

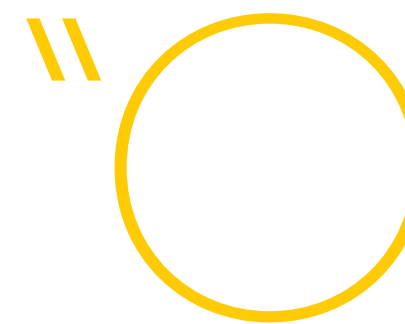


Here is a rendering of the Prestige 750 (above, the saloon), the 22.6-metre flagship which features large spaces. Opposite: Camillo Garroni, a partner, alongside his father Vittorio, in the studio Garroni Progetti.



GARRONI PROGETTI

Since 1971 the Genoa studio has been busy designing commercial and passenger ships and motor and sailing yachts. It specialises in a range of craft, even if Jeanneau is one of the major clients

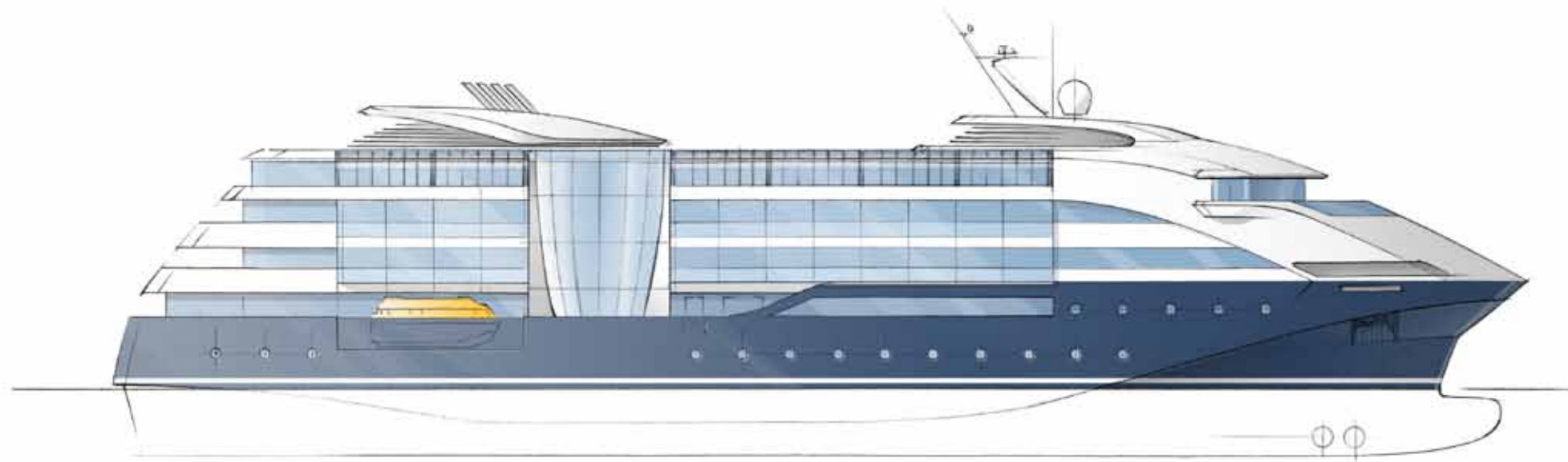


Our primary goal is customer satisfaction," says Camillo Garroni who runs Garroni Progetti with his father Vittorio. On the scene since 1971, the studio deals with both sailing and motoryachts as well as commercial craft and passenger vessels, although most of its time is devoted to Jeanneau for which it has been designing since the end of the 1990s. Working for a production craft yard demands a very high standard of skill and versatility as beyond its own creative input, the team also has to take the production process into account with each new craft. "Our work doesn't stop at the waterlines," explains Garroni. "It also involves 3D modelling, engineering and optimizing the assembly of every single component of the boat." The studio's 2013 designs, however, all began life in the tradition way: as pencil strokes on a blank sheet of paper. Garroni has produced no less than four models for Jeanneau since last year. The Prestige 450 and 750 brilliantly mirror the brand's philosophy of delivering more to owners than its competitors. Both models have large expanses of glazing which draw natural light into the main deck and afford

guests 360-degree views. Despite being a compact 14 metres, the 450 is a very intriguing craft. The owner's cabin, for instance, is located amidships with its own private access, as in the 550 which is four metres longer. "Now that was a challenge," says Garroni, "but we wanted this boat to make owners feel special." The Prestige 750, splashed just last month, is a very different kettle of fish. A generous 22.6 metres, it is the brand's flagship model and as such had to go the extra mile. Hence the daringly tight, clean new lines designed to target the broadest possible market share. "The idea was to create a yacht that was classic yet still modern and would appeal to different cultures. Most of all though, we wanted a boat that would stand the test of time," says Camillo Garroni. One of its features is the owner's suite on the main deck as per new generation megayachts, and there is, of course, lots of glazing throughout. The smaller NC 14 is the natural evolution of the Leader range, also by Jeanneau, sharing in its bright freshness and 360-degree view. "We have tried to improve on all the features offered by the Leader 11," continues Garroni, "by producing a

One of the latest projects designed by the Garroni studio is the MS45, a 45-metre sailing yacht currently under construction at the Polish yard Conrad with the launch due in 2016. The yacht features completely new solutions such as a hideaway swimming pool on the bow.

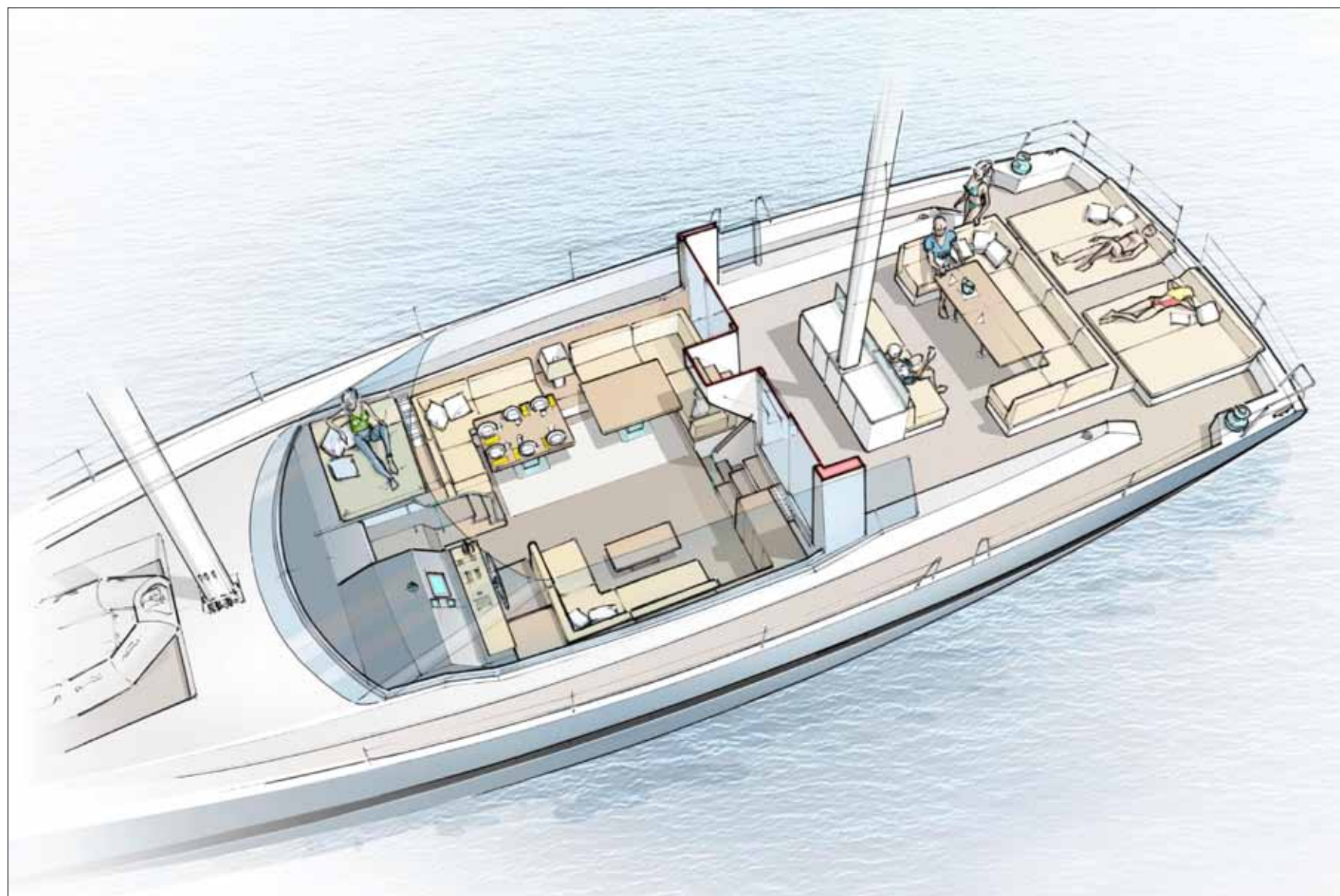




Above: one of the cruise ship designs by Garroni Progetti. The studio has specialised in the sector for years. Opposite, top: the NC 14, a natural evolution of the Leader range, also by Jeanneau, sharing the light interior and

36-degree panoramic views. One other significant characteristic are the vertical lines of the bow which have not compromised the comfort in the interior. Below: the layout of the MS 265, another sailing yacht designed by

the Garroni studio. The Genoa team are specialists in a wide range of motor and sailing yachts not to mention the enormous ships that transport passengers and commercial goods all around the world.



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large saloon that communicates with the cockpit and modular spaces that allow extra room to be freed up when the yacht isn’t moving.” Garroni doesn’t mention it but one of the most striking characteristics of the NC 14 is the vertical-type bow lines which required some very meticulous volume work by the designers to ensure they did not impinge on interior comfort. Last but not least, the Leader 40 is the newest addition to the series and also the first in the new generation. It is a thoroughbred open with large exterior and interiors volumes that Garroni strove to push beyond the norm for this kind of yacht. “To allow the eye to roam unfetter from bow to stern, we removed the classic corridor that one usually encounters forward when going below and created a very small square area that actually widens out the space rather than enclosing it. Two versions of the Leader 40 are available: the open for purists and the sports top for owners that like adrenaline but are equally fond of their comforts. Garroni Progetti also does one-off yachts, and

this is where they are probably at their most interesting. The MS 45 is a fine example. A 45-metre sailer currently in build at the Conrad yard in Poland, it will launch in early 2016. Commissioned by a former motor yacht owner intent on sailing around the world in the kind of comfort he’s always been used to, she is a very particular vessel indeed. On paper at least, the MS 45 blisters on the water both under sail and motor power, and delivers a selection of features unprecedented on a sailing yacht, including an expansive fly and a hideaway pool on the bow. The transom also opens and the large glass panel topping it slides open to reveal a spacious beach club that is well up the standard seen aboard similarly sized motoryachts. But that is far from the end of Garroni Progetti’s talents which also extend to the cruise ship sector. Right now it is working on two cruise ships, a 100-metre and a 300-metre, for a new Chinese company looking to test the domestic cruise market. Both will feature eco-technologies. ■