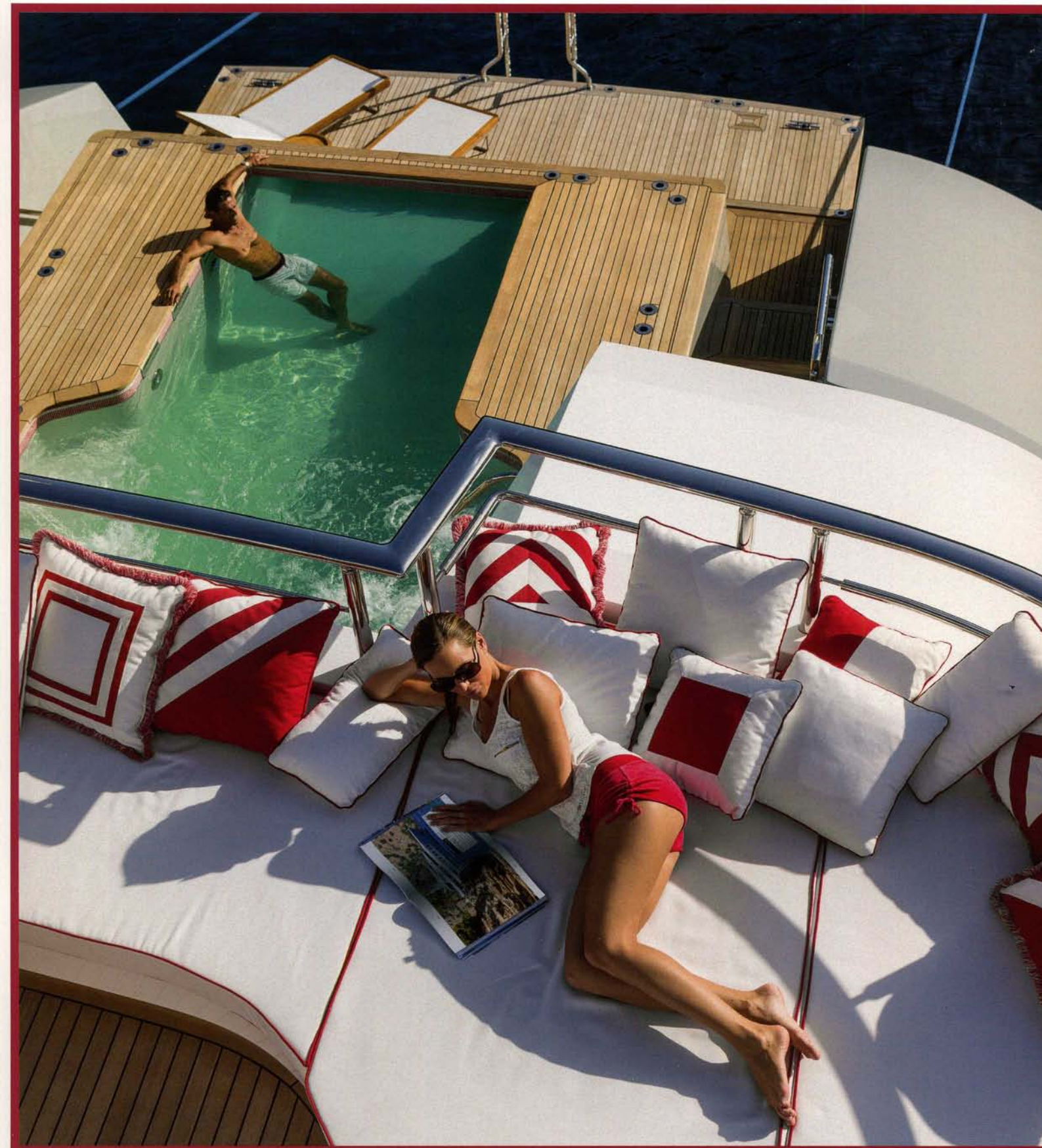


INVICTVS

By Invitation Only

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"I am the master of my fate, I am the captain of my soul"

William Ernest



KRAUNK
projekt utvärdering

Francesco Paszkowski

RENAISSANCE MAN

Credited as the birthplace of the Renaissance, for centuries the city of Florence, Italy has attracted and inspired artists, designers, entrepreneurs and freethinkers. Along the same streets that Galileo, Da Vinci, Michelangelo, Botticelli, Donatello and the Medici family once walked are now the head offices of Gucci, Cavalli, Salvatore Ferragamo and Pucci, while Prada and Chanel maintain a strong presence too. Drawing on that same inspiration is Francesco Paszkowski, a yacht designer extraordinaire whose talents are sought by shipyards worldwide.

BY: DOMINIQUE GABIRAULT



Consistently courted by Europe's leading shipyards and the owners who build their yachts in them, Francesco Paszkowski's dedication to design is an almost excessive reverence. His expansive body of prestigious work includes yachts launched by Baglietto, Sanlorenzo, Heesen, CRN, Canados and ISA, and each reference displays a signature that cannot be considered a coincidence, but rather the consecration of a true maestro. A perfectionist with a penchant for fine cigars and automobiles, Francesco Paszkowski has chosen to exercise his art in a privileged environment. His airy design studio in the Tuscan countryside - located in converted ancient Italian greenhouses - overlooks the city of Florence. The atmosphere and ambience of the setting is a source of inspiration for him, while the architectural details of the neighboring city that have captivated artists for centuries, has undoubtedly attuned his eye to excellence and detail since childhood. Francesco is a prolific designer and is as comfortable in the design of a new project as in the restyling of an existing unit. His multifaceted talent allows him to deliver projects that design either the external lines of a yacht, the vessel's facilities or the interior decoration... and of course all three if so required.

The young Francesco, a native of Milan, was only three years old when his family decided to move to Florence in 1966. His early passion for design led him to study architecture and though it appeared for a time he would employ his energies in the automotive sector, it was the world of yachts that eventually seduced him. The young designer made his debut in the studio of his mentor Pierluigi Spadolini, who penned the renowned and timeless 'Pisa Akhir' line of yachts for Cantieri de Pisa, and went on to collaborate with his son, Tommaso Spadolini, between 1986 and 1989. While working in the son's studio Francesco endeavored



Paszkowski's studio, a converted glasshouse, is inspiringly located in the rolling Tuscan countryside.

to engage the principles and design culture taught by the elder, exercising discipline and maintaining his feet firmly on the ground. It is at this point that Francesco explains he quickly learnt how a designer “is a one-man orchestra, conducting many separate elements to achieve a harmonious and dramatic outcome.” He also perceived that to be truly successful one must interpret and understand the need of the yacht owner. So, in 1990, Francesco opened his own design firm and quickly acquired the confidence of one of Italy’s oldest yacht builders: Baglietto. When speaking of the legendary shipyard of Varazze, which helped him build a reputation so early in his career, Francesco does so with obvious reverence. “This collaboration is the one that is closest to my heart, for obvious reasons,” he intones. “Having started in the early 1990’s it is my oldest partnership with a yard and I’ll always remember my first Baglietto – Opus I – with great fondness.” This spectacular yacht, launched in 1994, was not just his first Baglietto but also his first entire original design, an event that proves to be crucial at the commencement of his career. The exterior design he draws produces a profile of extreme purity, but also incorporates an aggression that leaves no doubt as to the yacht’s significant performance.

When reminiscing about his early days at Baglietto, Francesco acknowledges with some candor that professionally he owes a lot to his experiences there. Enjoying working in what he considers to be a true family environment, he soaked up the expertise handed on to him by Paolo Caliarì and experts within the yard’s engineering team. The Commercial Director at Baglietto at that time was none other than Michael Breman, the current sales director at Lürssen.

The story of how Breman and Paszkowski initially met, leading to his

involvement with Baglietto is one worth telling. While attending the Genoa boat show in 1990 the young designer spotted a model of a classic 48/50m yacht on the Baglietto stand. Recognizing it as the work of Jon Bannenberg (1929-2002), Paszkowski remarked his admiration to Breman and struck up a conversation. It was a conversation that marked the commencement of collaboration that almost a quarter of a century later still endures and possesses significant serendipity. “Life is full of surprises,” Francesco smiles. “Twenty years after that Genoa show I met Dickie Bannenberg at Heesen. I reminded him of his father’s project and explained its significance in my career. Dickie and I now work together at Heesen and that’s something I’m particularly proud of. Life sometimes has a funny way of producing happy coincidences, it illustrates how fate is unpredictable.” This confession is a tribute to Paszkowski’s sincere gratitude of the opportunities that are presented from one generation to another. It is further highlighted when he carefully adds that he owes considerable appreciation to Gianpiero Moretti, the owner of Baglietto between 1993 and 1996, who “allowed me to develop my own style for which I am eternally grateful.”

With his first unit duly launched to rave reviews Paszkowski’s name was powerfully propelled into the world of medium and large yachts. The weighty reference of Opus I opened the door to opportunities at other shipyards, including Canados where he developed a range of yachts between 65’ and 100’ (20 to 30m). Revitalizing his collaboration with Baglietto when the opportunity arises to design the 100’ (30m) Charly Boy, when it was launched in 2000 many regarded it as the forerunner of a new direction for Baglietto yachts. Just a year later, in 2001, these predictions were confirmed with the presentation of the superb

INVICTVS

111' (34m) christened Thunderball, a yacht that defined Baglietto's future production. Over the succeeding decade no less than 30 Paszkowski designed Baglietto yachts hit the water and seduced yacht aficionados, including the sublime 111' (34m) Open 'Blue Princess' in 2005 and the first 144' (44m) 'Tatiana Per Sempre' in 2007, along with a whole series of 141' and 173' (43 and 53m) displacement yachts.

By 2005 Paszkowski's considerable talents were in demand, not least by the yachting impresario Massimo Perotti, who had just acquired the Sanlorenzo shipyards. Requiring an impressive new flagship with which to re-launch the brand Perotti entrusted Paszkowski with the design of the Sanlorenzo 40 Alloy. The project proved to be a huge hit, encapsulating the yard's heritage but acting as a showpiece for a vast number of new design innovations. Paszkowski was one of the first to design a yacht with retractable balconies, and included no less than four in the design. He then used his passion for fine automotive as inspiration for gullwing doors for the wheelhouse, reminiscent of the legendary Mercedes 300 SL. The Alloy 40 featured on dozens of magazine covers and achieved the goal of propelling Sanlorenzo into the lime-light... with Paszkowski's star rising in equal measure. Suitably delighted the collaboration continued, with the designer creating the tradition of 'navettas' with Sanlorenzo in their SD 92 (2007) and SD 122 (2008), plus the interiors of their 150' Steel 46 in 2010. Alongside these new launches Francesco was also given the task of rejuvenating Sanlorenzo's existing traditional range, which he dutifully completed with the SL 104 and SL 94, delicately embodying the DNA of the yard while producing highly contemporary designs. Despite his unflagging output for his two primary clients, Baglietto and Sanlorenzo, Paszkowski demonstrated his appetite for work and new challenges by also con-

An overhead rendering of the 46M Fast project for the Baglietto shipyard.

tinuing a collaborating with Heesen Yachts in Holland since the early 1990's. In 1995-96, enthusiastic to repeat his successful previous experience, the Austrian owner of Opus I commissioned Paszkowski to design for him a 114' (35m) sequel to be built at Heesen: Opus II.

As the size of yachts he designs continues to increase to this day, so does Paszkowski's opportunity to work with an ever-widening circle of shipyards. Some are old yards with considerable heritage. They appreciate the sympathetic way in which Paszkowski fuses contemporary design with signature styling. Others are newer yards, keen to reinforce their brand image and portfolio of launches with yachts that bear the signature of a world-renowned designer. Expanding their cultural yacht building experience, Francesco Paszkowski Design srl. worked with the Proteksan Turquoise yard in Turkey on the interiors for their 190' (58m) 'Baraka' in 2010, and in 2011 the Ancona, Italy-based shipyard ISA also launched the 164' (50m) Papi du Papi with Paszkowski interiors. More recent launches that include interior designs by the studio include the 120' Canados 'Far Away' and the 164' (50m) Heesen 'Ventura' in 2013. Whichever yard and owner Paszkowski works with, his experience and expertise in the technical, engineering and production aspects of design inevitably confers benefits. Francesco tells us that the success of his accomplishments, continuously strengthened by the confidence shown in him by the shipyards and owners, is a source of great satisfaction. For the yachting sector, the way he unerringly repays that confidence with an unceasing ability to produce great yacht designs provides joy in itself. Witnessing the young maestro - who learnt that designing yachts was like conducting an orchestra - mature to produce one virtuoso performance after another is spellbinding, as one will see from his compilation of 'greatest hits' and the order book currently under construction as 2014 dawns...





A result of his triumphant return to Baglietto, Tatiana Per Sempre was the first 144' (44m), launched in 2007....

BAGLIETTO

It is only fitting that the first entry in the FPDS portfolio leads us to the Baglietto shipyard in La Spezia. After a troubled period Beniamino Gavio rescued the yard from the brink of oblivion in 2012, and one of the primary players he identified in resurrecting the venerable brand was Francesco Paszkowski. From the first meeting a symbiotic chemistry bound the two together and FPDS was entrusted with both the interior and exterior design of the yard's first new builds. Less than two years later five yachts are already under construction: a traditional 173' (53m) displacement yacht, a new 141' (43m) not yet officially unveiled, plus three from the designs presented in 2012, a 150' (46m) Fast and two 150' (46m) Displacement yachts. A further 190' (58m) project is also currently undergoing final tank testing.

These new large yacht designs may well exhibit Baglietto's DNA within their contemporary lines, but it is a new small boat that reveals Gavio and Paszkowski's passion for the 160-year old yard's heritage. Unveiled at the 2013 Cannes boat show was the MV 13, a modern interpretation of Baglietto's renowned MAS fast military patrol craft. Maintaining the militaristic styling of a gunboat, but luxuriously appointed to address the burgeoning market for gentlemen's day launches, the MV 13 is already on the verge of being joined by a larger sibling, the MV 19. Construction of the larger version is scheduled for 2014 and it is rumored it will be christened the 18.54, in tribute to the year the yard was established. The new 150' model named the 46M Fast is a performance yacht whose design is a natural evolution of the 'Baglietto style', but one that incorporates many new design elements. One of the notable features

incorporated in the external lines of this yacht is the compact superstructure, whose limited height accentuates the perception of an efficiently aerodynamic profile. This is no 'stripped down' yacht though, the bow can integrate a helipad, while lowered bulwarks create improved views and lighting for the main salon without distracting from continuity of the horizontal planes. The ventilation ducting for the engine room has also been carefully studied, so it finds a new position better integrated into the overall design. Francesco tells us that one of his priorities when penning the 46M Fast was the design of exterior spaces, which he formed to maximize contact with the sea during navigation, berthed and on anchor. Two MTU 16V4000 engines propel the 46M Fast to a maximum speed of in the region of 26-knots and the yacht will be both ABS and MCA certified. For this new generation all-aluminum Baglietto, FPDS has also included a very innovative 'half-length full beam', which naturally lends itself to the design of the Fast Line Yachts. The second FDPS project presented by Baglietto is the 46M Displacement, with steel hull and aluminum superstructure, and two units are currently under construction. The overall design exhibits a more geometric combination of lines, formed in a more classic large yacht style reminiscent of those produced in Northern Europe. The inverted rake of the wheelhouse glazing engenders a very 'seaworthy' impression, while the forward superstructure appears to gradually taper down to the bow. Francesco emphasizes the detail and flair of the exterior by alternating between straight and curved lines, solid wood capping rails on the main deck. Two Caterpillar 3512B engines propel the yacht to a maximum speed of approximately 17-knots and produce a cruising speed

...she was one of 30 notable yachts the designer and yard collaborated on in one highly rewarding decade.



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of 12-knots. Boasting a 4,500-mile ocean crossing range and ABS and MCA rating, she's a highly attractive pocket megayacht. The last large yacht project presented by FPDS and Baglietto, also in steel and aluminum, is the 190' flagship named 58M Displacement. Taking the general design cues of the 46M Displacement the larger sibling obviously offers more spacious interior volumes. The bow area differs on the 58M version however, allowing for a helipad to be included. Two Caterpillar engines will produce a maximum speed of 16

knots and while under construction the yacht will undergo classification by Lloyds Register and achieve MCA approval. These two projects represent worthy successors of the many displacement yachts Baglietto has launched in their 141' and 173' (43m to 53m) model range. The new versions may be more contemporary in styling, resulting in more dynamic lines, but Francesco has ensured enough elements of the Baglietto's signature remain for them to be recognizable as a product of this venerable shipyard.



With its gullwing doors and multiple terraces the Sanlorenzo Alloy 40 was a breakthrough yacht for the yard and the designer. It featured in countless magazines on its launch.



SANLORENZO

The second step of this journey takes us just a few miles to the Sanlorenzo shipyard and there discover an impressive list of forthcoming Sanlorenzo yachts designed by Francesco in the recently published in the '2014 Order Book'. This prolific output speaks volumes about the success of the various models that boast the signature of Francesco Paszkowski. Not only are the SL 94 models, SL 104, Alloy 40, SD 92 and SD 122 models still in production, but they also still displayed an impressive number of orders. In addition to existing models, Paszkowski has recently created three new models for Sanlorenzo, all of which are currently in production: a 110', a 118' and a 137' (42m).

The SL 118 represents the latest addition to the traditional line of Sanlorenzo flybridge yachts. This unit, the largest in the flybridge range, is entirely new and has been designed in response to market demand. Based on the concept of a 'semi-widebody' in the forward section, the SL 118 maintains the continuity of the range and family-feel through the glazing design and traditional black and white contrast in the superstructure. For the SL 118 the volumes have been significantly increased while still being fully integrated into an overall sleek profile. For the first unit in this new series Francesco is also producing the interior design. The second Sanlorenzo-Paszkowski project underway is the SD 110. This new semi-displacement yacht fills a gap between the SD 92 and SD 122. Garnering experience from the first two models, Paszkowski has created a fusion of both in the SD 110. As a result it is a tri-deck like the SD 122, but offers a profile with considerable finesse and a lower visual profile. The traditional fireplace featured on the upper deck is characteristic of

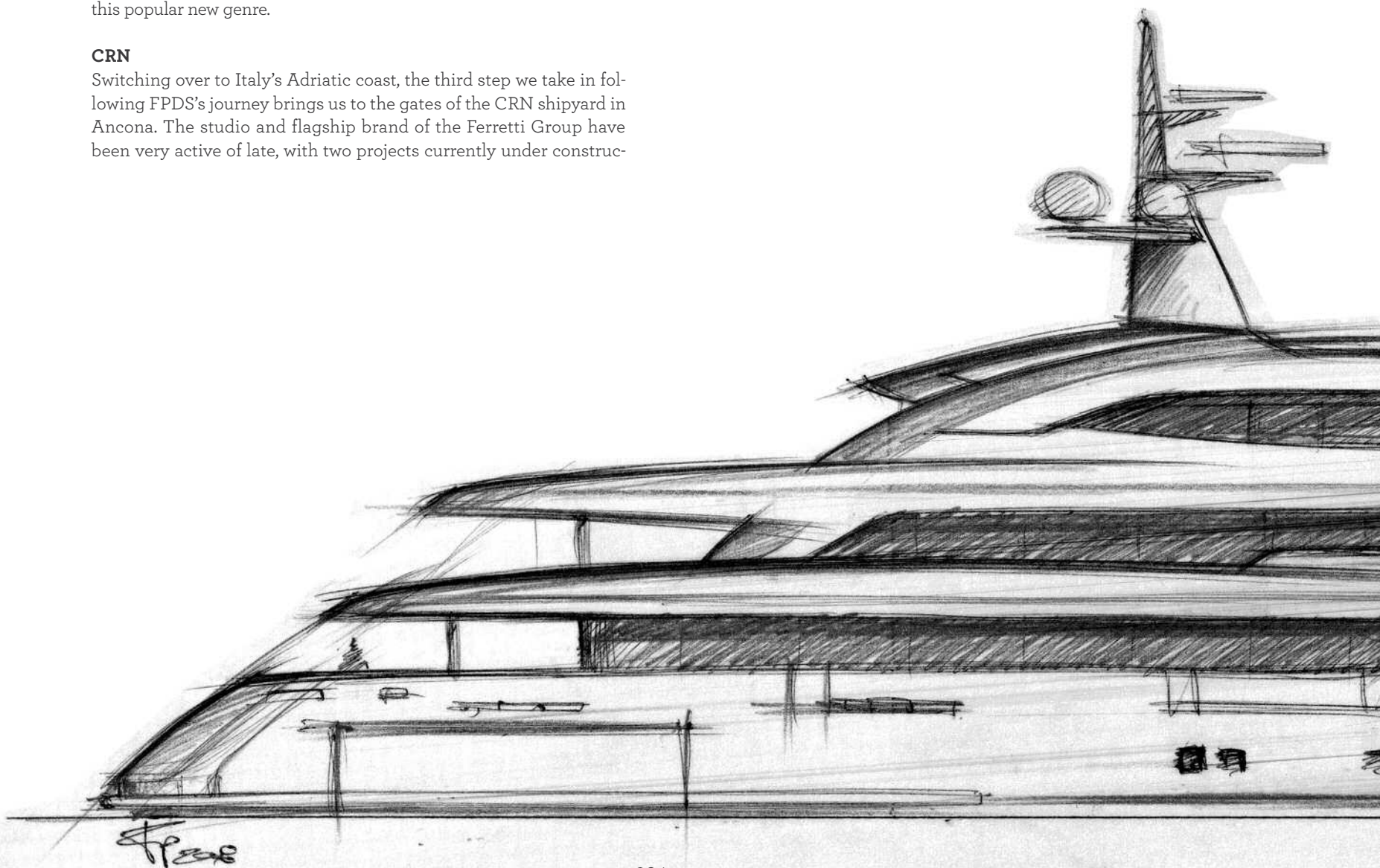
this series and, coupled with several other new innovations, the new SD 110 can be considered a contemporary cruiser with features usually only available on units of greater tonnage. The largest new Sanlorenzo-Paszkowski project is a real head-turner and once again displays the yard and designer's versatility and courage in exploring new fields: the 137' Explorer 42M. As a testament to the yard and designer reading the market correctly, two of these units are already under construction. Exhibiting the looks of a true adventure yacht, which are currently very much en vogue, the platform for this ocean-crosser is based on the previous 124' (38m) and the extra length stretches to become an even more attractive design. For the wanderers who appreciate luxury and extreme pleasure, the range of this yacht will allow exploration to the furthest reaches of the planet. Signifying the opportunity to move away from commercial conversions to purpose-built explorers, guests aboard the Explorer 42M will want for nothing; a swimming pool features on the vast aft deck and has been cleverly arranged perpendicular to the centerline in order not to impinge on space dedicated to relaxation. The inclusion of a beach club on this type of vessel is also original and when launched these new generation of Sanlorenzo-Paszkowski yachts could go some way to defining this popular new genre.

CRN

Switching over to Italy's Adriatic coast, the third step we take in following FPDS's journey brings us to the gates of the CRN shipyard in Ancona. The studio and flagship brand of the Ferretti Group have been very active of late, with two projects currently under construc-

An initial sketch from the 'artista' of the 196' (60m) currently taking shape in the halls of CRN.

From the shipyards of Italy to Northern Europe, the pen of Paszkowski is keenly sought for his empathy with tradition but contemporary styling.



tion: one 196' (60m) and another of 278' (85m). Francesco admits this first collaboration with CRN brings him much satisfaction, especially when he discovered he shares many of the same values and philosophies as the yard's Chairman, Lamberto Tacoli. Both are keen proponents of 'Made in Italy' and are determined to achieve standards that will see production compared favorably with launches from northern Europe. Responsible for creating the exterior design for the steel and aluminum 196' (60m), Francesco's first collaboration with CRN is scheduled for launch in 2014. The yacht will accommodate twelve guests and offers generous volumes over five decks. Francesco confesses to enjoying the experience of this project, during which he has worked closely with the yard's in-house technical office who supplied the naval architecture platform.

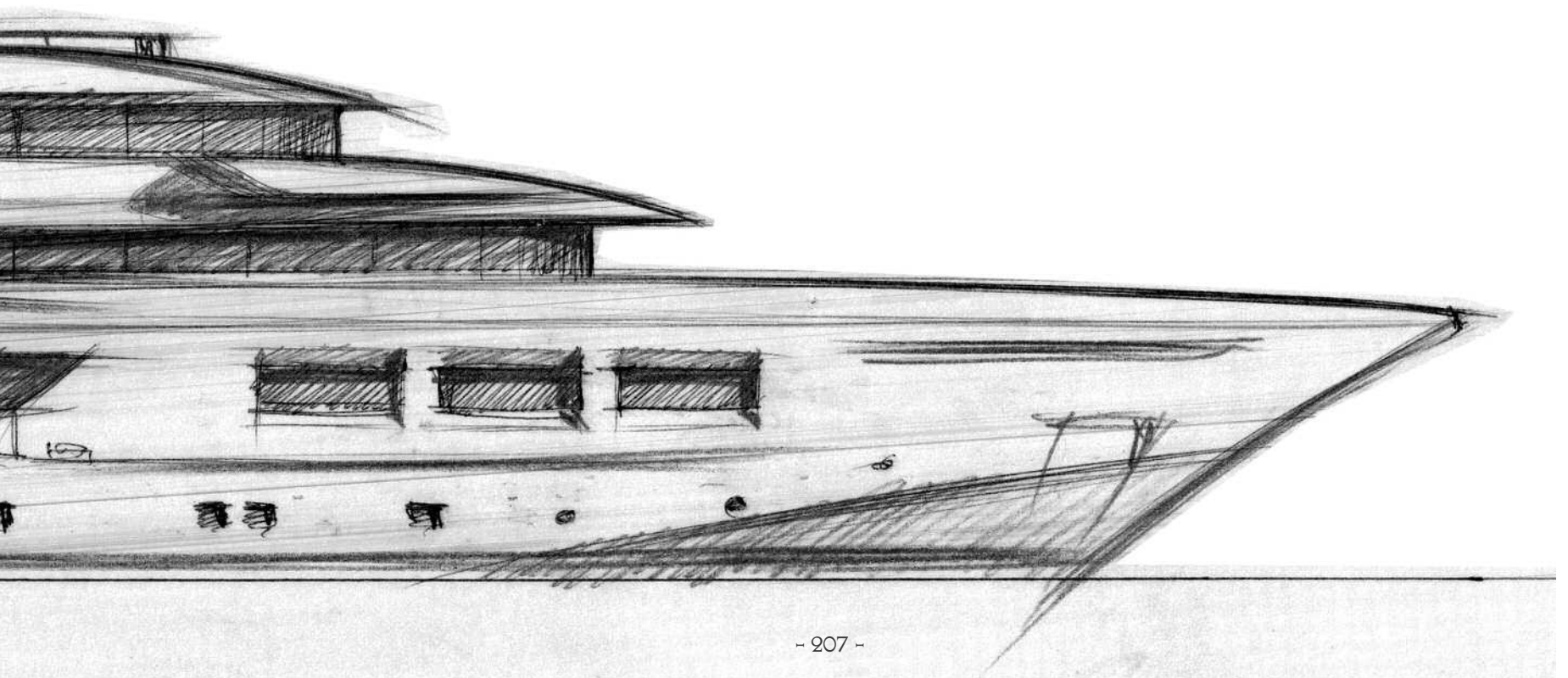
The second project, which would become CRN's new flagship if produced, is a monumental explorer-style yacht. The figures speak for themselves: 278' (85m) long, five decks, a huge suite of staterooms for the owner on the upper deck and six on-deck guest suites. Crew quarters are designed to accommodate 28 crewmembers and the traditional helipad is located on the fourth deck. The aft section of the main deck is dedicated to a huge entertainment space, complete with a superb pool and plenty of opportunity to indulge in relaxation. The transom opens to reveal a beach club of imposing volumes and with a 6,000-mile range this yacht encourages owners to explore the world... a dream waiting to be realized.

HEESEN

Leaving Italian shores for the lowlands of Holland, FPDS has renewed his collaborative partnership with one of the greatest motor yacht builders in the world: Heesen Yachts. When the shipyard's name is mentioned Francesco is at times sentimental and obviously cherishes precious memories of his early work with Heesen. "The time I spent working at Heesen Yachts has been fundamental to the development of my business," he explains candidly. "I was so happy to work with



Francesco's first collaboration with CRN is scheduled for a 2014 launch. In Lamberto Tacoli he found another keen proponent of 'Made in Italy'.



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Franz Heesen and his team in the past, and now indeed with the new management. I consider it a privilege and I appreciate everything I have learned through my partnerships with them." Currently undertaking his third build with Heesen - having previously supplied the exterior design for 114' (35m) Opus II in 1997 and the interiors of 164' (50m) Ventura in 2013 - Francesco has created the interiors for 'Project Azuro', the fourth 164' (50m) in the yard's aluminum series. Its delivery is scheduled for 2014.

Demonstrating his alacrity for both interior and exterior design, the 190' (58m) project Paszkowski has designed for Heesen is well worth further investigation. Taking the yard's penchant for producing high performance yachts of daring design, FPDS has produced a stunning profile and design elements that balance aggression and elegance with considerable poise. Early renderings of the project exhibit its verve and originality, with elements incorporated demonstrating that inspiration was taken from both the automotive and aerospace sectors. Curves and the compact lines of the superstructure flow fluidly into the bow, while continuous and tapered lateral glazing emphasizes the impression of movement and speed. The design of the stern further

Sharp and contemporary, this 190' (58m) project for Heesen is distinctive, yet in line with the yard's high-performance DNA.



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contributes to the design's aggressive and innovative approach. Two highly stylized 'jet ports' embrace the symmetrical staircases and a bathing platform that features steps that span its entire width.

These latest designs for Heesen from FPDS could spawn a new generation of yachts for the yard as Francesco has perfectly encapsulated the character of the brand and its penchant for high performance. Apart from being great pieces of art, the designs also include several highly innovative features, like the hydraulic bimini on the foredeck that rises to reveal a private deck saloon that is fully integrated in the superstructure. The project will be built on Heesen's highly efficient FDHF (Fast Displacement Hull Form) platform with naval architecture supplied by Van Oossanen. Powered by twin MTU engines she'll achieve a top speed of 23-knots. Somewhat understandably, Fabio Er-

metto, Heesen's Director of Sales and Marketing, is amongst the front-runners of a large following that welcomes this decidedly innovative interpretation of Heesen's past and future.

TANKOA

Returning to Italy's northwest for the final two yards that are currently undertaking builds designed by FPDS, we first call in at the facility of Tankoa, near Genoa. At its inception in 2007/2008 the fledgling shipyard immediately appealed to FPDS to assist in designing a large steel yacht capable of competing with the Dutch or German productions. The goal appeared ambitious for a new yard, but in setting the bar high they surrounded themselves with the highest caliber professionals available. The yard currently has two yachts under construction, the 213' S65 and 230' S70. Similar in origin the second yacht

A rendering from the 164' (50m) project currently under construction at Heesen. The relaxing palette of neutral colors is something typical of Paszkowski's style.



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evolved from the S65 following a specific request for it to be lengthened. The exterior design of the yachts by Paszkowski harmoniously blends classicism and modernism, demonstrating quality, elegance and comfort are the key objectives of Tankoa yachts. Scheduled for launched in 2015 and 2016 respectively, at the time of going to press insider information supplied to INVICTUS suggests an announcement of sale for one of the yachts is imminent.

MONDO MARINE

Our final stop in the tour of yards with FPDS projects either underway or being offered takes us to the Mondo Marine facility in Savona, Italy. Still at the project at the time of going to press having been presented in 2012, Blade 45 is an all-aluminum design whose exterior design features the Paszkowski signature. Yet again revealing his versatility Paszkowski has created a 147' (45m) semi-displacement tri-deck of considerable originality. The aft beach club is highly innovative, with access to the yacht achieved via a central passageway

Paszkowski's design for a 213' (65m) yacht to be built by Tankoa. Expect news of a sale to break imminently.

between two vast solariums on the aft deck. The aft deck salon, sunken to resemble that of a large sailboat, creates a more intimate and private atmosphere in which the owner and guests can relax. In accordance with the wishes of a future owner, Francesco also offers the option of converting one of the two lateral tender garages into a wellness area, complete with gym, sauna and massage facilities. The naval architecture for the hull of this project comes from the studios of Arrabito and it is anticipated to be capable of maintaining a cruising speed of 20-knots.

Concluding this whistlestop tour of Francesco Paszkowski's current portfolio, we can only conclude that the variety of designs and prolific output of the studio is highly impressive. Francesco Paszkowski should be deservedly proud of his achievements. For many years his talent has been recognized through numerous international awards and prizes, and through this glimpse into the future we can say without fear of contradiction that many further accolades will be added to his list of achievements. 1



FRANCESCO PASZKOWSKI'S VISION OF THE FUTURE...



It only takes the simplest of enquiries – ‘how do you view the future of yachting?’ – for Paszkowski to wax enthusiastically lyrical and deliver his vision in all sincerity, so we posed the question and let him run...

“Firstly I believe there will be an increasing demand for higher professionalism on the part of all stakeholders. People that like yachts, use and own them are interested in becoming more expert, and their input is increasingly relevant. We will continue to pay evermore attention to the desires of the owners, in order to better reflect their requirements in the technical requirements of projects. I also sense a demand for true innovations specifically aimed at achieving a better balance, one that departs from the excessive requests or achievements we have sometimes seen incorporated into

some yachts. Research into new materials will be increasingly important and the integration of new technologies will be essential.”

“We will make efforts to achieve consistency between the functional and aesthetic aspects of a project, knowing that the choice of a boat depends largely on an irrational need. Our future challenge will be to find a new balance in shapes, volumes and style. All these elements that will contribute to the designs of the future may be apparent at first glance, but they will result from extensive studies and will require very neat integration. Along with these new criteria users are developing a new behavior from users and increasing attention is being paid to environmental responsibility.”

“In this regard speed will not be the defining priority; instead reducing

consumption and energy efficiency will become fundamental. Much research is currently underway to reduce consumption but maintain similar performance speeds. There is already an obligation to respect the surrounding environment and this will continue to become even more important, so yachts in the ‘Explorer’ genre epitomize this new approach.”

“In socio-geographic terms we must consider the fact that we work for clients from around the world, each with very different cultural references. This is also apparent in yacht building itself, Italian shipyards excel in the style stakes, while countries in Northern Europe lead in the organization of work. It is a cultural issue, however I want us to succeed in reconciling technology, teamwork, experience and creativity to invent a new culture of ‘yacht design’, one that will unite the strengths of ‘Made in Italy’ and further advanced the shipyards in countries of Northern Europe. To achieve this we must constantly continue to explore new technologies and always strive to excel. This is a new mindset. It is easy to ‘catch up’, but this should not be the goal of designers. Instead we should be proposing feasible new ideas, especially in the details, and this takes a considerable amount of work. It is best to build on the past and evolve, rather than attempt to make a clean sweep of it.”

In an interview some years back a reporter asked Francesco; “If given a free reign and no financial constraints, what would your ideal yacht design be?” His reply was simple and yet telling, summing up his philosophy in just a couple of sentences. “It would be a modestly sized motor yacht with a simple style, yet equipped with everything required to protect the environment. Its timeless charm would incorporate modern touches in a classical world.”