

# YACHTS

## EMIRATES

**12 ENTRY  
FLYBRIDGES  
COMPARED**

**FEATURED YACHTS**  
**CODECASA VINTAGE 42M**  
**SANLORENZO SL94**  
**MARQUIS 630 SY**

**SPECIAL  
EDITION**



**MAINTAINING THE PEDIGREE...**

# SANLORENZO SL94





| In Real



SANLORENZO

## MAINTAINING THE PEDIGREE

# SANLORENZO SL 94

First presented to the world at the 2011 Monaco Yacht Show, the new Sanlorenzo SL94's DNA is unmistakable and this yacht is immediately recognisable as a progeny of the yard. Fitting naturally into the model range between the SL88 and SL104, the yard employed the considerable talents of designer Francesco Paszkowski for the interiors of hull #1. The result is a fresh fusion of the contemporary and traditional, resulting in a continuation of this brand's remarkable progress.

By **Dominique Gabirault** Photos **Sanlorenzo Spa**





ZENZO





## In this very issue last year we charted the history of the

The SL94's interior decoration, an exercise in luxurious classicism, is in perfect harmony with the ethos of this shipyard. The talent of Francesco Paszkowski is expressed with originality, with our standout feature being the wooden relief of the salon's partition.

Sanlorenzo shipyard in Viareggio, and this year they've presented us with a brand new model to review. As the briefest of reminders; the yard was created in 1958 and after several decades of producing wooden craft, they switched construction to composite in 1985 with the launch of the 57' model. In 1999 the company relocated to the stunning town of Ameglia, with a waterfront site on the Magra River deep in the Montemarcello-Magra natural park. The next major milestone in the company's development came in 2005, when the Massimo Perotti relinquished the reins of Azimut and acquired the yard from Mr. Giovanni Jannetti. Serious capital investment followed, the old Sanlorenzo yard in Viareggio was purchased to home a new steel and aluminium division.



I In Real



SANLORENZO SL 94



The dining area is entirely separate from the salon and offers an intimacy and privacy that will appeal to clients in our region. While considering the exterior lines, note how the sleek hardtop over the fly melts into the overall profile.





SANLORENZO SL 94



**The simultaneous use of wood dark and light wood finishes offer a particularly elegant contrast. In the owner's stateroom the ingenious form of the bed's headboard offers intimacy while maintaining the concept of exaggerated volumes.**

The first fruits of the yard's diversification into metal builds were launched in 1997 in the shape of two innovative vessels that enjoyed healthy business success: the SD92 (Semi-displacement composite) and the Alloy 40, a 27-knot planing aluminium vessel that boasted no less than four retractable balconies. Alongside these exciting new lines, Sanlorenzo continued to develop their traditional 'Classic' range, a type of navetta that struck a chord with faithful clients who enjoyed traditional and conservative quality and styling. The SL94 is the latest product of this line. Built in the composite site of Ameglia, the level of customisation on this model was demonstrated when the yard arrived at the Miami show in February with hull #2 which feature a completely different interior. For the exterior design and the 'European' model's interior, Francesco Paszczowski collaborated with the yard's design team and drew on the stylistic elements introduced in the SL104. The first point of note is the raised pilothouse layout, one that maintains consistency with her family lineage. Keeping up family appearances does not suggest a lack of progress however, there are many innovative new features that may not immediately spring to eye.









SAN LORENZO SL 94

## I In Real

**Under the shade of the chic hardtop the SL94's al fresco dining area is served by a 'best in class' galley and wet bar.**

Examples of progress can be found in the large picture windows of the SL94's main deck, the rectangular portholes in the hull, a remodelled flybridge and a very clever tender garage that is a class leader on a yacht of this size. Marked improvements have been made on the large flybridge, who's layout has been thoughtfully considered for maximum efficiency. Without needing to stow a tender, the aft section of the flybridge can be dedicated to a solarium, leaving the shaded area under the hardtop free for al fresco dining; though the layout is of course dictated by the owner. The quality of the wet bar and fly galley is one that will have many other yards changing their game. Another great innovation on the SL94 is the aft tender garage, with a very clever system that allows the stowage of a craft not usually available on a yacht of this size. Through using a hinged retractable davit, which has the ability to launch and recover the tender at an angle, the SL94 can manoeuvre the 4.5m RIB around impediments and into its hangar. With the tender tucked neatly behind the transom plate, we find a pair of symmetrical staircases leading from the large bathing platform, up into the cockpit with its beautifully casual sofa and occasional tables. Through the picture windows we discover the enlarging







SANLORENZO SL 94

of the lateral windows of the main salon has had a dramatic effect on the light and panorama provision on the SL94. Elegantly dressed in a contemporary combination of muted tones that run through the earthy side of the palette. These serene soothing tones continue throughout the yacht, with textured grains and faceted wood joinery emphasising the research conducted into materials and design. Moving forward the layout comes as something of a surprise. Resisting the current vogue for creating a greater volume by joining the living space, dining area and pilothouse, Sanlorenzo have partitioned them off, with a dedicated dining area located ahead of the staircase that descends to the accommodation deck. The main galley is located to port, with direct access to the crew quarters, and in interior staircase serves the pilothouse on a higher level. The layout is reminiscent of more traditional yacht layouts and provides more intimacy for guests as crew can move discreetly from zone to zone. This is a feature we're confident will be popular with Middle Eastern owners. The accommodation deck follows the following plan: a full beam owner's stateroom is located aft, two twin guest cabins flank the central companionway, with a very generous VIP occupying the

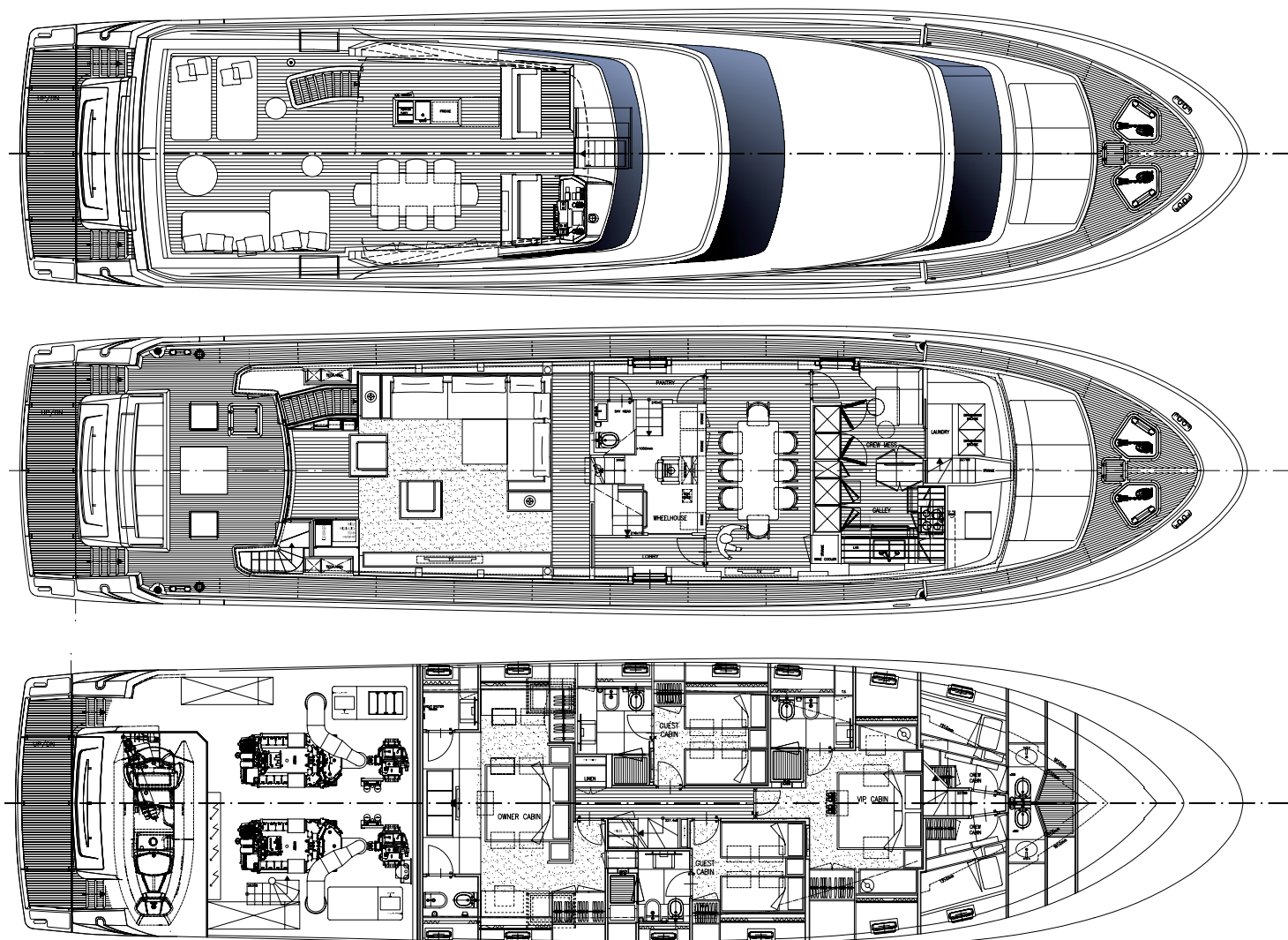
forward portion. All of course benefit from en-suites, with the owner's being a particular gem, running full beam. In terms of propulsion, the owner has the option of specifying either a pair of Caterpillar C32 ACERT's of 1,890hp, producing a cruising speed of 25-knots and top speed of 27-knots, or the larger MTU 16V 2000M92's that deliver cruising of 25-knots and a top end of 29-knots. Should the yard find an owner in the Middle East, we can well imagine it'll

be the second of the two options that will be selected.

Overall we found the SL94 to be a very harmonious yacht, with a layout that will find favour with Sanlorenzo's faithful traditionalists and conservative client base, but is also one that suits the requirements of Middle Eastern clientele. The contemporary interior and exterior space however is highly modern, and the tender garage a clear indication of Sanlorenzo's innovative approach. Possessing all these creditable attributes this 28m should enjoy a promising career. If you require any more convincing, this yacht has already won plaudits as 'Yacht of the Year' at the 2011 Genoa Boat Show.

## In Miami Sanlorenzo presented hull #2 with a very different 'USA-style' interior...





**LOA:** 28.60m  
**Beam:** 6.75m  
**Draft:** 1.93m  
**Displacement:** 104 t  
**Fuel Capacity:** 10,400 l  
**Water Capacity:** 2,000 l  
**Construction:** Polyester  
**Max Speed:** 29-knots  
**Cruising Speed:** 25-knots  
**Engines:** 2 x MTU 16V 2000M92  
**Power:** 2,185hp (1,630 kW)  
**Number of cylinders:** 16 in V  
**Cubic capacity:** 35.7 l  
**Max RPM:** 2,450rpm  
**Fuel consumption :** 200 l per engine  
**Range:** 650 miles  
**Price:** 7,500,000 Euros  
**Naval Architect:** Shipyard of Sanlorenzo  
**Designer Exterior & Interior:** Francesco Paszkowski  
**Builder:** Sanlorenzo (Ameglia-Italy)  
[www.sanlorenzoyacht.com](http://www.sanlorenzoyacht.com)

SANLORENZO SL 94

The tender garage is  
 a true innovation. The  
 hinged davit allows  
 for the 4.5m RIB to  
 be launched and  
 recovered at an angle.

