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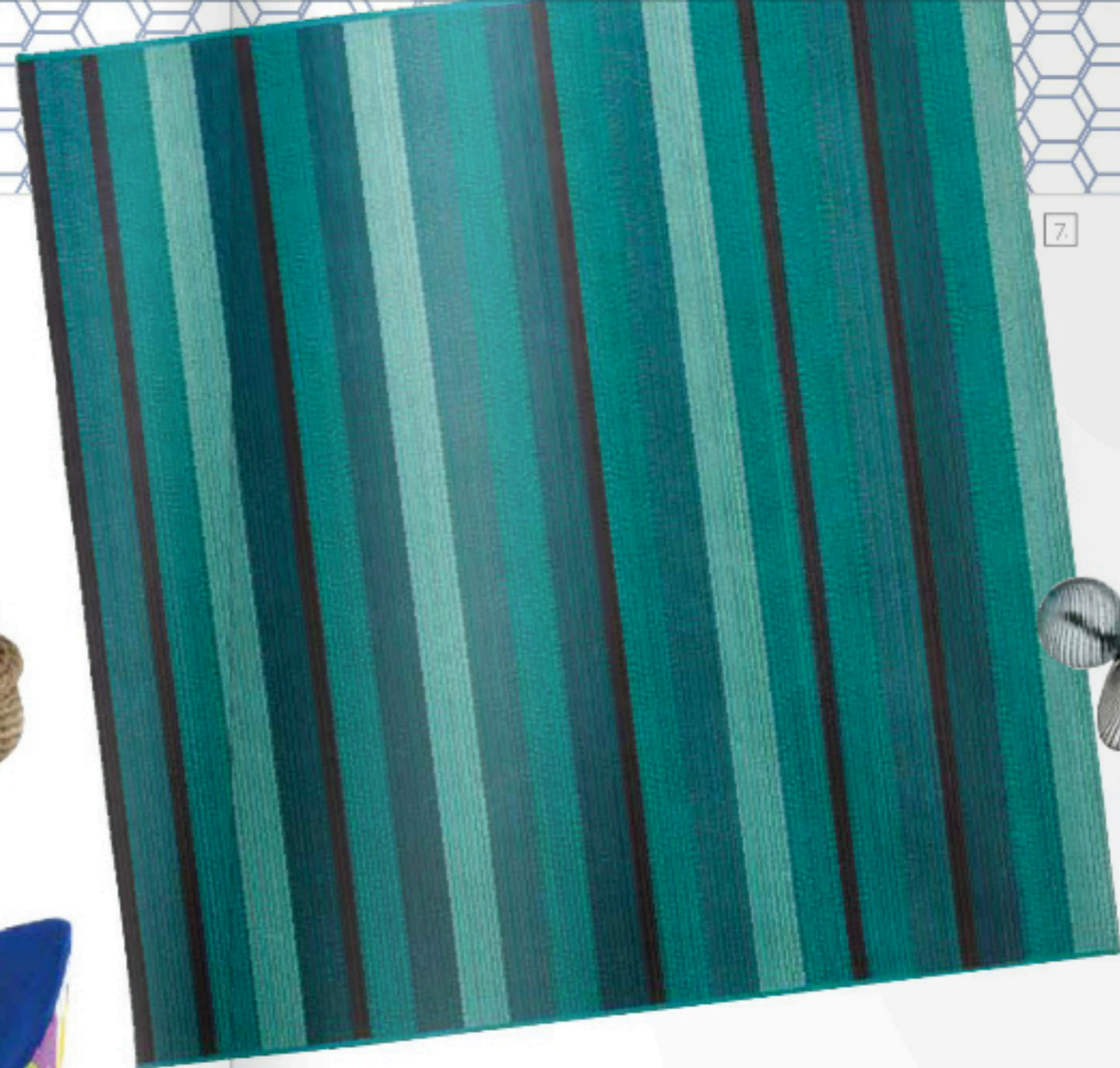
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1. Unopiù makes the embracing shape of the Mamy sunbed, without a supporting frame, just using hand-woven WaProLace synthetic fibre



2. Kartell presents a new print for the Madame sofa by Emilio Pucci, dedicated to the city of Shanghai. 3. Give your yacht with a light-hearted touch by furnishing it with Missoni's ottoman from the Recife collection (with print on watercolour floral print on damina lurex)



4. Flexform interprets the bench concept by combining the metal frame with a woven leather seat. 5. Poliform in 2015 adds a number of elements to its Mad collection (armchairs, chaise longues, chairs and tables), all featuring generous dimensions and soft volumes; photo, coffee table. 6. Barovier&Toso spotlight the glassmaking skills and traditions of Murano with Perseus, a chandelier with a free combination of shapes and chrome elements while retaining the design's harmony. 7. Paola Lenti uses plain or two-colour Rope yarn tresses to create the made-to-measure Ray carpet



A stunning, graceful, predatory lady, Asya is a yacht to be reckoned with. With a dramatic profile, she gives the impression of continuous forward motion as if straining to be off. Her interior is a haven of purity and calm, a shimmering, sensual place that is a wonder to relax in. Asya has all the mystery and charm of a great doyenne. Custom built by pedigree Dutch yard Heesen Yachts on a tested platform, Asya is the second 47-metre yacht to undergo a significant restyling. The first, Elena, won the World Superyacht Awards this year. Frank Laupman of Omega Architects has designed more contemporary external lines, with a sharp Pelican bow and streamline superstructure in black and white. He drew Asya with more body to the exterior to make her look bolder, as well as giving her cleaner lines in the forward section of the yacht. The displacement, steel-hulled yacht now has a larger, more distinctive window on the forward deck and the rescue tender is housed in an enclosed bay in front of the wheelhouse – no mean feat in a yacht of under 500 GT. He also restyled the stature of the exterior to give Asya more “optical weight”. In short, a stronger, more dramatic profile. Continuous glued glass windows and matching black paintwork on the main and upper decks add to her dramatic, almost predatory look.

The interior, by the award-winning London-based designers Bannenberg & Rowell, is a masterpiece of harmonious design. Inspired by the works of German industrial designer Dieter Rams, American architect Frank Lloyd-Wright and self-taught Japanese architect Tadao

Ando, the interior has a calm, restful, Far Eastern feel and focuses on the purity of a combination of form and function. The working title for the interior was Hé, which in Chinese means harmony. The materials were chosen for their restful feel and contrast light and dark woods with mid-gloss lacquer, silks, bronze and polished stainless steel accents. The main woods throughout are silver grey oak, Macassar ebony for the furniture and bleached white oak and American black walnut for the wall timbers. Much of the furniture, particularly the main pieces like the dining and coffee tables and the built-in elements, is designed by Bannenberg & Rowell and custom-made by Heesen craftsmen. The clever, atmospheric lighting, by Contardi and Delightful, sees shafts of glowing light fall on different places to give a soft, uplifting feel. Throughout, the light beige and cream carpets are by Oliver Treutlein with fabrics by Dedar, Sahco, Holland & Sherry, Elitis, Bruno Triplet and Loro Piana, and leathers by Foglizzo. The main saloon, with a dining area towards the bow, features warm khaki colours with highlights of sunset orange set within a neutral backdrop.



Another image of the sundeck looking to the stern.  
Right: the dramatic, contemporary exterior lines of  
Asya, designed by Frank Laupman



the sofas by Minotti, chaise longues by Meridiani and dining chairs by Autobahn, add to the sophisticated ambience. Contardi floor lamps add a Far Eastern touch. The skylounge is in purples and mauves within a light setting with accents of orange. Large circular sofas are designed by Bannenberg & Rowell and custom-made by Sinn Living, while the floor lamps are by Roche Bobois. There is also a card table by the designers and made by William Yeoward. The master suite features pale blue and violet colours while the guest cabins are in light blues and lilacs. The exterior has a spacious sun deck as well as a terrace extending from the

skylounge and relaxing space forward and in the stern cockpit on the main deck. All the exterior furniture is by Summit and Paola Lenti.

Delivered to her owners in March, Asya is an oasis for her 12 guests, who are welcomed in a full-beam master suite, two double cabins and two twins with Pullman beds. A top speed of 15 knots ensures they can always make it to lunch on time and in style.

[www.heesenjachts.com](http://www.heesenjachts.com)



# SL 118

A contemporary yet classic design with plenty of Sanlorenzo signatures, the flagship of the fibreglass SL line is the culmination of many years' experience – but it also introduces a plethora of fascinating novelties

by Bianca Ascenti pictures - by Beppe Raso



## The exterior design

### Andrea Mottino, Vice President of Sales and Marketing



This boat's real strong point, like every other Sanlorenzo, is that it is so instantly recognisable. Our boats do evolve but they always stay the same too and so the brand doesn't lose its value over time. In fact, it seems to only grow in prestige. We are not interested in big numbers and we don't chase extreme or fashionable lines. Our goal is retain our position on the market by focusing even harder on the quality of our craft because that is what makes the difference on such a competitive scene. It also explains our position at the top end and the results we've achieved thus far. This boat is a real powerhouse of technology and exclusive solutions – not the kind of thing visible to the naked eye. We concentrated on technical content and reducing the weight of the whole upper part of the superstructure by using carbon and fibreglass lamination. We also did a lot of noise and vibration damping and focused on every last detail right down to the



The exterior styling is instantly recognisable with plenty of elements borrowed from the yard's heritage and passed down through time – including the single window with a cutaway gunwale aft given a modern twist. Below, the aft cockpit is essentially an al fresco lounge

thickness of the fibreglass, the teak on the deck (12 mm), the doors themselves and the steel used for their handles. Another pivotal aspect is the very close relationship we develop with our clients and the personalisation service we offer: understandably enough, we can't alter the naval architecture but the owner can

still completely mould the interiors around the "box", so to speak. They can even change certain technical and exterior details. Thanks to our network of leading Italian and international brands, they also have the virtually endless choice of furnishings as they would if they were choosing for their home.



## The Shipyard

After Massimo Perotti took over at the helm of the yard in 2005, Sanlorenzo completely rethought its market position. Perotti internationalised both the company and its output which can now be targeted with different characteristics and/or components to suit different markets. Sanlorenzo enjoys a very strong presence in Europe through our brand representatives and, thanks to distribution agreements, we're also well-established in America and Asia. We recently signed a distribution and exclusive dealership agreement with Simpson Marine, the largest sales and brokerage company in the Far East, too. That's a strategic move designed to respond to the growing demand for our bespoke yachts in the Pacific and South East Asia regions. Clients who choose Sanlorenzo expect certain types of geometry, volumes, harmony and excellence. We aren't really the yard for casual buyers. We focus on expert owners who can afford the best in everything from design to final certification. They choose us for a reason: because we pour all our energy and experience into our boats. In fact, we don't build more than 30 yachts a year. And every one is tailor-made for its owner.