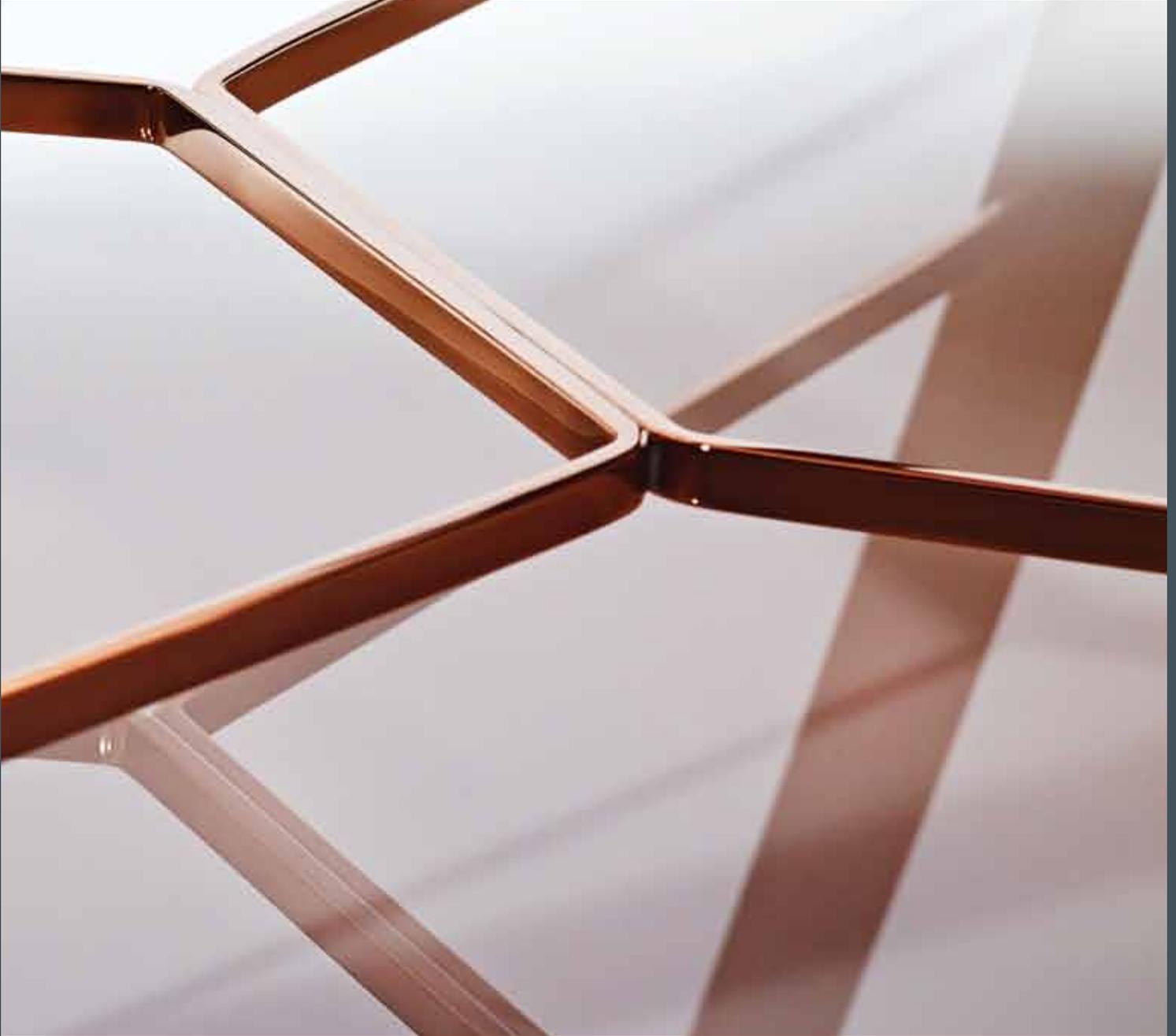


Superyacht

INTERIOR DESIGN

EXTERIOR SPACE

CREATIVITY AND ARCHITECTURE



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CASE STUDY

PASTROVICH

A KID AT HEART

Stefano Pastrovich, founder of Studio Pastrovich, has always been one to approach yacht design with a playful eye and it is one that has given his projects a unique style. *SuperyachtDesign* ventured down to the studio's office in Monaco during the Monaco Grand Prix to talk visionary thinkers, new projects and to learn more about the studio's new 'class' categorising system.



pastrovich

Seize your fish

After a period of time spent in his presence it is easy to tell that Stefano Pastrovich approaches design differently from most. The charismatic Italian designer has always had a slightly offbeat style; the sharp, stealthy *Wallypower 118*, arguably his best-known work, encapsulates his aesthetic best. Having spent much of his youth designing and building model boats and planes, Pastrovich attributes much of his way of thinking to the lessons learned in his earlier years.

"I started to design boats and gliders when I was 10 years old," he says as we sit in the back room of his studio on the 15th floor of Le Panorama. "From an early age I was exposed to the engineering and practicalities of building, as I made models and experimented with materials and ideas. As a result I gained an understanding of the value of structures and how they differed."

While the *Wallypower 118* stood out from boats in the same class at the time of launch, it was one of five designs to be developed by Pastrovich during his term as chief designer at Wally. Following five years of service, the designer made the decision to break out on his own in 2005, taking valuable experience gained from his time at the Italian shipyard and at Francis Design prior to that. The decision saw Pastrovich return to Italy after 17 years abroad, where his small studio was based in Bogliasco—an Italian municipality between Genoa and Portofino—until 2013, when he made the decision to relocate to Monaco.

"I've made a three-year investment into our studio in Monaco," explains Pastrovich. "Having been here a year already, I am convinced it was the right decision, although my budget to get here was doubled in the process! But to grow the



ANDREW JOHANSSON

business I have to be connected to the heart of the yachting world, which is Monaco. All the brokers and managers are here and, most importantly, the clients are here."

While the investment has been big, it offers more of a return than if he had stayed in Italy, pushing him to develop a targeted marketing strategy, which is reflected in studio's most recent designs, the 90m *X-Kid Stuff* (first published in *SYD Q19*) and 77m *X R-evolution*. The latter features deployable apartments that are housed and launched aft of the vessel, as the sides of the hull fold away to reveal a large open-plan space. Drawing inspiration from the structure of a beehive and its weight to strength ratio, the multi-hull platform would be made from carbon fibre to help minimise the draught. Pastrovich believes that this would allow the vessel to get close enough to shore for the use of an inflatable, modular jetty, allowing easy access to land. A self-stabilising hexapod system, consisting of six hydraulic cylinders, would help keep the upper deck stable in stormy weather. How well this would work in practice and how often such a device would be needed remains to be seen, especially as most captains would avoid heavy weather systems. However, thinking outside the box to push innovation has always been something that Pastrovich has been a believer in.

Both concepts fall under the Parkour Class, one of four new categories developed by the studio in an effort to better understand a client's lifestyle and expectations for a superyacht. The new class categories (read a full report on SuperyachtDesign.com) reflect particular characteristic traits and will aid the studio in ascertaining what an owner would want in a market where options are endless.

This new system not only aims to give direction to the design process but also attempts to move away from the misuse of the word 'explorer'. "When talking about an explorer yacht, it has to be fitted with the right equipment," says the designer firmly. "It has to have all you would need to explore new places. The word has been adopted in recent years for marketing purposes and many designs are not in fact explorer yachts. I don't want to be associated with this confusion, as it sends the wrong message to owners." ▶

"When talking about an explorer yacht, it has to be fitted with the right equipment. It has to have all you would need to explore new places."



ANDREW JOHANSSON

LE GRAND BLEU BREMER VULKAN



MERIJN DE WAARD

WALLYPOWER 118 WALLY

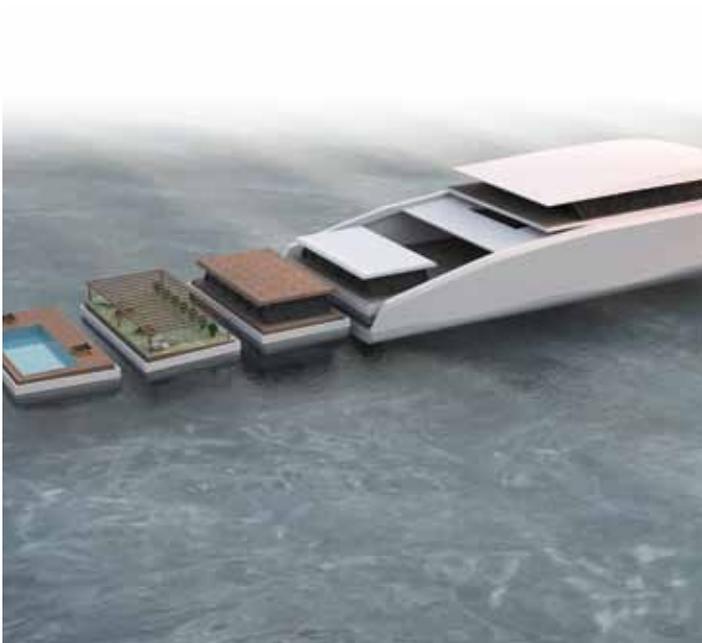


GILLES MARTIN-RAGET



MYSTERE SHADOW CANDIES SHIPBUILDERS





77M X R-EVOLUTION WITH
DEPLOYABLE APARTMENTS

While working for Martin Francis, Pastrovich was given the opportunity to engage with the 59.2m *Senses* project launched in 1999 by Lürssen, which he defines as the perfect example of an explorer vessel. The project led to an introduction to Claus Kusch of Kusch Yachts, who commissioned the Italian to design a 104m motoryacht, a project that was later developed into the 112.8m *Le Grand Bleu*, launched in 2000 by Bremer Vulkan. It is the largest built project Pastrovich has worked on to date.

Other notable projects include the refit of 82.9m *Falkor*, originally built in 1981 in Lübeck, Germany, as a fishery protection vessel, into a science vessel. The project required a technical focus in the design and layout of the interior. "I learned a lot from this project, specifically the technology associated with the commercial sector, which is all about the practical elements," says Pastrovich.

Experience gained from this project combined with the approach used in the design of *Senses* led to the design of a new 72.5m under development for a repeat client from Russia. This explorer yacht is the third project with the same client following the refit of his 42m *Life Saga* and 50m *Mystere Shadow*. The former was the first refit for the studio, which required the bridging between the interior and exterior in the main salon. The solution came in opening the space up to the aft terrace and including a door to help maintain an air-conditioned environment within the first half of the salon.

Pastrovich admits that the opportunity to work on *Mystere Shadow* was an exciting one, describing the project as "exhilarating" as it gave him the opportunity to make the most of its large hanger aft of the main deck. "It is a big space at 16m by 8m," he says. "It ▶



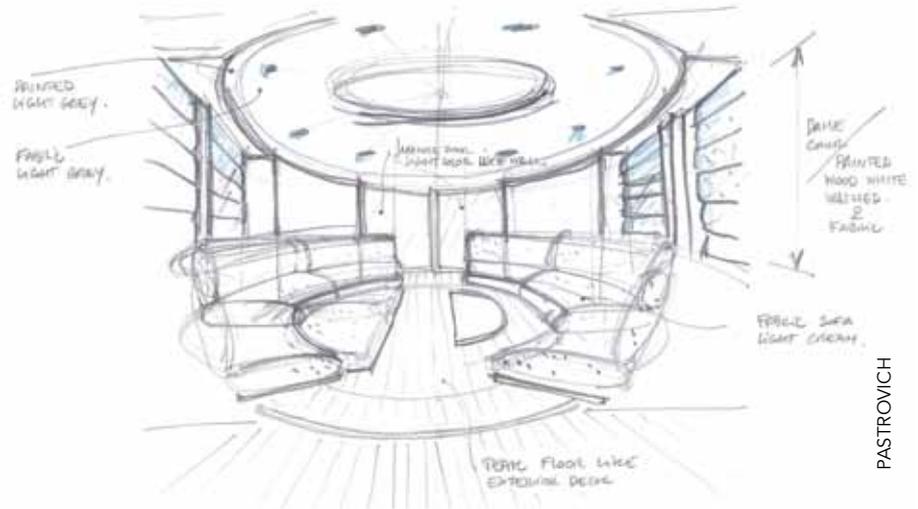
LIFE SAGA MAIN SALON



MYSTERE SHADOW TENDER GARAGE / LOUNGE



GIOVANNI MALGARINI



PASTROVICH

“I want to find visionary thinkers such as the founders of Google or Elon Musk, CEO of SpaceX. These are people who aren’t afraid to invest in the research needed to achieve the next level in technology and innovation.”

is a tender garage that converts into a lounge or disco, while above it is a terrace for guests to enjoy. It was a very cool and surprising project.”

It is no surprise that the more extreme projects are of great appeal to the designer and he confesses that he would welcome the opportunity to work on a big structure such as an airport terminal or stadium, or even something at the nano end of the scale. Indeed, he jumped at the chance to design a 1,500sqm villa in Antibes for his Russian client. Once again showing a propensity to take a less serious view of life, the villa was developed together with the client to include a number of games across the property, with an island at the heart of it and a geyser-like feature as part of a Jacuzzi.

While excited to see the property once it is finished (delivery in June 2015), Pastrovich is keen to highlight that this was a special project and isn’t a sector of the market he is focused on. Instead he is on the search for visionary clients who would be willing to work with him on something truly special.

“I want to build something that will leave an

impression on the next generation,” he says with a smile. “I want to find visionary thinkers such as the founders of Google or Elon Musk, CEO of SpaceX. These are people who aren’t afraid to invest in the research needed to achieve the next level in technology and innovation. You just have to look at Formula 1 and the America’s Cup to see that there are wealthy individuals out there willing to invest in new technologies, as many of them already have.”

While Pastrovich continues his quest to entice such an owner, the team is kept busy with two 72m projects in build and two 23m boats, which are expected for delivery in 2014. As for the next generation of Studio Pastrovich’s designs, such as the *XR-evolution*, they won’t be to everyone’s taste and naval architects out there may be scratching their heads at the viability of them. However, Pastrovich’s creative zest for the unexplored, for innovative structures and his quest for clients who share his big dreams is admirable. It is, after all, impossible to achieve something extraordinary by sticking to the ordinary. ▶



“If you don’t try new ideas and attempt something daring, you definitely won’t advance.”

“If you don’t try new ideas and attempt something daring, you definitely won’t advance,” says Pastrovich. “It is surprising how when you are designing things, you can fall into a routine. The mind is very constrained by the day-to-day living of life. Sometimes you have to force yourself to do something completely different and opt for the opposite option, as sometimes this is where the answer to a problem is found or the discovery of something great.” ■



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