 6 settembre vedrà la presenza, tra i tanti altri ospiti, anche di **Morgan Freeman** e **Richard Gere**.

Dalle indiscrezioni che trapelano a pochi giorni dall'arrivo a Pisa - il 5 settembre con un Boeing 777, privato, superlusso - dell'infornata di ospiti illustri, dovrebbe essere il cantiere Sanlorenzo a reperire gli yacht a bordo dei quali effettuare la breve gita (circa due ore, solo andata) nel tratto di mare da

Viareggio a Portovenere.

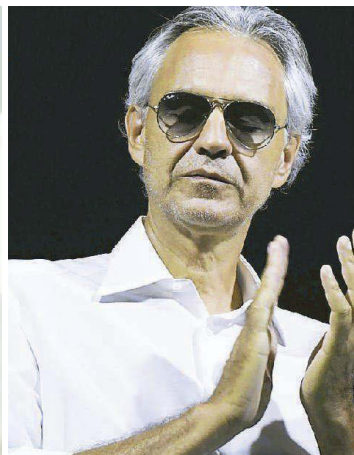
Per la buona riuscita dell'appuntamento, però, non è solo questione di recuperare gli yacht Sanlorenzo che, in giro per il mondo, possano rientrare in Darsena a Viareggio e prestarsi all'iniziativa che avrà il gran finale a Palazzo Pitti con cena ed asta benefica. Una volta trovate le imbarcazioni, infatti, il viaggio occasionale dovrà avere il preventivo via libera dell'Ente tecnico che sarà scelto per la verifica di stabilità, le opportune prescrizioni, l'adeguamento delle misure per il salvamento. Ed ogni yacht, secondo la bandiera battuta, seguirà la normativa del Paese di riferimento. Tutte operazioni che sono a carico dell'armatore o degli agenti marittimi incaricati. Una "sfida" con il tempo, insom-

ma, per garantire la tappa versiliese-ligure dell'evento.

Niente si sa ancora sulle modalità con le quali avverrà il trasferimento da Firenze al luogo di imbarco, ma è presumibile che in questi giorni stia alle forze di polizia sul territorio entrare in contatto con gli organizzatori per tutta la parte di "safety" che un evento del genere, con queste presenze, richiede. «Al momento la Capitaneria si sta occupando unicamente della fattibilità della fase marittima», è il commento del comandante **Giovanni Calvelli** interpellato dal Tirreno ieri, quando la notizia dell'evento è diventata di pubblico dominio. —

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ALTRO SERVIZIO A PAG. 15



Dall'alto: Richard Gere l'anno scorso all'università di Pisa, Morgan Freeman e Andrea Bocelli



Torna "Celebrity Fight Night" promossa dal tenore di Lajatico  
Tra gli ospiti a Firenze anche Morgan Freeman e Richard Gere

## Bocelli e le star di Hollywood Una quattro giorni superlusso

### VIP INTOSCANA

**T**orna a Firenze quest'anno, dopo che l'edizione del 2017 si era tenuta a Roma l'evento di solidarietà Celebrity Fight Night organizzato, tra gli altri, da Andrea Bocelli.

Tra gli ospiti ci saranno anche Morgan Freeman e Richard Gere. Per prendere parte all'appuntamento, fissato per il 5 settembre, circa duecento "benestanti" statunitensi prenderanno il volo da New York a Pisa su un Boeing 777, privato, superlusso.

Saranno tutti alloggiati al

Four Season a Firenze e la cena, della prima serata, sarà offerta da Vhernier e dalla maison orafa Piccini. Il 6 i partecipanti si sposteranno dal capoluogo a Viareggio, e da qui, a bordo di alcuni yacht andranno in gita a Porto Venere: in questo caso la serata sarà sponsorizzata dalla creative factory

di Gualtiero Vanelli, grande imprenditore del maro made in Carrara.

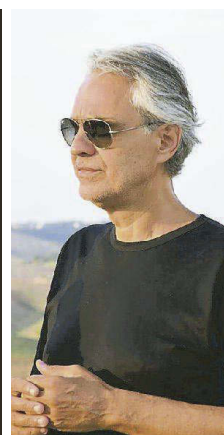
Il 7 il ritorno a Firenze per una serata nella rinascimentale Villa le Rose (dove sponsor sarà Ferragamo), e dove si terrà l'esibizione dei figli di Andrea Bocelli, Matteo e Amos, mentre il padre, protagonista del Celebrity, sarà impegnato a Verona nelle prove del grande show, evento centrale della kermesse, in programma la sera successiva.

Nel capoluogo venero, all'Arena, l'8 settembre (la serata sarà poi trasmessa successivamente su Rai 1) il tenore di Lajatico canterà arie famose e brani dal suo nuovo album "Sì": tra gli ospiti d'onore dello spetta-

colo ci saranno proprio Morgan Freeman e Richard Gere, il primo il giorno dopo sarà certamente anche a Firenze per il gran finale a Palazzo Pitti mentre la partecipazione di Gere è ancora in corsa.

Qui è prevista anche una nuova esibizione di Bocelli (questa volta con un repertorio più 'pop') e dopo la cena (offerta da Stefano Ricci e dall'Antico Setificio fiorentino) ci sarà un'asta di beneficenza.

Quello di quest'anno è un ritorno a casa per Celebrity fight night: in Italia, infatti, le prime tre edizioni dell'evento, prima dello spostamento a Roma dello scorso anno, si erano tutte tenute nel capoluogo toscano. —



Andrea Bocelli



**Comodi e veloci.** A SINISTRA: ultrafilante con carena D2P e carbon tech, Custom Line 120" rielabora stilemi aeronautici e del car design. SOTTO: un interno dell'Azimut Grande 32 Metri caratterizzato da soluzioni d'arredo sofisticate.

## Novità in vista

*Riprendendo una tradizione tutta italiana nata, su altra scala, con Gio Ponti e Pulitzer Finali, nella nautica da diporto scendono in campo i big del design d'arredamento come Antonio Citterio, Piero Lissoni e Achille Salvagni. È l'inizio di una NUOVA ERA?*

di ANTONELLA COTTA RAMUSINO



## DI MARE E DI ARIA

Il superyacht **Sanlorenzo 500Exp** è l'evoluzione del **460Exp**. Un possente 47 metri che presenta la zona a poppa del main deck (1) più lunga rispetto al modello precedente per rispondere alla specifica richiesta dell'armatore di disporre di un'area di atterraggio per elicotteri (2), senza però perdere quella tipica configurazione delle imbarcazioni Explorer che, con le loro linee robuste (3), comunicano il senso vero dell'avventura. Apertosi alla collaborazione con archistar come Dordoni, Citterio e Lissoni, oltre al **500Exp** il cantiere presenterà ai saloni di Cannes e Monaco uno yacht asimmetrico per il quale c'è grande attesa.

Popolo di navigatori per eccellenza, gli italiani sono da sempre fecondi dispensatori di idee e stilemi per la progettazione di imbarcazioni da diporto e da crociera. Un esempio di tale vocazione è il cantiere Sanlorenzo che nel tempo si è distinto percorrendo strade che superano le convenzioni e riescono, come nel **500Exp** illustrato qui a fianco, ad armonizzare linguaggi diversi seppure affini come arte e design. In direzione analoga si muove Azimut Grande 32 Metri che si propone come un'opera di avanguardia globale grazie anche al lavoro progettuale di Achille Salvagni che ha saputo rafforzare l'identità del brand. Il gruppo Ferretti, dal canto suo, festeggia i 50 anni di Ferretti Yachts con una serie di modelli nuovi tra cui il **Custom Line 120'**, gioiello planante che fonde design automobilistico e sapere aeronautico: il primo firmato da Francesco Paszkowski per il cantiere. Queste alcune delle novità che vedremo ai prossimi saloni, ma molte altre ci attendono. Apuntamento a settembre. □



 ad.vfnetwork.it/design/2018/08/01/sanlorenzo-550-exp-verso-nuovi-orizzonti

August 1, 2018

## AD

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### Sanlorenzo 550 Exp, verso nuovi orizzonti

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Più grande e più possente, il nuovo yacht "esploratore" del cantiere di La Spezia sarà presentato al Monaco Yacht Show 2018. Umberta Genta

1 - 3

Tra le presentazioni più attese del prossimo **Monaco Yacht Show (26-29 settembre)**, quella del **nuovo yacht 500Exp di Sanlorenzo** coglierà l'interesse degli armatori più avventurosi.

Particolarmente adatta alla navigazione nelle zone marine più remote, la nuova imbarcazione dal colore azzurro arricchisce la **linea Explorer** firmata dal cantiere di La Spezia — lanciata nel 2015 con il **460Exp Moka** disegnato da **Francesco Paszkowski** —, e si contraddistingue per essere la prima barca della gamma che ospiterà a bordo un **elicottero**, utilizzato dal proprietario e dai suoi ospiti per raggiungerla anche da mete lontane.

In occasione dei **60 anni** dell'azienda, il primo esemplare di **500Exp, Ocean Dreamwalker III**, è stato varato a maggio durante gli Elite Days di Sanlorenzo presso la sede di La Spezia, dove è attualmente in costruzione il modello **Ice Class** della linea, destinato a un armatore olandese.

Le qualità estetiche del nuovo yacht mantengono lo stile elegante, il tipo di abitabilità dotata di ogni **comfort** e il volume della sovrastruttura avanzata verso prua del **460 Exp**, ma la **lunghezza** aumenta: la zona di poppa aumentata porta lo yacht a una lunghezza totale di **47 metri**, con una larghezza massima di 9,60. Dotata di **motori MTU 8V 4000 M63**, la barca può raggiungere la velocità di **16 nodi**.

### Guarda anche

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- Design Sanlorenzo 550 Exp, verso nuovi orizzonti Più grande e più possente, il nuovo yacht "esploratore" del cantiere di La Spezia sarà presentato al Monaco Yacht Show 2018.
- Architettura Un nuovo Quartiere della Creatività per Taranto Un workshop di architettura organizzato da MAS - Modern Apulian Style si propone di dare vita a un innovativo distretto creativo nella Città Vecchia.
- Design Racconti di porcellana Ilaria Innocenti, fondatrice del brand di design Ilaria.i, realizza piatti di porcellana decorati che raccontano storie e sentimenti con stile e ironia.



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## Sanlorenzo motor yacht Blue Agave sold



boatinternational.com/yacht-market-intelligence/brokerage-sales-news/sanlorenzo-motor-yacht-blue-agave-sold--37751

By Malcolm Maclean

The 38.4 metre motor yacht *Blue Agave* has been sold by Nautique Yachting in an in-house deal.

Designed inside and out by Francesco Paszkowski, she was built in GRP to RINA class and MCA coded by Italian yard Sanlorenzo and delivered in 2015 as one of the yard's SD126 models. An interior with satin finished anigre wood panelling accommodates up to 12 guests in five cabins consisting of a main deck master suite with two VIP suites and two twin cabins with Pullman berths below, all with entertainment centres, LED television screens and en suite bathroom facilities. In addition, there are quarters for six crew.

### Sanlorenzo SD126 yacht sold

*Blue Agave* was asking \$13,900,000

The large saloon has ample seating on an L-shaped sofa and armchairs, coffee tables and an entertainment centre including a 42 inch television screen and a stereo surround sound system. The aft deck welcomes al fresco dining and entertaining on a selection of chairs and tables while the sun deck offers a Jacuzzi spa tub and sun loungers.

Up on the flybridge is a barbecue grill, fridge, ice maker and a seating area shaded by a custom hard top. More sunbathing is available on the loungers and sun pads situated on the foredeck while the sky lounge plays host to comfortable seating and an entertainment centre featuring a 37 inch television screen.

Twin 1,622hp Caterpillar C32 Acert diesel engines allow a cruising speed of 11 knots topping out at 17 knots.

*Blue Agave* was asking \$13,900,000.

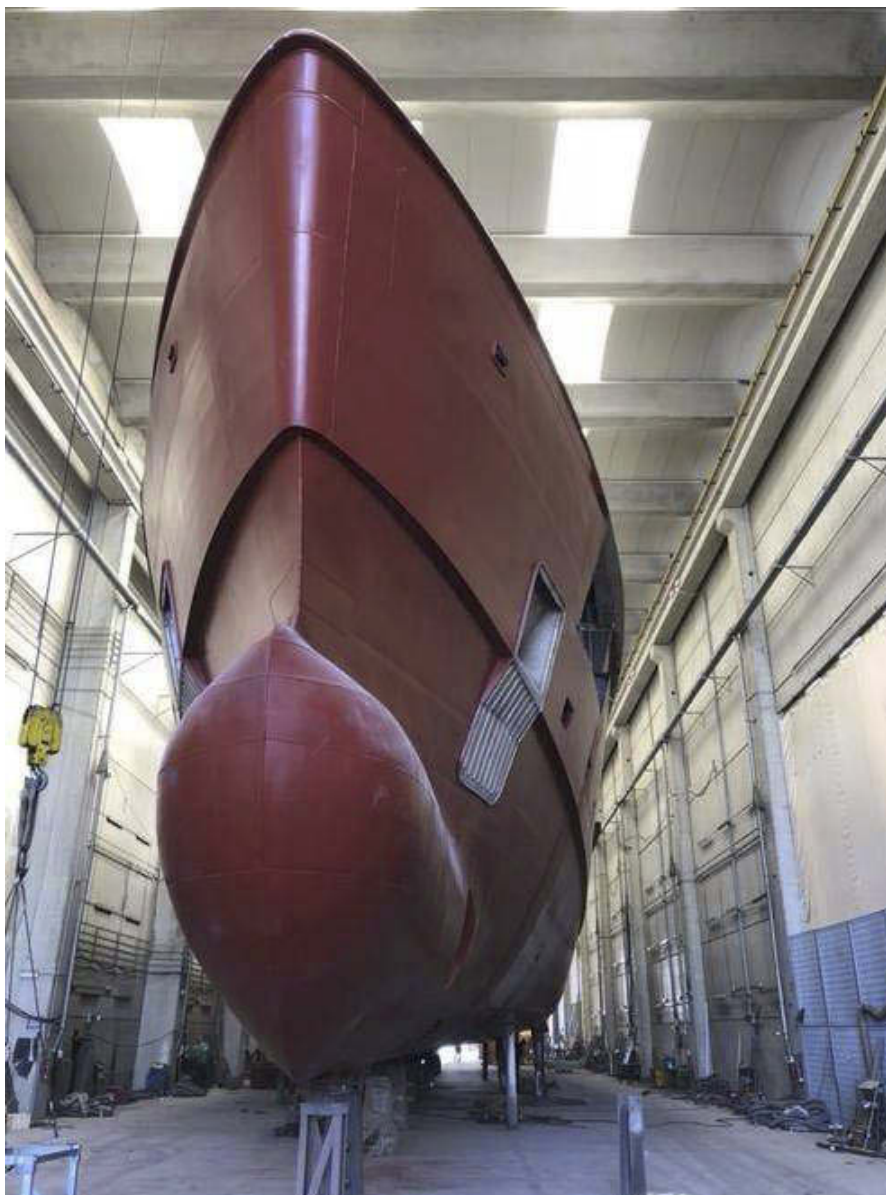
## Un mega-yacht di 62 metri: varo dello scafo ai Navicelli

 [iltirreno.gelocal.it/pisa/cronaca/2018/08/04/news/un-mega-yacht-di-62-metri-varo-dello-scafo-ai-navicelli-1.17123970](http://iltirreno.gelocal.it/pisa/cronaca/2018/08/04/news/un-mega-yacht-di-62-metri-varo-dello-scafo-ai-navicelli-1.17123970)

di Francesco Loi

August 4, 2018

PISA. «Un altro grande varo in Darsena Pisana per un settore in continua ripresa», annuncia la Navicelli Srl, società di gestione dell'area dell'omonimo canale dove la costruzione di mega-yacht si sta susseguendo ad un ritmo tale da giustificare la soddisfazione per la crisi del settore considerata ormai alle spalle.



Il grande varo annunciato è quello che riguarda il cantiere Mec-Carpensalda, che ha completato ieri lo scafo di un San Lorenzo da 62 metri, «grazie - dice la Navicelli - all'impiego di 40 persone e un lavoro di circa 8 mesi. Lo scafo sarà varato lunedì per poi



essere trasferito a La Spezia per gli allestimenti». Anche in questo caso nessuno dice qualcosa sull'identità dell'armatore, qualcosa di più invece sul costo, che dovrebbe essere intorno ai 90 milioni di euro.

Questo battesimo segue di pochi giorni il varo dei Cantieri Navali Codecasa relativo allo scafo di 65 metri dello yacht di proprietà dei due famosi stilisti Dolce & Gabbana, del valore di 50 milioni di euro. «In questo momento - ha fatto sapere la società - lo yacht è a Viareggio per la fase di allestimento degli interni. La struttura, in acciaio ed alluminio, è stata totalmente realizzata nel sito produttivo sul canale dei Navicelli: il lavoro è durato circa un anno ed ha visto l'impiego di molti addetti e fornitori».

Chi si frega le mani è **Giovandomenico Caridi**, amministratore unico della Navicelli Srl, che racconta alcuni dettagli interessanti di questi due vari, utili a capire la crescita della realtà nautica alle porte della città. «Anche lo scafo San Lorenzo raggiungerà la sua destinazione, ovvero La Spezia, via mare. Navigherà lungo il canale dei Navicelli fino allo Scolmatore e da lì entrerà nel porto di Livorno per poi prendere il largo. Tutto questo - aggiunge Caridi - grazie al fatto che i fondali dell'intero canale sono a meno tre metri e venti, permettendo quindi anche ad imbarcazioni di grandissime dimensioni di servirsi della nostra infrastruttura». Una possibilità recente, questa, che aveva piacevolmente sorpreso già in occasione del trasferimento dello yacht degli stilisti superando le perplessità che qualcuno aveva avanzato.

Negli anni la Navicelli ha diversificato la tipologia di insediamenti nell'area che gestisce, soprattutto dopo l'arrivo di Ikea che ha aperto la porta ad altri brand ed esercizi commerciali, oltre allo sviluppo di attività legate al settore della logistica. Ma la nautica resta il primo comparto, anche perché ci sono altre zone della Darsena e del canale che possono accogliere ulteriori cantieri. E le richieste non mancano, rivela Caridi: «Ci sono sei realtà produttive che stanno pensando di trasferire qui la loro attività venendo da La Spezia, Carrara e Viareggio. I contatti sono in corso». Intanto anche da Oriente qualcuno sta portando avanti trattative. —

## Rugged Explorer Yacht Meets Italian Styling

RR [robbreport.com/motors/marine/sanlorenzo-presents-the-500exp-explorer-yacht-in-monaco-in-september-2810043](https://robbreport.com/motors/marine/sanlorenzo-presents-the-500exp-explorer-yacht-in-monaco-in-september-2810043)

By Geri Ward on August 3, 2018

August 3, 2018



### Related Articles

- [XOJet Offers Unrivaled Access to Pebble Beach with Its Newest Travel Itinerary](#)
- [Time Traveler: The Lamborghini Marzal Remains Amazing](#)
- [This Superyacht Is Submersible](#)

Sanlorenzo jumped feet first into the expedition superyacht category several years ago with its 460EXP, a 138-foot explorer yacht that combined an intrepid, go-anywhere hull with the Italian builder's flair for beautiful interior style. The yacht's broad 31-foot beam also gave the designers huge amounts of internal space to work with, so the owners and guests could cruise the world in comfort. The boat accommodates up to 12 owners and guests, along with nine crew. It looks slow, steady, and tough, but its top speed of 16 knots is highly respectable for a displacement hull its size. Three models in the 460EXP superyacht series have been launched so far.

Sanlorenzo 500EXP Explorer Yacht. Photo: Courtesy Sanlorenzo





The new 500EXP shares many of the same features but looks even more impressive with



Sanlorenzo 500Exp Explorer Yacht. Photo: Maurizio Baldi

# The 42m Sanlorenzo superyacht Globas in Cap Martin



[superyachttimes.com/yacht-news/the-42m-sanlorenzo-superyacht-globas-in-cap-martin](https://www.superyachttimes.com/yacht-news/the-42m-sanlorenzo-superyacht-globas-in-cap-martin)

6 August 2018 08:00

Photo of the Day

Written by  
Charl van Rooy



**Photo:** [Didier Didairbus](#) Enjoying her maiden season on the French Riviera is the brand new and recently-delivered 42.2-metre motor yacht [Globas](#), seen here anchored off Roquebrune-Cap-Martin near Monaco. The 42.2-metre explorer yacht, built for an experienced yachtsman, was launched at the Sanlorenzo Superyachts facility in La Spezia earlier this year and is distinguished by a flexible deck layout which can be used to either store large tenders and toys or house extensive relaxation areas. The sub-500 GT vessel features a grey hull, with an exterior designed by Francesco Paszkowski. Powered by twin CAT C32 diesel engines, she has a top speed of 16 knots and a cruising range of 5000 nm. [Globas](#) is the fourth unit in Sanlorenzo's successful 460EXP range and joins [Moka](#), [X](#), and [Ocean's Four](#) in the Italian shipyard's versatile range of go-anywhere yachts.



## Inside secret: Iconic designers on how to create a great yacht interior



boatinternational.com/luxury-yacht-life/interiors/inside-secret-iconic-designers-on-how-to-create-a-great-yacht-interior--

36723

By Claire Wrathall

*Light? Proportion? Comfort? Every great designer has their own take on yacht interior design, says Claire Wrathall...*

Ask any yacht designer of note what the secret of a great interior is and, almost without exception, they will tell you it comes down to how the space is planned. "Superyacht designs are created from the inside out," says Terence Disdale, of Terence Disdale Design. "Form follows function, practicality is combined with elegance. The superstructure styling is created to form a timeless envelope that encases the function of the vessel."

In essence, this means that every single element of the structure and interior decoration is considered: absolutely nothing is designed on a whim. "The positioning of windows, for instance, is determined by what goes on within; the dining room window will be lined up with the centre of the dining table," explains Disdale.

Giorgio-Armani-aboard-Maìn

Giorgio Armani aboard *Main*. Photo courtesy of Stefano Guindani

A good designer will consider practicality for the crew as well as the client, says Andrew Winch, of Winch Design. "We'll be liaising with captains throughout the build who offer insights into operations – what will help the crew carry out tasks more efficiently, or what might prove problematic in terms of set-up," he says. Disdale agrees, citing the example of Kibo, where the windows in the guest cabins have a discreet track in the recess above them to make it easier for the crew to keep the glazing clean. "The windows are cleaned every morning so you have to take things like this into account," he says. "The everyday functioning of the boat has to be paramount, but this doesn't mean the finished design detail has to suffer."

Superyacht design presents challenges far beyond those faced in land-based projects. First, there are the strict rules and regulations set by Private Yacht Compliance and similar industry codes, Disdale's analogy being that "you cannot think outside the box; you have to design inside the box with whatever creativity you have".

Second, you're dealing with an object that moves. As Francesca Muzio, co-founder of the Milan-based practice FM Architettura d'Interni, explains, aside from this requiring interior items to be safely fixed, it can affect the use of materials on board. "In a house, the direction of light and the views remain the same. But a yacht will change direction several times a day, so the play of light and shadows on surfaces and materials will alter constantly and needs to be taken into consideration," she says.

#### Armani-spiral-staircase

A beautifully elegant Armani spiral staircase *Photo courtesy of Alessandro Braidà*

"On one 65 metre yacht we had very big windows and the light was really strong, and we realised when we were choosing the fabrics that we needed to use three-dimensional fabrics." Without texture, she counsels, textiles can "look really flat". Lighting, generally, plays a crucial role not least because, says Muzio, "on a yacht it's not just a matter of fitting spotlights and table lamps and hanging chandeliers. You have to consider the colour of the light very carefully. One kelvin [the unit of measurement used to describe the colour of a specific light source] too much or too little can more or less destroy a project." No surprise, then, that her 25-strong team includes a specialist lighting designer.

Giorgio Armani also warns against admitting too much light into a yacht interior, especially in "the parts where people really live, the most private parts". For his own 65 metre Codecasa-built yacht Main, he "came up with the idea of creating bulkheads from the navigation deck to the flying bridge with a type of venetian blind – louvres – made of birchwood," he told *Boat International* in 2015. These "prevent strong sunlight at sea bouncing off the water and coming in violently, giving the interior a muffled appearance". The blinds run in a continuous line through the length of the boat, the intended effect of which "is that Main looks as if she has no walls. [And] you can see the whole panoramic view from inside."

#### Motor-Yacht-A

Starck wants guests to live "in the light" on *Motor Yacht A*. *Photo courtesy of Christoffer Rudquist*

For Disdale, panoramic views are not all they're cracked up to be. "A glass box is also just a room full of curtains after dark; there's fewer walls to hang things on to create the interior mood," he says. Setting an interior mood is important and, when asked how to create it, almost every designer will tell you it has nothing to do with style and everything to do with how the space is planned.

"Comfort is definitely as important as the visual side," says Sabrina Monteleone, the founder and president of Sabrina Monte-Carlo. "Everyone thinks design is a matter of aesthetics, but in reality it is about experience." As to the décor, Monteleone contends that "harmony is key. Whether the style is contemporary or classic, it is important everything blends in, especially the indoor and outdoor areas. Most owners spend most of their days outside; there shouldn't be a huge contrast between the two spaces."

In a similar vein, two of the highest-profile newcomers to yacht interior design, Milan-based Antonio Citterio and Patricia Veal's Citterio-Viel & Partners and the Italian architect and designer Piero Lissoni, of Lissoni Associati, have each favoured open-plan interiors for the Sanlorenzo yachts they have designed, and both have opted to furnish these free-flowing spaces with furniture of their own ranges.

#### Terence-Disdale's-Kibo

Lining up the windows with the furniture in Terence Disdale's *Kibo*.



As Muzio has observed, “clients say they want timelessness, quality, elegance”. The challenge is to make interiors that are timeless but also innovative: owners are not content with a cookie-cutter replica, no matter how luxurious in design. The inimitable [Philippe Starck](#) sees it as his duty to be pioneering in his projects, “to bring something new and interesting to advance civilisation. When you copy, you regress.”

The first step in creating something unique is customisation. “I don’t source pieces from the market,” says Italian designer Achille Salvagni, explaining that by designing everything himself, he can imbue each piece with a narrative of its own. “I never sketch for the sake of it. I’m interested in more than just the beauty of shapes. I prefer to create pieces that embody or evoke a story,” he says.

By assuming control down to the last detail to create “fully bespoke” interiors, he not only achieves what he calls “a very rich standard that few designers can reach”, but ensures the correct balance in terms of the size of pieces in a scheme. “You can change your perceptions of scale by putting a big piece of furniture in a small space, or by furnishing a big space with very small furniture. In playing with proportions, you can change the balance and transform a space into something quite fresh and new.”

#### Starck-on-board-his-stunning-creation

Starck on board his stunning creation *Photo courtesy of Christoffer Rudquist*

Starck is also preoccupied with proportions and whether they are in “harmony”. “On many boats, the proportions aren’t human,” he says, expressing mystification that on most yachts the principal outdoor living space is to the rear of the superstructure rather than in front of it. On the futuristic 119 metre [Motor Yacht A](#), which was launched in 2008, he says: “My goal was to make the people who will be on board live, like the old Indians said, ‘in the light’.” Hence a huge single-span main saloon that extends from the aft deck to the fore: “a beautiful volume, designed to always have the best place, depending on the weather, the sun or your mood”.

His preoccupation with light also explains the myriad gleaming surfaces he deployed throughout its interiors: mirror, crystal, subtly shiny white stingray hide and, most splendidly of all, a scalloped silver-leaf relief that helps to illuminate the walls of the principal spiral staircase.

Salvagni also favours silvery reflective wall coverings in some of his projects. He has, for example, used panels of subtly reflective alpaca, a silvery alloy of copper, nickel and zinc, which reminds him of antique French and Venetian mirrors, but is more often used in the manufacture of cutlery. He also likes to accent walls panelled in brushed stained oak by inseting narrow panels of gilded brass with textured finishes. In one example he hadn’t an appropriate tool to get the pattern he wanted, “so we used pasta – spaghetti, rigatoni, fusilli, stellini – just rolled over or pressed into the clay to make the moulds”.

#### Monteleone’s-exterior-furniture

Monteleone’s exterior furniture, made for comfort, on board 2015’s *Silver Fast*. *Photo courtesy of Guillaume Plisson*

He too points to the challenges inherent in designing interiors where the scene outside changes constantly. "With a residential project the neighbourhood will have some bearing on the design," he says. "With a yacht, you need to tailor the concept more to the sensibility, tastes and character of the owner than its location because it is on the move continually so it cannot be impacted by its surroundings." He cites the interiors of a 50 metre yacht he designed. "When I first met the owner, he immediately conveyed to me his combative approach to life. Although he was a middle-aged, northern European businessman, he struck me as a warrior. So when I created his bedside lamps, I created two symmetrical bronze shields to suggest the sense of power and strength in his attitude."

Indeed the owner's character should be the starting point with every project. "It is essential that before we begin the design process we listen closely to our clients to ensure we fully understand their lifestyle, their taste and the vision they have for the project. Only then do we put pencil to paper," says Winch. "Our approach is really hermeneutic, I like to say, or interpretative," concurs Muzio. "Designers should not have too much ego," says Disdale. "One should never design something just for sake of being different. Bentley could easily make a three-wheeler car but that only makes it different, not desirable or better." Similarly, says Starck, when a designer sets out to make a statement with a yacht project "you are dead. You betray your clients because you are designing for you; you don't design for them," he says.

#### Rémi-Tessier's-circular-saloon

Rémi Tessier's circular saloon on 49.8m Heesen *Septimus*

But don't let that fool you into thinking Starck is handing over any control. The designer is firmly disparaging of any contemporaries who give in to a client's every whim. "You have to drive them in the right way. Some people and some companies think it's easier to make more money by flattering, but that's unacceptable. Morally it's unacceptable. The beauty is to bring everything and everybody to the highest level you can," he says.

Rémi Tessier, the cabinet-maker turned interiors specialist, takes a similarly hard line, believing the secret of a great yacht interior is simply to take his advice and do what you're told. "I will not work for a person who will just put whatever on the wall because it would ruin my reputation with those who are collectors," he once told *Boat International*. So much so that there's a clause in his contract to that effect. "It is fine to have amazing art on the wall," he says, "but not decorative art. Serious art or no art." The owners may have commissioned and be paying for the project, but that doesn't give them "the right to put what they want on the walls". He takes the same view of accessories. "Every single detail is crucial. How else can I preserve the vision and the integrity of the project? Design is the vision of one person communicated to another, my vision for the client. You know what is a camel: it's a horse designed by a committee," he laughs. "You cannot design by committee."

*This article was first published in Superyacht Interiors.*

*Top photo courtesy of Alessandro Braida*

## Sanlorenzo SL106 motor yacht *Lampin'* for sale



boatinternational.com/yacht-market-intelligence/brokerage-sales-news/sanlorenzo-sl106-motor-yacht-lampin-for-sale--

35517

By Malcolm Maclean

The 32.2 metre Sanlorenzo SL106 motor yacht *Lampin'* is back on the market listed for sale by Boomer Jousma at Italian Yachting Group. The yacht was originally sold during the 2017 Fort Lauderdale International Boat Show.

Built in GRP by Italian yard Sanlorenzo with an exterior design by Francesco Paszkowski, she was delivered in November 2017 as one of the yard's ever popular SL106 models. Accommodation in a Marty Lowe-designed neutral coloured but bright and airy interior is for 10 guests in five cabins consisting of a master suite, two VIP suites and two doubles, all with entertainment centres, television screens and en-suite bathroom facilities. In addition, there are quarters for up to five crew.

sanlorenzo-sl106-yacht-for-sale

*Lampin'* - yacht for sale

The focal point of the main saloon is a stunning hydraulic drop-down terrace. Another notable feature is a substantial garage storing a tender and water toys, leaving the decks and flybridge uncluttered for entertaining. At the bow is a seating and sunbathing area shaded by a removable sail-cover style awning.

Envisioned in an overall neutral palette with punches of dramatic colour, this modern yet tranquil décor embraces the streamlined modernism of the Sanlorenzo yacht. The use of exotic smoked oak, natural leather and matte stainless steel express a classic spirited interior with a refined creative edginess.

Twin 2,434hp MTU diesel engines allow a cruising speed of 24 knots, topping out at 28 knots.

Lying in Sag Harbor, New York, *Lampin'* is asking \$10,350,000.

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## First Sanlorenzo SX88 Sold in Asia as the Rolls-Royce Partnership with the Cullinan launch concludes

 [luxuo.com/the-lux-list/most-expensive/first-sanlorenzo-sx88-sold-in-asia-as-the-rolls-royce-partnership-with-the-cullinan-launch-concludes.html](http://www.luxuo.com/the-lux-list/most-expensive/first-sanlorenzo-sx88-sold-in-asia-as-the-rolls-royce-partnership-with-the-cullinan-launch-concludes.html)

August 13, 2018

### Motoring

At a Hong Kong event, Sanlorenzo was delighted to announce the sale of the first Sanlorenzo SX88 – a crossover yacht with expected delivery mid 2019 to Southeast Asia. Renowned for its bespoke and tailor-made yachts and a strong focus on innovation, Sanlorenzo presented the SX line at the Cannes Yachting Festival in 2017, and [...]

Aug 13, 2018 | By Joe Lim



At a Hong Kong event, Sanlorenzo was delighted to announce the sale of the first Sanlorenzo SX88 – a crossover yacht with expected delivery mid 2019 to Southeast Asia.

Renowned for its bespoke and tailor-made yachts and a strong focus on innovation, Sanlorenzo presented the SX line at the Cannes Yachting Festival in 2017, and started a decisive international success of this new crossover concept. As we speak, there are 15 units of the SX88 sold as of today, followed by 11 orders of the new SX76 expected to premiere in Cannes this year.

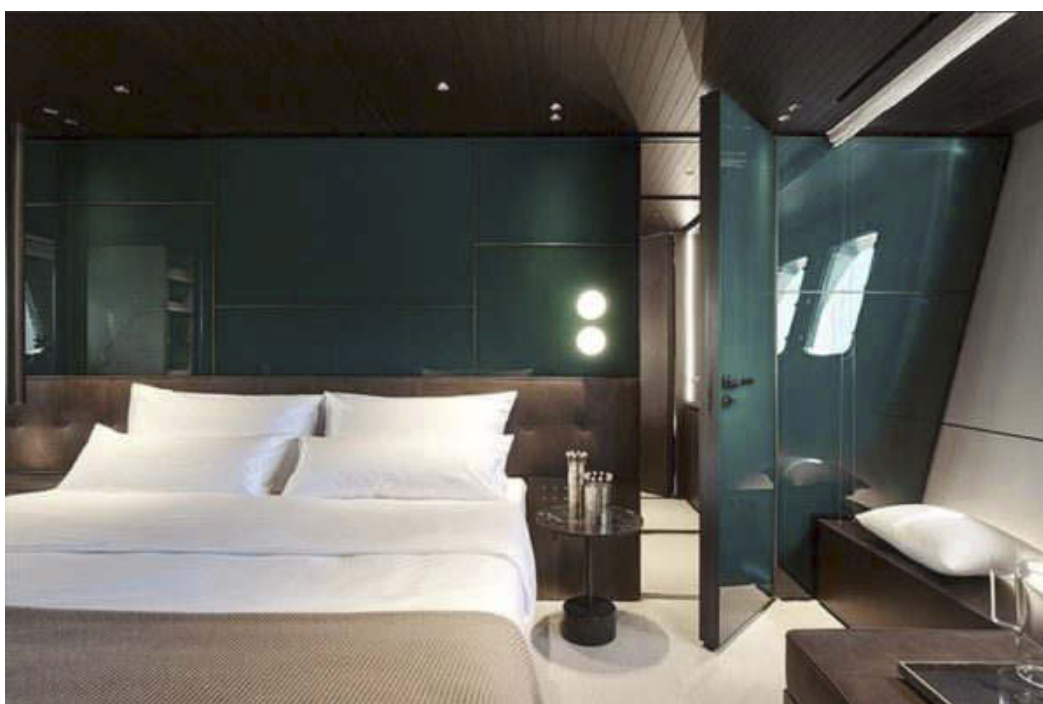
The Sanlorenzo SX88 is a bona fide revolution. She was designed as a social “sea-friendly” yacht that maximises all on-board spaces, providing refreshing and spacious living zones. She is a unique crossover between classic flybridge yachts and ever more popular explorer yachts, all packaged into Sanlorenzo’s distinctive look and stylish design.



Sanlorenzo SX88 featuring furniture and lighting from Flos, Cassina, and Fritz Hansen.

The innovative steering position on the flybridge can be entirely enclosed and air-conditioned by the automatically operated side windows, leaving an open main deck that spreads on the same level from stern to bow – an exclusive loft on a 27m yacht. Alternatively, a grand owner's suite can be placed on this deck for a more intimate option, an absolute exclusivity of the SX88 in this range of yachts.

The stern area is just as astonishing. The level of the “beach club” area is five steps lower than the main deck and can accommodate a 15ft/4.5m tender, a Jetski, Seabob, Jetlev Flyer, wakeboard, stand up paddleboard, etc. The crane to move these watercrafts is cleverly and elegantly hidden in the prolonged profile of the aft-port handrail, with no aesthetical disturbance to the eye-catching SX88 outline.



Sanlorenzo SX88 – Well-appointed bedrooms

Partnering as the conceptual match during the recent Rolls-Royce Cullinan launch in Asia, the SX88 was a focal point of the Sanlorenzo Affinity Partnership at a series of private VIP events held in Japan, South Korea, Hong Kong and Singapore in June to August 2018.

The SX88 sold to Asia coincides with the grand finale of the Cullinan launch, held on 7 August at the Singapore Ritz Carlton where a splendid evening cocktail party celebrating bespoke craftsmanship, tailor-made design and the utmost attention to detail, was organised.

Nick Stratton, Sanlorenzo Asia Sales Manager, opines, “The Sanlorenzo SX88 has been a sell-out success even before its launching at the Cannes Yachting Festival last year. Due to quick demand from Europe we have been eagerly waiting for the first SX88 to arrive in Asia, which is now confirmed for mid 2019. Prior to this we will see the arrival of the all-new SX76 in Hong Kong early next year. The yacht is available for sale with a unique interior design by Piero Lissoni and will be celebrated with a dedicated launch party. Launching at Cannes this year with so many orders already, this yacht is a great opportunity for an enthusiastic buyer.”



Rolls-Royce Cullinan launch

“The SX range appeals to both new owners and those looking for a more sophisticated upgrade from their existing yacht. We are seeing keen interest from owners of other brands wanting something different and a real explorer type yacht that also embodies the style and luxury of a typical Sanlorenzo yacht. The ability to cruise long distances is key for yachts based in Asia”, explains Stratton.

With the recent SX88 sale and several other yacht sales to Asia in the first half of 2018, Sanlorenzo is rapidly expanding its brand awareness and values in Asia and is set to spoil



discerning yacht owners seeking new expressions for their yachting lifestyles.

The SX line will debut in Asia with the new SX76 expected to arrive early 2019 in Hong Kong, followed by the SX88 arrival in Southeast Asia later in 2019.

To discover more about Sanlorenzo yachts [www.sanlorenzoyacht.com](http://www.sanlorenzoyacht.com)

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## First Sanlorenzo SX88 to be delivered to Asia next year

[superyachttimes.com/yacht-news/first-sanlorenzo-sx88-in-asia-to-be-delivered-next-year](https://www.superyachttimes.com/yacht-news/first-sanlorenzo-sx88-in-asia-to-be-delivered-next-year)

13 August 2018 16:00

Market

Written by

**Laura Nicholls**



Following the presentation of its SX88 line at the Cannes Yachting Festival in 2017, Sanlorenzo have announced the first sale of their 26.7-metre SX88 yacht in Asia.



Sanlorenzo has already witnessed high demand for the SX88 in Europe, with 15 units sold as of today. The unit is due to be delivered mid-2019 to a client in Southeast Asia. The new owner will enjoy a custom crossover design featuring the wheelhouse on the flybridge deck, leaving the main deck completely free for use of up to eight guests.



Photo: Aurélien Herman By merging the spaciousness of a classic flybridge yacht with the abilities of an explorer yacht, Sanlorenzo have made the most of the 26.7m space. The exterior design is the work of Officina Italiana Design and it features an interior by Lissoni Associati. With several other yacht sales taking place in Asia in the first half of 2018, Sanlorenzo is encompassing the needs of clients in Asia in their designs, such as the SX88's ability to cruise long distances at 20-knots with a slightly higher top speed of 23-knots.

*"The Sanlorenzo SX88 has been a sell-out success even before its launching at the Cannes Yachting Festival last year,"* says Nick Stratton, Sanlorenzo Asia Sales Manager.





*Photo: Aurélien Herman* "Due to quick demand from Europe we have been eagerly waiting for the first SX88 to arrive in Asia, which is now confirmed for mid 2019. Prior to this we will see the arrival of the all-new SX76 in Hong Kong early next year. The yacht is available for sale with a unique interior design by Piero Lissoni and will be celebrated with a dedicated launch party. Launching at Cannes this year with so many orders already, this yacht is a great opportunity for an enthusiastic buyer." he continued.

 [asia-pacificboating.com/news/2018/08/simpson-marine-sells-first-sanlorenzo-sx88-in-asia](http://asia-pacificboating.com/news/2018/08/simpson-marine-sells-first-sanlorenzo-sx88-in-asia)

Previous: [Benetti FB269 launched, christened Spectre](#)

Next: [Beneteau premieres Oceanis 46.1 at Sydney Boat Show](#)

## Simpson Marine sells first Sanlorenzo SX88 in Asia

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Published: Monday, 13 August 2018

Simpson Marine has sold the first Sanlorenzo crossover yacht in Asia, the SX88, with expected delivery in mid-2019 to Southeast Asia.



(Photo: Simpson Marine - Sanlorenzo SX88)

The SX line was presented at the Cannes Yachting Festival in 2017. Fifteen SX88s are sold to date, followed by 11 orders of the new SX76, which is expected to attend Cannes this year.

"The Sanlorenzo SX88 has been a sell-out success even before its launching at the Cannes Yachting Festival last year," said Nick Stratton, Sanlorenzo Asia Sales Manager. "Due to quick demand from Europe, we have been eagerly waiting for the first SX88 to arrive in Asia, which is now confirmed for mid-2019.

"Prior to this, we will see the arrival of the all-new SX76 in Hong Kong early next year. The yacht is available for sale with interior design by Piero Lissoni and will be celebrated with a dedicated launch party. Launching at Cannes this year with so many orders already, this yacht

1/3

is a great opportunity for an enthusiastic buyer."

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# Sanlorenzo Yachts SX76 23m

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## TECHNICAL SPECIFICATIONS

**Sanlorenzo Yachts "SX76"**

Last Update: 2018-09-14 •  655



Yacht Type	Motor Yacht
Shipyard	Sanlorenzo Yachts
Length / Beam / Draft	23,75 m / 6,60 m / 1,65 m 75.44 ft / 19.68 ft / 3.28 ft
max. Speed	22 Knots
Fuel capacity	4.500 ltrs   1 USgal
Photos / Videos	Sanlorenzo Yachts
<b>Article</b> <a href="#">#sanlorenzoyacht-sx76</a>	
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## Other yacht models from Sanlorenzo Yachts

460 EXP, SL78, SX 88, SD126, 40 ALLOY,  
52 Steel, SX76,



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## The Prestigious Pairing Of Sanlorenzo And Rolls-Royce

 [prestigeonline.com/sg/brands/-/prestigious-pairing-sanlorenzo-rolls-royce/](http://prestigeonline.com/sg/brands/-/prestigious-pairing-sanlorenzo-rolls-royce/)

August 14, 2018

Serving up some exquisite surf and turf luxury transportation.

By Mei Anne Foo on August 14, 2018 , [Brands](#)



Sanlorenzo and Rolls-Royce made quite the lovely couple at the recent debut of the British marque's all-terrain luxury off-roader, the Cullinan, in Singapore last week. The prestigious Italian yacht-maker's new SX series of crossover vessels, especially the SX88, became the perfect partner to the sumptuous SUV.

### **SEE ALSO: 4 unexpected yet awesome brand collaborations**

The collaboration between Sanlorenzo and Rolls-Royce for this regional launch saw the two luxury vehicle heavyweights travelling from Seoul to Hong Kong and finally landing in the Lion City. Local newspaper *The Business Times* picked up on the fact that a mere 1,400 people in Singapore could have the wherewithal to own a Rolls-Royce Cullinan, in reference to Knight Frank's latest wealth report, which numbers Singapore-based individuals with a net-worth of at least US\$50 million (S\$67.2 million).



But while there isn't any word on how many people have placed their orders for a Cullinan in Singapore, Sanlorenzo just announced the first sale of its 27m SX88 yacht in Asia, just after its Rolls-Royce partnership concluded at The Ritz-Carlton, Millenia Singapore. Like the formidable all-wheel drive, the SX88 too is a revolutionary transport crafted out of classic elegance and extraordinary mobility.



This yacht has already garnered high demand in Europe after first debuting at the Cannes Yachting Festival last year. A total of 15 units have been sold so far. The latest order is due to be delivered to the client in Southeast Asia in mid-2019.

In Asia, Sanlorenzo yachts and superyachts are currently cruising in Hong Kong, China, Taiwan, Indonesia and Singapore. Touring with Rolls-Royce in the region simply made perfect sense for Massimo Perotti, chairman of Sanlorenzo. He said, "To partner with such a prestigious brand as Rolls-Royce is not only an opportunity but also a very natural fit. Two world leading brands recognising their uniqueness and synergy. For this exciting Rolls-



Royce launch we see the launch of an industry changing model breaking boundaries and challenging the super-luxury market. We see these synergies also with the latest models from Sanlorenzo. The unique partnership sees an Asia wide collaboration to bring the best in motoring and yachting across the region.”

**SEE ALSO:** *[The Rolls-Royce Cullinan as told by CEO Torsten Müller-Ötvös](#)*



*From left to right: Sanlorenzo SX88, Rolls-Royce Cullinan*

## Suggested Articles

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## New Sanlorenzo SX88 Crossover motor yacht sold

 boatinternational.com/yacht-market-intelligence/brokerage-sales-news/new-sanlorenzo-sx88-crossover-motor-yacht-sold--37841  
By Malcolm Maclean

A new-build 27 metre motor yacht, a Sanlorenzo SX88 Crossover model, has been sold to an Asian client with the buyer introduced by Nick Stratton at Simpson Marine in Hong Kong.

To be built in GRP by Italian yard Sanlorenzo with an exterior design by Officina Italiana Design and an interior by Lissoni Associati, the new yacht is scheduled for delivery to Asia in mid-2019. The styling incorporates several new elements, such as an open transom, which allows both a 4.57 metre tender and Jet Ski to be loaded onto a 30 square metre bathing platform via an integrated davit crane. Moving further forward, the reverse-angled windshield adds to the SX88's explorer yacht aesthetic.

### Sanlorenzo SX88 sold

The asking price of the Sanlorenzo SX88 has been withheld but this model usually retails at €5,500,000

The skylounge is another star feature, with a fixed forward windshield in front of the sole helm position and four-metre long side windows that can be lowered completely. A dedicated lounging area, aft of the mast, is left open to the elements.

The main deck has been designed without a wheelhouse, thus allowing guests to move from the cockpit to the bow with the minimum of obstacles and only two steps. Cutaway bulwarks will help to increase the amount of light permeating this open-plan area, which comprises a saloon, galley and dining area.

Triple Volvo 800hp diesel engines will allow a cruising speed of 20 knots, topping out at 23 knots.

The asking price of the Sanlorenzo SX88 has been withheld but this model usually retails at €5,500,000.

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## One: Inside the first-born of ISA Yachts' new Extra range



boatinternational.com/yachts/editorial-features/one-inside-the-first-born-of-isa-yachts-new-extra-range--37845

By Cécile Gauert

*The first-born of ISA Yachts' new range of wide-open smaller boats packs an awful lot of style – and guests – into 24 metres. Cécile Gauert thinks she's Extra special*

The rear view is not always the best introduction to a boat, the dominant feature usually a transom door flanked by stairs with maybe the yacht's name in a jaunty font. One, the first of ISA Yachts' new Extra line, is refreshingly different: she seems an open book, eager to be read. Moored stern-to along the dock surrounding a marina in the heart of Viareggio, Italy, she flaunts an inviting expanse of blonde teak and grey cushioning that extends from a sun-drenched transformer into a shaded section under the flybridge overhang. Her signature is emblazoned discreetly in polished steel on the back of an enticing bar.

Eager to see more, I step across the teak of the passerelle over dark water, before hopping onto the yacht's sturdy open deck. With the Tuscan sun beating down, the wheat coloured teak boards below my feet feel warm. A breeze brushes across the 50 square metres of this two-tier open area with its sunpad, low loungers dressed with casually tossed pillows, a dining table with teak top matching the finish of the overhang above it and a central built-in bar.

One

*One, the first of ISA Yachts' new Extra line, is refreshingly different: she seems an open book, eager to be read. All images courtesy of ISA Yachts*

I resist the urge to lay out on the sunpad and start exploring. Peeking under the bar's teak top and expecting to find the usual grill or electric hob, I am surprised to find a DJ set tucked above the fridge and ice maker. It may be temporary, as the boat was delivered to her owner only a couple of weeks before (she was sold during construction) but it is in perfect accordance with the personality of this first hull of a new range designed by Francesco Guida for ISA Yachts. "This boat is loaded with options," says Francesco Carbone, ISA Yachts' general manager. "The same team that builds the 50, 60 and 70 metre boats built this. It is not like a serial production boat trying to optimise everything. It is different. It has been designed to be a family boat, or a group or party boat with space to accommodate a lot of people. You can see easily 25 people outside and they can all be seated."

There are eight of us on board the boat, which is just 24 metres in length, and we are at no risk of stepping on each other's toes. I have seen boats of this size with people standing elbow to elbow, sitting on tables or crowded precariously on the foredeck. With its big open deck, this is a much more suitable platform for a group outing. One, though, is more than a party boat, it's a yacht with amazing style and, surprise, a tender garage. The sunpad I was sizing up seconds earlier starts moving up quietly; I notice a crew member operating a



switch on the coaming. Under the cushion's base and the teak decking, which lift smoothly as one block, is a 3.3 metre Williams jet tender neatly tucked sideways alongside the small crane that lifts and spins it over the teak bathing platform.

#### One aft deck space

Nearly half of the main deck is dedicated to outdoor living, with built-in seats and free-standing furniture by Tribu

A tender garage on this boat is especially surprising given that the lower deck has four guest cabins (other configurations are available), including a large master cabin with full-beam en suite insulating it from the compact engine room behind it.

The yard was able to create this tender garage owing to the compact nature of the Volvo Penta IPS propulsion system fitted in the semi-planing hull, built in fibreglass. The primary motivation for the propulsion choice was comfort and efficiency to match the boat's personality, plus ease of use, so it's a bonus that the space-saving feature allows for the garage. The two Volvo 1050 engines yield a top speed of 19 knots and are fuel efficient at cruising speed, giving this boat a range of approximately 700 nautical miles, enough to take the party way offshore.

Guida ticks off the Extra's main distinguishing features as "very large living spaces, low consumption at middle/intermediate speed and very high range". One additional goal was "to preserve ISA Yachts' strongest points, namely the highest level of construction quality and the comfort offered both at anchor and during navigation and, last but not least, the unmistakable 'Made in Italy' mark." I can vouch for the yacht's Italian style – there is oodles of it, from custom-made pieces to some of the who's-who of Italian furniture and accessory design – and for the quiet ambience at anchor. Unfortunately, there is no opportunity to take the boat out for a blast.

#### One

"It has been designed to be a family boat, or a group or party boat with space to accommodate a lot of people. You can see easily 25 people outside and they can all be seated," says ISA Yacht's general manager Francesco Carbone

But at the dock or at anchor, one of the yacht's strengths is without a doubt the amazing space. "The maximum beam is 6.8 metres, almost one metre wider than other boats of the same length," Carbone says. "The idea was to have big indoor and outdoor space on the same level, and the same space in the cockpit and in the saloon – it is really huge."

The layout of *One's* main deck yields a couple more surprises: between the vast saloon and the outdoor dining area is a central galley. Rather than a diminutive bar-cum-sink configuration tucked into one side, which is a common solution on a boat of this size, the galley stretches proudly across the middle, separated from the aft deck by sliding tinted glass. There is room for a small crew on this boat, housed in a space accessed from a forward hatch in the forepeak, but the 76 Extra can be handled with minimal exterior help. If owners decide to skip the chef on an overnight trip and handle the cooking themselves, they will still feel part of the party.

To the port side of the galley is the entrance to the main saloon, covered in a dark leather by Foglizzo, and steps down to the lower deck cabins. The main feature in the saloon could be the open space. It's not often you find a designer bold enough to leave so much square footage free of furniture or built-ins – and there is no formal dining area. Sunlight shines through the glass ceiling to project the square patterns of the photovoltaic cells covering it onto a plush carpet by Supertuft. The cells sourced from Ertex Solar generate just enough power (about 4kW) to run a few appliances and lights so that, in temperate weather, it's possible to shut the generators off at night.

The designer chose all colours, furniture and décor, down to specially made containers for nail polish and stylish boxes holding products from Bulgari

The low white sofas by Minotti, cocktail tables around the perimeter and the simple colour scheme would not be out of place in a fashionable nightclub, minus perhaps the saxophone-heavy smooth jazz flowing from discreet speakers. The main difference from a land-based club is the pilothouse, an elegant composition of electronics and large screens, custom made by ISA Yachts with Garmin technology. Side-Power thrusters and multiple cameras assist in manoeuvring.

The designer chose all colours, furniture and décor, down to specially made containers for nail polish and stylish boxes holding products from Bulgari. Some unexpected touches in the cohesive, soft décor include wall mounted industrial-looking reading lamps flanking the bed in the forward VIP cabin and an overhead in aluminium in the cabins.

Guida, a designer with a degree in naval engineering, knows the shipyard business well; he was a partner at Sanlorenzo up to 2002 and he co-founded Arcadia Yachts. He has also collaborated with a variety of builders, more recently Azimut, Cantiere delle Marche and now Columbus Yachts, which is newly related to the revived ISA Yachts through ownership. The Palumbo Group, originally from Naples and the parent company of Columbus Yachts, bought ISA Yachts' assets during a dynamic expansion phase in 2016. Embroiled in financial difficulties, ISA had shut its doors after the launch of such noteworthy yachts as 66.4 metre Okto.

One

Some unexpected touches in the cohesive, soft décor include wall mounted industrial-looking reading lamps flanking the bed in the forward VIP cabin and an overhead in aluminium in the cabins

Since reopening under new ownership, it has delivered 36.5 metre Clorinda, with an alluring interior by Guida, and has introduced a full range of new designs from planing to full displacement yachts. The Extra range (short for extraordinary) is meant to fit somewhere in between, says Guida, who also designed the interior of the 80 metre Columbus under construction at ISA's facility in Ancona on the Adriatic coast. The yard has designed the first ISA Extra for "a refined sea lover looking for something special and not too big (initially) but who has the potential to step up," says Carbone. The starting price in this case is €3.75m, excluding options and taxes.

The designer, who hails from southern Italy, knows the yard's CEO Giuseppe Palumbo

well. “My favourite place to go boating is Capri, an unrivalled spot for panoramas, clear water and corners to be discovered. It is the sea where I grew up and it is where I meet quite often with Giuseppe Palumbo to talk about future projects, something we never get bored of doing,” he says.

#### Tender garage

The large sunpad on the aft deck, below, contains the ISA 76’s biggest surprise, an ingenious tender garage

Over his many years in the yachting industry, he’s become known as an innovator. He describes his style as “essentially a simple design and always imbued with marine influences”. However, he always thrives to preserve a brand’s identity. The Extra is reminiscent of other ISA yachts in several ways. “The sequence of the living areas available in the cockpit recalls that of the ISA Sport 120 – sunbed/living/dining – a layout which has been very successful over the years.”

Since *One*, developed closely with Palumbo, was sold during her construction, ISA Yachts has announced the sale of another 126 and a 93 in the same line. They look quite different from the smaller sistership, and the larger boats in the range will be built in aluminium rather than fibreglass, but they follow the same principles: generous space, efficient cruising and convivial living. “The series is really taking off. It looks like there is a demand for people looking for something different and for volume that they won’t get in the same length on another boat,” Carbone says.

#### One

There is room for a small crew on this boat, housed in a space accessed from a forward hatch in the forepeak

But one of this first ISA Extra’s loveliest spots is one that won’t even be counted in that volume: most of the time, navigation will be handled from the helm on the upper deck. A steep staircase with wide teak steps, protected from the outside elements by a sliding glass door on the main deck and a sliding hatch, leads to the compact but very well thought out flybridge deck. The design did not sacrifice safety for aesthetics, and a handy (and elegant) banister helps negotiate the verticality. A bimini stretched over carbon poles (which can remain in place up to about 12 knots) shades the helm station and two pilot seats. A long cushion wraps around the front of the screens, an invitation to stretch out in the sun. An additional bar with ice maker is tucked next to a compact table and seating arrangement, a perfect spot to enjoy – what else on a boat this steeped in Italian style? – a traditional aperitivo.

*First published in the August 2018 edition of Boat International.*



## Sanlorenzo motor yacht Hideout for sale



boatinternational.com/yacht-market-intelligence/brokerage-sales-news/sanlorenzo-motor-yacht-hideout-for-sale--

37921

By Malcolm Maclean

The 26.7 metre motor yacht *Hideout* has been listed for sale by Boomer Jousma at new US brokerage house Italian Yacht Group.

Built in GRP by Italian yard [Sanlorenzo](#) with an exterior design by [Officina Italiana Design](#), *Hideout* was delivered in 2018 as an SX88 model. Her interior, customised for the US market by [Marty Lowe](#) in white French oak, features a four-cabin layout, offering accommodation for up to eight guests split across a master suite on the main deck and three further cabins below decks.

### Hideout-yacht-for-sale

*Hideout* - yacht for sale

*Hideout* incorporates several new design elements, such as an open transom, which allows both a 4.57 metre tender and Jet Ski to be loaded onto a 30 square metre bathing platform via an integrated davit crane. Moving further forward and the reverse-angled windshield adds to the explorer yacht aesthetic of this [yacht for sale](#).

The sky lounge is another star feature, with a fixed forward windshield in front of the sole helm position and four-metre long side windows that can be lowered completely. A dedicated lounging area, aft of the mast, is left open to the elements.

The main deck has been designed without a wheelhouse, thus allowing guests to move from the cockpit to the bow with the minimum of obstacles and only two steps. Cutaway bulwarks help to increase the amount of light permeating this open-plan area, which comprises a saloon, galley and dining area.

Power comes from a Volvo Penta D13-IPS1050 poddrive propulsion system, which allows for a cruising speed of 20 knots topping out at 23 knots.

Lying in Sag Harbor, New York, [Hideout](#) is asking \$6,750,000.

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## €2M price drop on Sanlorenzo motor yacht Seven Sins

 boatinternational.com/yacht-market-intelligence/brokerage-sales-news/€2m-price-drop-on-sanlorenzo-motor-yacht-seven-sins--34743  
By Malcolm Maclean

The 52 metre motor yacht Seven Sins, listed for sale by Matt Albert at Yachting Partners International, has had a price reduction of €2,000,000.

Built in steel and aluminium by Italian yard Sanlorenzo to a design by Officina Italiana Design, Seven Sins was delivered in 2017. The palette throughout consists of white, beige, taupe and browns; a scheme that allows the atmosphere to fluctuate between cosy and breezy, accommodating up to 12 guests in five cabins. The master suite is situated on the main deck, while four en-suite guest cabins are on the lower deck (two doubles and two twins) and all cabins feature leathers in warm tobacco brown and cool white, as well as bronze mirror television screens and en-suite bathroom facilities. There are also quarters for nine crew aboard this yacht for sale.

the-sanlorenzo-motor-yacht-seven-sins-is-currently-offered-for-sale

Seven Sins is now asking €30,000,000. Photo: Guillaume Plisson

The main saloon is very light thanks to huge windows and glass bulwarks, with an aft entrance lobby and bar leading to two distinct seating areas: a more formal one with pale marble coffee tables, then, separated by low mirrored cabinetry, a relaxed one in front of a cinema screen — a position more traditionally occupied by the dining area.

The sundeck is likely to be the most popular al fresco spot on board. With loose furniture from Paola Lenti, it offers a rank of sun loungers aft, comfortable seating around coffee tables, a dining table for 12, and a glamorous bar clad in silver-flecked granite that shimmers in the sunlight.

“Seven Sins represents a rare opportunity to own a brand new 2017 launch with unique onboard features not found on any other yacht in this size range,” says the yacht’s broker Matt Albert. “As the new flagship yacht of one of the most successful yards in Italy, Seven Sins showcases the innovation and build quality for which Sanlorenzo is renowned. Having been put through her paces on the water, she is offered fully owner-ready and, with the wait time for the next model in this range currently at four years, now is the time to buy.”

Available to view in the South of France, Seven Sins is now asking €30,000,000.

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## Video: Sanlorenzo captures helipad landing aboard Ocean Dreamwalker III

 [boatinternational.com/yachts/news/video-sanlorenzo-captures-helipad-landing-aboard-ocean-dreamwalker-iii--37991](https://www.boatinternational.com/yachts/news/video-sanlorenzo-captures-helipad-landing-aboard-ocean-dreamwalker-iii--37991)

By Miranda Blazeby

Sanlorenzo has released a video aboard *Ocean Dreamwalker III*, the largest hull in the EXP series, showing its specially designed helipad in use.

The 47 metre explorer yacht, which was launched in May at Sanlorenzo's shipyard in La Spezia, features a longer stern area especially requested by the owner to accommodate a landing pad for helicopters.

A video released by the shipyard shows the helipad in use as two guests make a smooth landing aboard the yacht.

The yacht features exterior design created by Francesco Paszkowski and was launched in a special Buddhist ceremony especially requested by the Chinese owner in May.

*Ocean Dreamwalker III* is the largest unit in the EXP series, modified from the popular 460 EXP model and is the first hull in the 500 EXP series with E Motion electric propulsion.

ODIII


*Ocean Dreamwalker III* was launched in a Buddhist ceremony in May this year

The 500 tonne yacht has accommodation for 10 guests across five cabins, while the crew quarters allow for a staff of eight.

Power comes from a pair of Caterpillar C-32 Acert 1320hp engines for a top speed of 16 knots.



## Simpson Marine appoints group general manager

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Richard Allen previously served as Simpson's group sales director

Richard Allen, group sales director at Simpson Marine for the past three years, has been promoted to group general manager with immediate effect.

In his previous role, Allen oversaw the sales performance of all Simpson Marine activities and before that was the Beneteau Group (Monte Carlo Yachts, Beneteau and Lagoon) sales manager at Simpson Marine. Has has been based in Hong Kong for the past six years.

Allen's previous yacht sales and charter experience includes 10 years with Ancasta International in the UK and four years with Sunsail.

"Richard has done a great job managing Monte Carlo Yachts, Beneteau and Lagoon sales throughout the company and more recently added Aquila Power Catamarans and Fairline Yachts to our product range," says Simpson MD Mike Simpson. "He is extremely well respected in the yacht industry and has expert knowledge of the yachts that we sell and has been a great help to all the team throughout the years.

"He is also one of our best sailors in the company with a long record of regattas and races in his log," Simpson adds.

As group general manager, Allen will be responsible for the management of all Simpson Marine new yacht sales and brokerage business activities. Mike Simpson will continue to oversee the superyacht business with Nick Stratton, the Sanlorenzo sales manager.

Allen will also be responsible for growing the Simpson Yacht Charter business with new destinations and offering more local developments and expanding the superyacht charter operation.

Simpson Marine is one of Asia's leading international yacht dealership, brokerage and service firms. Founded by Mike Simpson in 1984, the company employs over 100 staff and has a well-established sales and service network across Asia with 12 offices spread within mainland China, Hong Kong, Taiwan, Singapore, Malaysia, Thailand and Indonesia.

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## Richard Allen Appointed General Manager for Simpson Marine

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August 29, 2018



Based in Hong Kong for the past six years, Richard has served as Group Sales Director overseeing the sales performance of all the SM group activities for the past three years and before that was the Beneteau Group (Monte Carlo Yachts, Beneteau and Lagoon) Sales Manager at Simpson Marine.

His previous extensive yacht sales and charter experience includes 10 successful years with Ancasta International in the UK and 4 years with Sunsail bringing him a wealth of knowledge and understanding of the yachting industry and the leisure yacht charter market, the main business streams at Simpson Marine.

“Richard has done a great job managing Monte Carlo Yachts, Beneteau and Lagoon sales throughout the company and more recently added Aquila Power Catamarans and Fairline Yachts to our product range. He is extremely well respected in the yacht industry and has expert knowledge of the yachts that we sell and has been a great help to all the team throughout the years. He is also one of our best sailors in the company with a long record of regattas and races in his log”, says Mike Simpson, Simpson Marine Managing Director.





In his new role as Group General Manager, Richard will be fully responsible for the management of all Simpson Marine new yacht sales and brokerage business activities.

Mike Simpson will continue to oversee the growing Superyacht business with Nick Stratton, the Sanlorenzo Sales Manager.

Richard will also be responsible for growing the Simpson Yacht Charter business with new destinations and offering more local developments and expanding our superyacht charter operation. Charter has great potential for the Group with its constant growth and SYC will be offering new services to the customers with expanding Charter Management Programmes.

Finally, providing exceptional service to the customers has been the aim of everyone in the company since the very beginning in 1984 and this applies especially to After Sales Service which will receive additional attention with the new Group General Manager.



“Having been appointed as General Manager at Simpson Marine it is a great honour indeed that goes hand in hand with even greater responsibility as we are a widespread and diverse company with 35 years of history and with over 100 employees in 12 offices and 10 service points in 7 countries around Asia. Managing this complex structure with our notable portfolio of the world’s leading yachting brands and full service offering takes a lot of time and effort but it’s challenging and energising. We can see a strong growth path and many new business opportunities for further expansion in Asia, whilst at the same time remaining as local and customer-centric as we can in line with our values and mission”, says Richard Allen, Simpson Marine General Manager.

**Simpson Marine** currently operates in China, Taiwan, Hong Kong, Singapore, Indonesia, Malaysia and Thailand. The company is the exclusive representatives for Sanlorenzo Yachts, Beneteau, Lagoon, Monte Carlo Yachts (excludes Hong Kong), Fairline Yachts (HK and the Philippines), Aquila Power Catamarans and Viking Yachts in its territories and provides a full range of Services with Yacht Charter, Yacht Management, After Sales Service and Yacht Finance with E-Power.

## Sanlorenzo SX88

Sea [seamagazine.com/sanlorenzo-sx88](http://seamagazine.com/sanlorenzo-sx88)

August 30, 2018

The Italian builder gives American buyers a taste of the Med with features more at home in the U.S.



At 87 and a half feet long, the Sanlorenzo SX88 Americas Edition qualifies as a superyacht, but the SX88 is a bit difficult to nail down as one kind of yacht or another. It's more of a crossover between a flybridge motoryacht, an expedition yacht and a sport or express yacht (and maybe a tinge of wakesports boat).





## Bocelli porta a Viareggio Richard Gere e Morgan Freeman

 iltirreno.gelocal.it/versilia/cronaca/2018/08/29/news/bocelli-porta-a-viareggio-richard-gere-e-morgan-freeman-1.17197756

di Donatella Francesconi

August 30, 2018

VIAREGGIO. Viaggio via mare per circa 200 ospiti della "Celebrity Fight Night", evento organizzato, tra gli altri, da **Andrea Bocelli**: partenza da Viareggio ed arrivo a Porto Venere, per la serata che sarà sponsorizzata dalla creative factory di **Gualtiero Vanelli**. La tappa del 6 settembre vedrà la presenza, tra i tanti altri ospiti, anche di **Morgan Freeman** e **Richard Gere**.

Dalle indiscrezioni che trapelano a pochi giorni dall'arrivo a Pisa - il 5 settembre con un Boeing 777, privato, superlusso - dell'infornata di ospiti illustri, dovrebbe essere il cantiere SanLorenzo a reperire gli yacht a bordo dei quali effettuare la breve gita (circa due ore, solo andata) nel tratto di mare da Viareggio a Portovenere.

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Per la buona riuscita dell'appuntamento, però, non è solo questione di recuperare gli yacht SanLorenzo che, in giro per il mondo, possano rientrare in Darsena a Viareggio e prestarsi all'iniziativa che avrà il gran finale a Palazzo Pitti con cena ed asta benefica. Una volta trovate le imbarcazioni, infatti, il viaggio occasionale dovrà avere il preventivo via libera dell'Ente tecnico che sarà scelto per la verifica di stabilità, le opportune prescrizioni, l'adeguamento delle misure per il salvamento. Ed ogni yacht, secondo la bandiera battuta, seguirà la normativa del Paese di riferimento. Tutte operazioni che sono a carico dell'armatore o degli agenti marittimi incaricati. Una "sfida" con il tempo, insomma, per garantire la tappa versiliese-


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ligure dell'evento.

Niente si sa ancora sulle modalità con le quali avverrà il trasferimento da Firenze al luogo di

imbarco, ma è presumibile che in questi giorni stia alle forze di polizia sul territorio entrare in contatto con gli organizzatori per tutte le parti di "safet" che un evento del genere, con questo

## Sanlorenzo's 60th birthday has impressive premieres to be shown at the Cannes Yachting Festival and the Monaco Yacht Show -Cars Automobiles

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Amazingreveal

August 31, 2018

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Sanlorenzo's 60th birthday has impressive premieres to be shown at the Cannes Yachting Festival and the Monaco Yacht Show. In addition, more sanlorenzo sales to the owners of Singapore and Hong Kong will be a high profile 60th anniversary year for this leading Italian shipyard. A SL78 and SD92 are destined for Hong Kong and will be sold by Simpson Marine, while the first Ocean Dreamwalker 111 of Sanlorenzo 500EXP will travel to the Chinese coast after its debut in Monaco in September. Another SX88 was sold here in July. New models include the Sanlorenzo Asymmetric SL102, which was ordered by an Asian owner in 2019, and the SX76, the second model of the SX crossover line, which began last year with the SX88 and will be officially launched at the Cannes Yachting Festival. Sanlorenzo Chairman and CEO Massimo Perotti said at the Elite Days in La Spezia that the yard had "exceptional growth" and was able to increase its turnover from € 40 million in 2005 to € 300 million last year.



Sanlorenzo 500 EXP

In the 60 years, Sanlorenzo has built more than 750 yachts, all of which are different because they are tailored to the specific needs of the customers. The shipyard currently occupies the third place in BI's Global Order Book of the top 20 world builders of yachts over 24m. An additional € 24 million would be spent on improvements in La Spezia, said

Perotti, € 20 million for the Amelgia fiber plant and € 16

Millions for the acquisition of the FIPA shipyards in Massa and Viareggio. R & D would amount to another € 30 million.

Sanlorenzo was founded in 1958 by Gianfranco Cecchi and Giuliano Pecchia, whose first farm was near Florence. Giovanni Jannetti took over the company Sanlorenzo Shipyards in 1972 and his first fiberglass fuselage was launched in 1985. Strong growth in the 80s and 90s led in 1999 to a move to Ameglia, where the headquarters is still located. In 2005, Perotti, Azimut-Benetti's first CFO with CEO Paoli Vitelli and now Azimut CEO, took over Giovanni Jannetti's staff and added a new production facility in Viareggio. Showing early interest in the potential of the Asia-Pacific region, Vitelli and Perotti visited Hong Kong and Japan in the mid-1980s, where they made initial contacts with Mike Simpson of Simpson Marine. In 2016, the decision was made to acquire an impressive production facility in La Spezia, where today Sanlorenzo Superyachts is located. Sanlorenzo today specializes in the production of composite motor yachts from 76 to 118 feet, the SL line, semi-displacement motor yachts from 92 to 126 feet, the SD line, and crossover yachts such as the newly introduced rapid displacement SX line SX88 and now SX76.

In addition, the shipyard has begun to design and build super metal yachts from 40 to 80 meters. Of the 21 superyachts ordered so far, 15 are still under construction. The 500EXP, for example, is a customer-oriented extension of the 460EXP, the Sanlorenzo Explorer Yacht. Created with a Buddhist ceremony inspired by the traditions of the Chinese owner, Ocean Dreamwalker 111 was developed in close consultation with the owner and allows for a longer tail, allowing a heliport without losing the configuration of a Superyacht Explorer.



Sanlorenzo SX76



The 500EXP measures 47 and 500 gross tons and revolutionizes the concept of the expedition yacht. This, ready for world-famous adventures on the open sea, is packed with "toys" and other gadgets. The new crossover yacht SX76 follows the big success of the SX88 at last year's Cannes, Genoa, Dusseldorf and Miami Boat Shows, as shown by 13 sales so far. The SX project is described as "a happy and intelligent synthesis between the classic flybridge motor yacht, of which Sanlorenzo was and will be one of the first protagonists in the world, and the youngest and growing explorer model".

The room does away with a lengthy rendition of the many features, but there's a test drive at Cannes, and this would be an excellent setting for what the manufacturer calls "the whole family feeling of the SX line". Another new model, which has already aroused great interest in Asia, is the Sanlorenzo Asymmetric SL 102, "a motor yacht that goes a step further than others".

"Look at the port side, the starboard side and the bow," says a spokesman. "The SL102 is not the same from one side to the other, and Sanlorenzo dares once again to offer something that has never been before, that never existed, that was never created in yachting, a boat with different sides".

"The starboard side has a deck that runs seamlessly from the aft cockpit to the bug living area, and the bulwark on the living room level opens to a deck, while the port side looks like a wide hull, a yacht much larger than the 31m of the SL102." , The original idea came from Chris Bangle, the brilliant car designer who has recently worked with the shipyard, its technicians and interior designers. There are also asymmetrical layouts, such as a European and an American version. Finally, and during car connections, Sanlorenzo recently partnered with Rolls Royce for the regional Asia-Pacific launch of their new Cullinan, which is described as the manufacturer's "effortless, all-terrain" car.

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