

BARCHE®

FULL ENGLISH TEXT

MONTHLY INTERNATIONAL YACHTING MAGAZINE

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VERSILIA YACHTING
RENDEZ-VOUS

04 Mar 2018





Riva Mythos, Officina Italiana Design, photo by Alberto Cocchi.



VSY Stella Maris, Espen Øino Design.

For their part, the big yachts from CRN almost all bore the authoritative signature of Zucco International Project, featuring compact lines, generous superstructures and harmonious volumetric relationships.

The international designer Espen Øino worked along very similar lines, designing *Kismet* and *Saint Nicholas* for Lürssen in 2007. That was also the year that Baglietto broke the mould with *Tatiana Per Sempre*, a 44m yacht designed by Paszkowski. This steel-coloured shard was characterised by its low superstructure and a single black ribbon of windows from bow to stern.

The seeds of evolution had been sown and would start to show results over the coming years, particularly with the growing dimensions of custom yachts, which soon measured a huge 80, 90 or 100 metres and more. These large sizes have constituted a trend over the last ten years.

From 2007 onwards, notwithstanding the crisis, even open yachts – at risk due to their high consumption – grew bigger and bigger. The *Leopard 46m* made by Bacigalupo in 2007 is the forefather of a line of streamlined, high-performance yachts whose only thing in common with open yachts is in the name, even flaunting spacious flying bridges harmoniously incorporated in the superstructure. Overmarine's yachts were of a similar style. Ten years later, it has remade a model that made its debut in 2007, the *Mangusta 165* that, revised and evolved, is now manufactured in an E (evolution) version

and is proving a great commercial success.

In 2008, Philippe Starck amazed the nautical world with his *A*, a 119m built by Blohm&Voss. A anticipated styles and layouts that, albeit in a less extreme fashion, would appear again and again, such as the reverse bow and a huge beach club that also opens out to the sides thanks to drop-down terraces. There have been very few bows like this, it's true, but the beautiful slender bows inherited from the beginning of time have been definitively thrown into question.

The straight bow, for example, is one of the stylistic elements that configures an evolution in large yacht design over the last decade. As well as having a strong stylistic impact, it allows for the optimal use of the internal volumes with the same overall length. Some of the character-packed yachts launched in Italy over the last decade with straight or slightly reverse bows include the Benetti *Nataly* and, in 2017, *Seasense* and the *Isa Forever One* and *Okto*. And now we come to the evolution of the layout. Internal space is a tyrant. Many large yachts have sacrificed elegance in favour of gigantic superstructures designed to encompass everything and more. This is true of both semi-custom and custom yachts. Space is a luxury, just like the relationship between interior and exterior. However, some bucked the trend and, well aware of the lure of speed, constructed a small series of aluminium custom yachts between 2007 and 2015 that all share a highly streamlined design recalling the fuselage of an aeroplane: SilverYachts, a German-owned



firm with its yard in Australia produced four yachts, two measuring 73 metres and two measuring 77 metres, that reach a speed of 27 knots and beat all efficiency records. Abetted by the crisis, 'green yachts' became an increasingly pressing issue.

Many yards launched projects, of varying degrees of success, to ride the eco-friendly wave. The hybrid made its first appearance and the *Long Range 23* built by Gruppo Ferretti under the Mochi brand marked the start of a trend that, unfortunately, even today is struggling to gain a footing, primarily due to the costs associated with lithium batteries and a relatively modest all-electric range. However, the idea has been established that one can happily set out to sea in a spacious yacht, capable of great autonomy, while

consuming very little. In 2010, Tilli Antonelli left Pershing and founded Wider. Tilli did not lose sight of the pleasure of getting off the beaten track and developing intelligent, practical solutions, remaining an outsider. With the exception of the *Wider 42'* and the *32'*, which we will discuss in our article on serial yachts, Tilli, together with Fulvio De Simoni, his legendary trendsetting yacht design partner, started work on a project that was as daring as it was interesting: an aluminium yacht measuring approximately 46 metres with diesel-electric propulsion with azipod. Both the external design and the layout are unusual. The large garage in the stern opens with a complex mechanism and, once the tender is out, the compartment is transformed into a luxurious swimming pool.