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HEADWAY IN HULL DESIGN



Asymmetry in Motion

Sanlorenzo's SL120A brings more internal space in its larger format and fresh configuration



COMMENT

What lies ahead for naval architects?

A leading boat design expert reflects on innovations in recent hulls and speculates on where the field is headed

STORY BY LUCA SANTELLA



Having worked with naval architects for over two decades, it must be said that the sheer scale of innovation and technological advancement that has taken place in the field is hard to fully describe. My time with Sanlorenzo and Bluegame has given me a front-row seat to the tidal wave of creative developments in naval architecture, which have truly set new standards in the pleasure yachting business.

Sanlorenzo and Bluegame have recently focused a lot on the internal spaces above the hull and have reached new heights in this regard. Sanlorenzo's SX line introduced a new way of living on board a yacht, with the introduction of a particularly large aft platform, a free-flowing main deck interior, and an enclosed flybridge hosting a helm station and living area. Moreover, each and every yacht in the series has been designed and tank-tested to bolster the displacement speed of the hull, to engineer a maximum speed that is as fast as possible and

"CUTTING-EDGE INNOVATIONS ARE PART AND PARCEL OF THE GREEN TECHNOLOGICAL REVOLUTION THAT AWAITS US NAVAL ARCHITECTS ACROSS THE WORLD"

to achieve a low-consumption cruising speed. These are all part of real design revolutions in the yachting market.

Bluegame's BGX series [the BGX 70 is pictured above] took these concepts even further, merging the external aft salon and the internal salon to create a joint living space. Also, we have devoted immense amounts of energy to a new multihull project, which will be launched later this summer. It is truly an extraordinary project that will allow Bluegame to flourish going forward, and continue to be, what we call "the unexpected at sea".

For naval architecture generally, an emphasis on sustainability will be key in the years ahead. Making yachting more environmentally friendly will be a major area of development in the coming years. Consequently, any new technology that arises within this sphere must be tested and when proven as beneficial, introduced into design and engineering capacities.

In particular, there will be a lot of energy spent on researching more sustainable propulsion systems, together with the study of more efficient hulls. Reductions in weight, hull resistance, and emissions, alongside the use of alternative energy sources and recyclable materials, are also pressing priorities going forward.

We are setting the pace in decarbonisation at Sanlorenzo, where we are building the world's first 50-metre superyacht with a hybrid hydrogen propulsion system. This will be a milestone, not only for us, but for the entire superyacht market. On the Bluegame side, we are currently developing hybrid propulsion systems for our multihull range.

These cutting-edge innovations are part and parcel of the green technological revolution that awaits us naval architects across the world. I must say, personally, that it is a revolution that I can't wait to witness.

Luca Santella is an architect and former Olympic sailing champion. He founded Bluegame in 2004 and has been the vice president of Sanlorenzo and Bluegame's style department since the beginning of this year.





ASYMMETRY IN MOTION

Sanlorenzo's SL120A brings more internal space from its larger format and fresh configuration

STORY BY ANDREW DEMBINA



SL120 Asymmetric is the name of the new flagship yacht model of the asymmetric line by Italian luxury yacht brand Sanlorenzo. This fourth model in the planing series, with a length of 36.9 metres, was a head-turner when it made its official debut at the Cannes Yachting Festival 2021.

The new SL120A showcases Sanlorenzo once again working on unexpected concepts of space to offer maximum internal volume and therefore increased liveability. And it's the increase of that internal area that was presented as the purpose of asymmetry in this line's design when the series premiered in 2018 with the SL102A. The original concept was based on a layout that allows for expansion of the main saloon by removing the port side passage. It also maximises the connection with the sea by creating an ample dining room on one side, with full-height glazing, and a living area on the other side that opens onto a balcony.

The notion of asymmetry is developed in a refreshed way on the SL120A, with a newly designed layout that generates yet greater use of internal spaces, alongside improved access





and interplay with outdoor zones. On this model, Sanlorenzo applied the asymmetrical configuration only in the living area of the main deck, which extends from the cockpit to the centre of the boat. This set-up allows an expansion of this area by eight square metres by eliminating the starboard side deck and again creates a dining room with large picture windows on one side, a living area on the other, plus a sliding glazed wall and a fold-out terrace to extend

the balcony. And on this first hull – at the owner's request – an all-glass lift was installed to link the lower and upper decks.

The new configuration also makes it possible to use the internal space of the contiguous forward zone that leads to the owner's cabin, which spans the entire beam of the hull. This new asymmetric layout is possible thanks to the side deck now being placed only on the port side of the main deck, where it flanks



Opposite: The main deck dining area is bathed in natural light by day; **Above:** A fold-out terrace extends the generous beach club



the living area as far as the vessel's midpoint, and then leads to the hard-topped flybridge, alongside its dining area and sun deck, eventually descending again across the foredeck into an outdoor lounging area at the bow by means of a flight of steps.

Fundamental to the design appeal of the SL120A is the organisation of its outdoor spaces. The lounging zone at the bow, for example, spills over two decks that

are connected by a staircase, with direct access from the owner's cabin. It is a space of 15sqm conceived for a range of different uses: while the foredeck is completely outfitted as a large sunbathing area, the upper deck features a table for outdoor dining, which can also transform into a sundeck. Here, a standard C-shaped sofa facing the deckhouse has an option to be replaced with a Jacuzzi.



Asymmetry is developed in a refreshed way on the SL120 Asymmetric, with a newly designed layout that generates yet greater use of internal spaces and improved interplay with outdoor zones



Clockwise from top right: The owner's suite spans the entire beam of the hull; A lounging zone is connected to this main cabin; The garage morphs into a beach club

The best connection with the sea and fullest enjoyment of this model's abundant outdoor spaces happen in the stern area of the lower deck. The garage there can metamorphose into a beach club encompassing about 45sqm when folding terraces are opened up, offering guests exceptional access to the sea, directly over the water.

The concept of the Asymmetric line is the result of a meeting of various creative minds and talents – not all from a traditional yachting design background. The original idea of maximising indoor space, while not stretching to full beam on both sides,



It's not all about design: a top speed of 27 knots for a 37-metre yacht carrying premium materials and finishes is a pretty impressive result

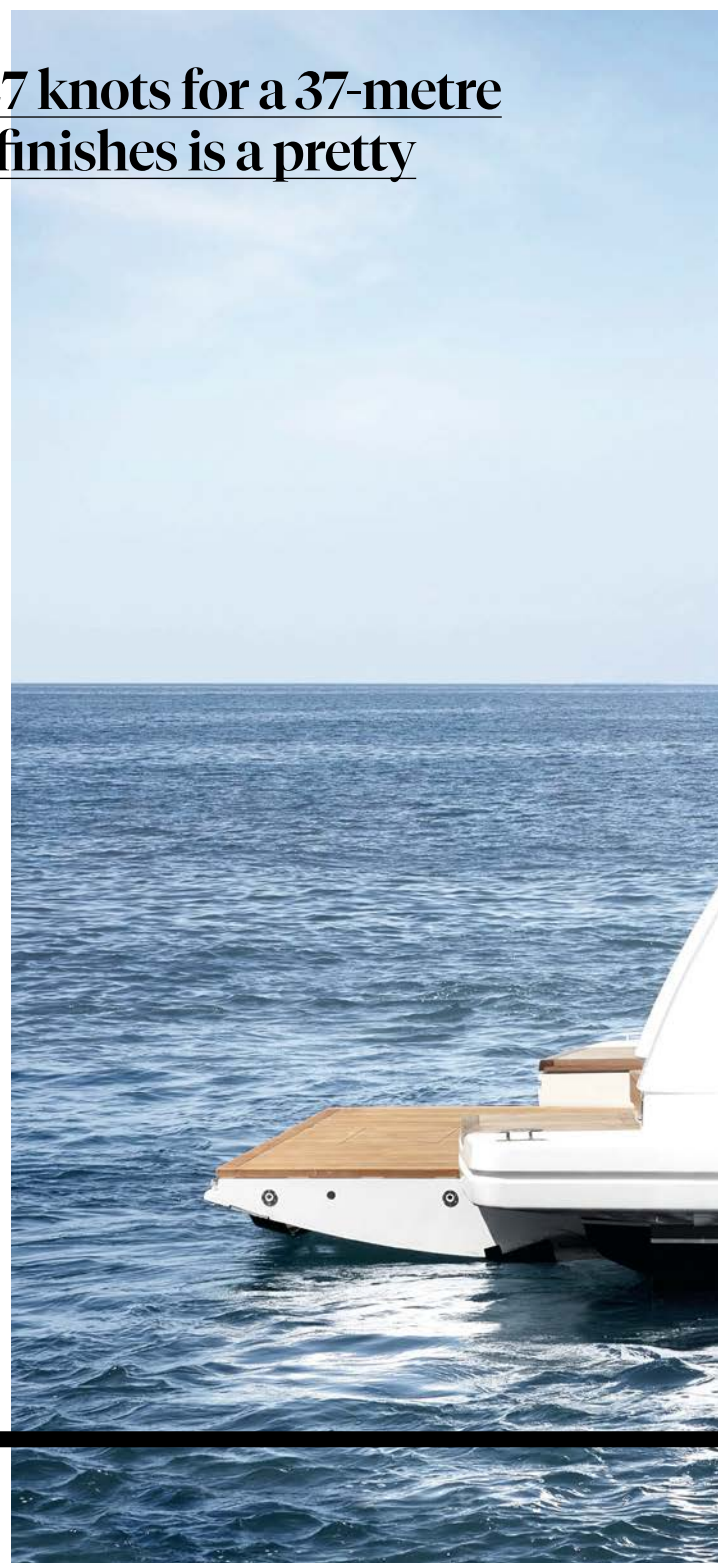


originated from Chris Bangle, the renowned American car designer (known for his transformations of BMW and Mini models, among others). From there it was a question of getting practical and brand-compatible elements interpreted by Sanlorenzo technicians and designer teams at the shipyard, along with final design honing by Rome-based Bernardo Zuccon of the studio Zuccon International Project, who was responsible for the external and internal lines of the SL120A.



Clockwise from above:

The stern is replete with outdoor areas; Sanlorenzo's strong and simple exterior lines are harmonised with asymmetry indoors; The SL120A's configuration enhances the ocean experience



Since the line's inception, a main challenge of that design and engineering collective was to keep the strong and simple Sanlorenzo exterior lines intact, while housing innovative irregular proportions within.

Once again, this is well achieved by the new flagship SL120A. And it's not all about design: a top speed of 27 knots for a 37-metre yacht carrying premium materials and finishes is a pretty impressive result from the twin 2,600hp MTU diesel engines, and cruising at 10 knots nets a range of just over 1,800nm (twin 2,400hp CAT engines are another option).

Having been well received since it debuted at Cannes 2021, the SL120A was also awarded in the Best Layout category in the World Yachts Trophies 2021 in France. The shipyard, when asked about responses to this new Asymmetrical flagship so far, told *Asia-Pacific Boating*: "positive responses have represented confirmation of our ability to forecast the evolution of the market and to anticipate it with new solutions. There is always room to create something new and relevant in our industry, and it is our role to understand the needs of our customers and to imagine their future ones."

TECHNICAL SPECIFICATIONS: SL120 ASYMMETRIC

LOA
36.9M

DRAFT
2.3M

MAX BEAM
7.6M

ENGINES
2 X MTU 16V 2000 M96L

FUEL TANK
19,900L

FRESH WATER TANK
4,200L

MAX SPEED
27KN

CRUISE SPEED
11KN

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