

ASIA'S LEADING YACHTING LIFESTYLE MEDIA

YACHT style



DAY BOATS EXPANDING APPEAL

REVIEWS SANLORENZO SD90, ABSOLUTE NAVETTA 75,
FAIRLINE PHANTOM 65, CL YACHTS CLB65,
WALLYPOWER58, JEANNEAU DB/43, AQUILA 42 YACHT
LEADERS ERWIN BAMPS, PRESTIGE; IAIN SMALLRIDGE, PEARL
SHOWS DUSSELDORF, MIAMI, DUBAI, SANCTUARY COVE
PROFILE ASIAMARINE SAILS INTO NEW SECTORS

HONG KONG: HKD80
CHINA: RMB90
SINGAPORE: SGD12
MALAYSIA: MYR32
THAILAND: THB350
PHILIPPINES: PHP 450
VIETNAM: VND200,000
INDONESIA: IDR 125,000
REST OF THE WORLD: USD12



@Yacht.Style
@YachtStyleCharter

ISSUE 70



JEANNEAU DB/43

SANLORENZO'S NEW SD STARLET

The third Sanlorenzo SD yacht with a Zuccon exterior and Patricia Urquiola interior, the sumptuous SD90 is the new entry model for the Italian builder's high-volume semi-displacement series and will join its big sisters as part of the brand's growing fleet in Asia.

WORDS **NICHOLAS HUNG** PHOTOS **SANLORENZO**



Bernardo Zuccon of Zuccon International Project designed the exterior of the SD90, having designed most current Sanlorenzo models

The Sanlorenzo success story in Asia shows no signs of slowing down. Almost all models from its Yacht ranges – SL, SD, SX and SP – are present in or sold to this region. Even the radical 40-knot, triple-waterjet SP110, the first model in the new smart performance series, was sold by Sanlorenzo Asia soon after the model’s world premiere at the Cannes Yachting Festival in France last September.

The SD90, the new entry model for the semi-displacement range, was another world premiere at Cannes before the model was also displayed at the Genoa International Boat Show in Italy later that month and this year’s Boot Dusseldorf in Germany.

In February, Sanlorenzo Asia – represented by Simpson Marine – announced that an SD90 had been sold to Asia, with delivery scheduled for next year. It’s the latest successful sale in the region for an SD series focused on big volumes and long range.

“We’re proud to welcome the SD90 into the fast-expanding Sanlorenzo fleet in Asia,” says Nick Stratton, Sales Manager of Sanlorenzo Asia. “The SD range of ultra-voluminous yachts with extensive cruising range has enjoyed remarkable success in Asia, an area so diverse in terms of cruising grounds and unspoiled islands and archipelagos to visit.

“The series has been incredibly successful and is crucial to the further growth of the brand presence in Asia, especially with owners spending more time on board and enjoying the time to go even further on their yacht. An SD yacht can bring their owners anywhere they like, in total comfort and safety, qualities often attributed to larger superyachts.”

SANLORENZO SD IN ASIA

Asia is already home to three units of the SD126, the current flagship of the semi-displacement series. However, the SD90 is the newest of three recent SD models with interiors by Patricia Urquiola, the Spanish architect and industrial designer based in Milan.

A world premiere at Cannes in 2019, the SD96 was the first Sanlorenzo yacht to feature an Urquiola interior and was followed by the SD118 in 2021. Sanlorenzo Asia has sold three hulls of each, with two units of the SD96 already delivered and one coming later this year, while three units of the SD118 are in build, with the first set to arrive this summer.

Like most Sanlorenzo models, the SD90 features exterior design by Zuccon International Project, spearheaded by Bernardo Zuccon, while Philippe Briand helped design the hull having also worked on the SD96.



Like all indoor and outdoor spaces on the SD90 in the photos, the aft cockpit on the main deck features furniture by Patricia Urquiola



The saloon features a freeform coffee table by Urquiola that can be transformed into a dining table

With the optional 1,150hp CAT C18 engines, the SD90 has a top speed of 17 knots but more importantly, it has a significant range of 1,200nm.

“The world of navettas is fascinating, as romantic as it is complex, because it’s linked to a person who chooses to live at sea for a considerable amount of time, for whom time is not a limitation but a luxury,” Zuccon says. “Such owners need spaces and opportunities often greater than those of boats of the same size but typologically different.”

The SD90 is the little sister of the SD96, but not by much. A 90-footer classed as a CE yacht due to a sub-24m hull length, the SD90 is 5ft shorter, 2ft thinner and just over 10 per cent lighter in terms of displacement.

However, the SD90 has an expansive beam of 7m (23ft) and a volume of 155GT, remarkable considering the yacht has an open flybridge, which is among notable differences to the SD96.

URQUIOLA INTERIOR

Urquiola, for one, was delighted to work on a smaller model following her work on the interiors of the SD96 then SD118. It may be smaller than her series sisters, but it’s worth noting the SD90 has over 60 per cent more volume than the SL90A, a planing-series yacht that can reach 29 knots.

“After designing the first two boats in the SD line, I really loved the fact we went back to a smaller size instead of a larger volume,” she says of the SD90. “The design is very complex. Inside you find something deeply technological alongside something deeply artisanal.”

All the furniture aboard the SD90 shown in Cannes and Genoa, and captured in photos, is by Urquiola and features environmentally friendly, recyclable materials, starting in the aft cockpit with the wide sofa, chairs and round coffee table, the later featuring Cimento®, a cement compound.

Cimento® is also used for the ceiling in the elegant saloon, where the forward bulkhead is made of recycled glass, the light Warli carpet is made of natural flax fibre, and the white Dedar curtains are made of recycled PET (polyethylene terephthalate).

Urquiola’s themes on SD90 also include transformability and this is quickly evident when you see the sliding concertina doors moved across to the starboard side, tucked away and covered by ribbed panelling made of FSC-certified American oak, a textural surface seen throughout the interior.

The saloon is airy enough with the aft doors put aside, yet in addition, a large glass door on the port side can slide forward to

Aft view of the saloon, where the aft doors can be put away to starboard and another sliding door can open on the port side





The owner's suite occupies a full-beam space forward on the main deck, with the en-suite bathroom set three steps down in the forepeak

provide a wide opening beside the lounge. In the aft port corner, the ribbed oak panelling is again seen around a cylindrical, 'floating' fridge that doubles as a drinks table supported by a full-height pole. It's a gorgeous piece of design.

The beautiful facing angular sofas designed by Urquiola for Cassina fit well with the shape of the room and flow of people, while the drop-down TV is hidden in a ceiling panel just before the forward bulkhead. Overall, the shapes and choices of furniture, natural materials and soft colours provide a soothing, spa-like vibe.

Furthermore, the designer's emphasis on flexibility is evident in the freeform coffee table, which can transform into a dining table. An alternative saloon layout features an oval dining table aft and the lounge forward.

The ribbed oak panelling covers the port-side door to the galley and the full-height cupboards to starboard. The hallway leads to the lower-deck stairs and a day head featuring a washbasin made of Agglotech® terrazzo, a sustainable material made of marble chips, cement and water that's used in all the bathrooms and the galley countertop.

MASTERFUL CABINS

Forward is the beautiful master suite, which occupies the full beam of the yacht and is filled with natural light from head-height windows that wrap around both sides and forward.

After passing the walk-in dressing room, the bedroom is dominated by an aft-facing bed in Elmo leather from Sweden, while to port is a cosy dressing table offering the owners sea views through a wide window, plus there's masses of storage. The ribbed oak panelling and Cimento® ceiling match the saloon, while the carpet is again made from recycled PET.

Down three steps on the starboard side, the curved en-suite bathroom is another triumph of design, topped by a high ceiling and clever lighting. There are movable vertical mirrors above each side of twin sinks in a long, curved cabinet made of Agglotech®, while the double shower with L-shaped seating and the enclosed toilet are to port.

The lower-deck stairs, flanked by an industrial-style mesh grill, lead first to the 'jolly cabin', which embodies Urquiola's focus on transformability. Sliding 'pocket' doors mean the multifunctional guest



White ribbed oak panelling is used in the starboard guest cabin (left); the semi-raised pilothouse (right) is refreshingly light

area can be open to the hallway, while the single beds can be arranged as an L-shaped sofa, so creating an entertainment, games or children's room.

If an extra cabin is required, the beds can be arranged as two singles or pushed together to form a double, with the moveable lamps on the bedhead placed accordingly. To port, double doors allow access to a stunning en-suite bathroom.

There are two fixed guest cabins midships, each with an inward-facing double bed, a TV that can be concealed in the centreline bulkhead, forward cupboards and an aft bathroom featuring the same mirrors as in the master en-suite as well as Agglotech® washbasin, cabinet, floors and shower walls.

OUT IN FRONT, UP ON HIGH

Outdoor areas include the foredeck, which is accessed by wide side decks well protected by high bulwarks and overhangs. The photographed unit on display was configured with a completely flat foredeck dressed in sunpads, although the forward floorboards can also be moved to allow access to the technical area.

From the foredeck, six steps lead up and aft to a sunbathing area forward of the enclosed wheelhouse, where guests can lounge on fitted sunpads.

The main outdoor social area is the enormous flybridge, which

is accessed from the aft cockpit by concealed stairs to starboard. Essentially, the entire area aft of the T-top pillars is free of any fixtures, so the options are endless.

In the Urquiola Special Edition, an enormous sofa-cum-sunbathing area spans the entire width of the aft end of the upper deck. Further forward, a curved sofa and several chairs surround a round coffee table that can rise and expand to become an oblong dining table.

The forward section is covered by a T-top and includes two symmetrical cabinets, with the starboard one housing a wet bar with induction hob, sink and fridge. The upper helm is to starboard and has a comfortable sofa with rounded backrest that can fit three, while to port is an almost identical sofa for companion seating.

Forward, a sliding door opens to reveal four steps down to the semi-raised pilothouse, which features a Besenconi helm seat facing two pairs of Simrad screens, and is refreshingly light both in terms of colours and natural illumination.

The pilothouse also has stairs down to the galley, which is well lit by a long, mid-height window and has Miele appliances, six hobs, twin sinks, double, full-height fridge-freezer and overhead storage.

Forward are stairs down to the crew quarters, which includes a crew mess with C-shaped sofa and a foldable table, two twin-berth cabins, two bathrooms and the laundry facilities. Aft, the garage can house a 4.3m (14ft 1in) tender up to 600kg.

The forward area includes a fitted sunbathing area forward of the wheelhouse and a flexible foredeck area that can be dressed with sunpads



On the lower deck, the jolly cabin can be enclosed or open and set up as an entertainment room, twin cabin or double cabin





Forward view of the flybridge, most of which can be dressed with loose furniture; forward are the wet bar, the helm station and companion seating

As with the eco-friendly materials used, Sanlorenzo has paid great attention to the yacht's equipment and systems, with the Eco air-conditioning system, energy-efficient light fixtures, high-performance thermal and acoustic insulation, and Eco Mode stabilising fins examples of the brand's focus on high quality and low consumption.

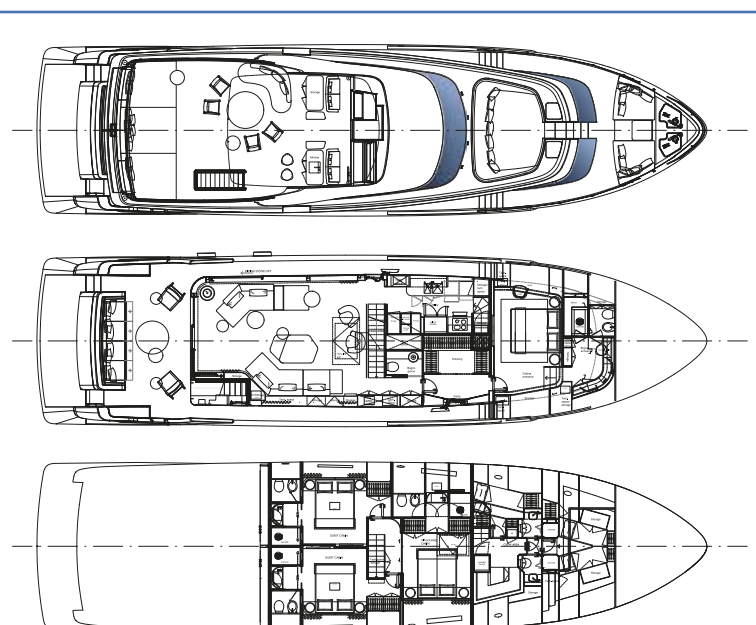
Sanlorenzo is working with Siemens on a hybrid version, the SD90/s, which will offer emission-free cruising with electric motors and lithium batteries along with the option of traditional propulsion. However, the first model into Asia will be the SD90, which is currently being tailored.

"The owners of the SD90 coming to Asia will enjoy a detailed customisation process for their beautiful yacht, making it truly theirs," says Tom Allen, a Simpson Marine Sales Manager in Hong Kong. "We are looking forward to seeing her delivered to the city early next year." ✎

www.simpsonmarine.com/manufacture/sanlorenzo



Aft view of the flybridge, featuring a full-width sunbathing lounge



DECKS & SPECS

Length overall

27.43m (90ft 0in)

Hull length 23.97m (78ft 8in)

Waterline length (full load)

24.10m (79ft 1in)

Maximum beam 7.00m (23ft 0in)

Displacement (half/full load)

105/112 tonnes

Fuel capacity 13,000 litres
(3,434 US gallons)

Fresh water capacity

2,000 litres (528 US gallons)

Black & grey water capacity

1,000 litres (264 US gallons)

Engine options

2 x 800hp MAN i6-800;

2 x 1,150hp Cat C18

Maximum speed* 14/17 knots

Cruising speed* 12/15 knots

Range at 10 knots 1,200nm

Guest cabins 4 for 8 guests

Crew cabins 2 for 4 crew

* Depending on engine options