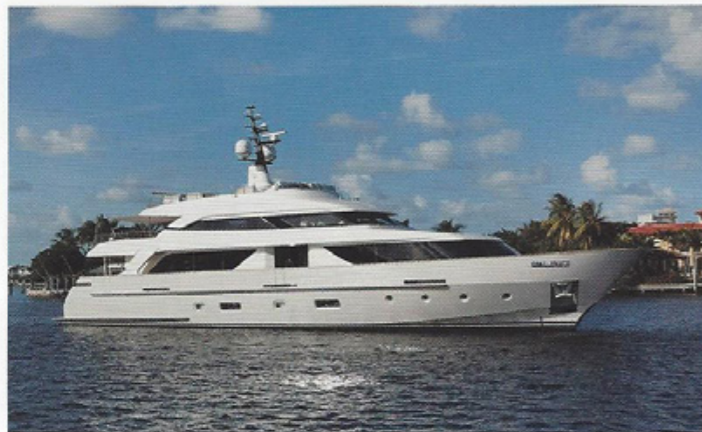


SANLORENZO DELIVERS SD112 KATHLEEN, DESIGNED BY ANTONIO CITTERIO



ITALIAN LUXURY boatbuilder Sanlorenzo recently delivered the SD112 *Kathleen*, which marks the debut of the Citterio Viel studio to the yachting world, to a Scottish couple.

The shipyard consolidates the link between home and yacht, living and the sea, combining the two worlds by generating a variety of innovations that will appeal to Owners all over the world.

The living area of the yacht was redesigned for complementing the elegant details in an optimised space. The interior combines quality and personalisation, according to the Owner's requirements and practical



technical considerations. She is an interpretation of the timeless elegance and style of the private yachts of yesteryear. Highlighting its curve, SD112 belongs to the SD line ranging from 92ft to 126ft, which merges ravishing exteriors with immense comfort at sea.

Antonio Citterio's next project for Sanlorenzo will be a bigger yacht – a 42-metre Explorer 460 commissioned by a Swiss Owner.

www.sanlorenzoyacht.com

www.citterio-viel.com

www.simpsonmarine.com

SUNREEF YACHTS INTRODUCES FIRST CARBON 74 DIANA



POLISH SHIPYARD SUNREEF YACHTS has introduced the most technically advanced edition of the Sunreef 74, named *Diana*, with carbon bodywork elements and cutting edge rig. She offers all the luxury and comfort without compromising the performance.

Canadian Owner Dr George Lopez originally possessed a 62ft monohull, which showed more and more of its limitations over the years so he was looking for a bigger yacht. He named the yacht *Diana* in the memory of his late wife, who was a doctor of Polish descent and passed away from cancer in 2006. He and his family plan to begin their world cruise with *Diana* in 2017, starting in the Mediterranean and continuing on to the Caribbean and Pacific.

The yacht employed extensive use of carbon fibre, which compensates for the weight with plenty of equipment and enhances *Diana's* performance. She was given a carbon deck, flybridge, bulkheads and superstructure. Her rigging includes a carbon mast and an in boom furling system. The main navigation station is equipped with touchscreens enabling automatic sail adjustments coupled with load sensors to prevent winch, hardware and rig overload.

The boat also features a large overlapping genoa for upwind-optimised performance, a code 0 for reaching and a furling spinnaker for downwind performance. All sails can be easily controlled from the helm station, enabling single-handed operation.

The interiors were the result of collaboration of Sunreef Yachts Interior Design Office, Kerriann McIntosh and Lisa Henry. *Diana's* saloon combines shades of oak, beige and white, and offers lots of space onboard.

www.sunreef-yachts.com



PHOTOS: SUNREEF YACHTS



Sunreef 74 interior

honeycombs – allow the professionals to solve many problems.

Some believe that composites are an enemy of the environment, but there are some things to consider before accepting this theory completely: composites allow designers to make lighter boats, thus more efficient with less fuel consumption; they don't have to be mined from the earth, they are more durable than other materials including aluminium because of a superior fatigue resistance; composite are becoming recyclable with new technologies that allow for the recycling of main fibres, for example carbon and Kevlar.

It is not an easy job make a 60m yacht in composite, of course, and probably steel or aluminium for the hull at this size is still better. But for the interior, such as the furniture and finishings, modern composites help to reach great results in terms of aesthetics and weight control.

A new company based in Switzerland is now completing a carbon and Kevlar recycling process, with the realisation of a new carbon, Kevlar or combined carbon-Kevlar fibres that offer a high mechanical standard, low cost and pay attention to environmental needs. More information about this technology will be revealed after the certification process.

The technology around composites needs to go forward every day to increase the performance in terms of weight, mechanical resistance and the ability to satisfy, for example, the increasing power of the engines.

Over the last 15 years, every presentation of new engines time declares them to be more powerful and lighter. This means that on a boat there is a more favourable relationship between weight and power, offered from one side by the lighter materials but also the mechanical characteristics of composites for example, and on the other side by the increase of the power from engines with the same displacement but are lighter than in the past.

That's a real main point of the yachting evolution. But evolution also means more comfort, more possibilities for enjoying life at sea, more ways of interpreting the Owner's point of view.

Think about the latest beach areas, or the latest balconies, or the exterior solutions to transform an enclosed area in a open area in conjunction with the other parts of the deck, or the new electronic systems that allow the Captain or Owner or a crew member to manage and control any part of the yacht. There are many examples of the evolution that translates into a better life at sea, increasing safety,

comfort and most of the time also privacy.

A complex object such as a yacht benefits daily from the evolution of many different elements, from the raw materials to the sophisticated systems that we are now accustomed to having on board for entertainment as well as for safety during navigation.

The evolution of stabilisation systems is playing an important role in the design of yachts. It is possible today to design a 50m yacht that's slim to stay inside 500GT, but also safe and comfortable in any conditions thanks to more efficient stabiliser systems that require less power and are more reactive than in the past.

It is not a simple detail to keep the ship stable when at the anchor, especially for planing yachts that are naturally more sensitive to this problem.

www.lucadinidesign.com

www.hydrotec.it



Ferretti 960 THB edition interior