

Sweet Harmony

A sensitive refit that respects the boat's heritage while fortifying her for the future – in just seven months? Harmony is a true soul survivor, says Caroline White



The lighter, open main saloon, minus the old porch aft. Opposite page, top: the upper saloon. Bottom: the main saloon looking forward



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A

superyacht refit can mean many things. A new owner might strip his boat back to bare steel, add another two metres to the stern and reshuffle the GA in a project closer to a rebuild than a brush-up; or he might like the lifestyle set-up but want a technical refresh, so swap out the audiovisual, burnish the engines and upgrade the galley to Miele appliances. Or he may just rip out the floral curtains, go shopping for Armani/Casa scatter cushions and set off for his winter cruise around the BVIs.

In the case of the project that would turn 52 metre *Kiss the Sky* into 55 metre *Harmony*, the owner, his team at the Amico refit yard in Genoa and his broker and operations manager Imperial,

were sizing up a custom Amels by design legend Terence Disdale. They were determined to preserve “the soul of the boat”, as Luca Dini, the refit project’s interior designer, puts it. That was no easy task since this was no curtains and cushions job – the scope of the project included a new interior, new audiovisual and navigation equipment, a new beach club and a stern extension of three metres. Nor did they have much time to contemplate the philosophical and aesthetic questions of a boat’s soul. They had just seven months to complete the project.

“*Harmony* was a project we won based also on how fast we provided ideas, the solution, design and quotation,” says Alberto Amico, chairman of the yard. He believes provision of a clear schedule “with a fixed time and fixed budget” was a deciding factor. “We did the preliminary design with Mr Amico before the yacht came,” recalls Daniele Di Giampaolo, co-director of technical and sales at Amico. “As soon as the yacht



PHOTOGRAPHY: BLUE I PRODUCTIONS FOR IMPERIAL YACHTS

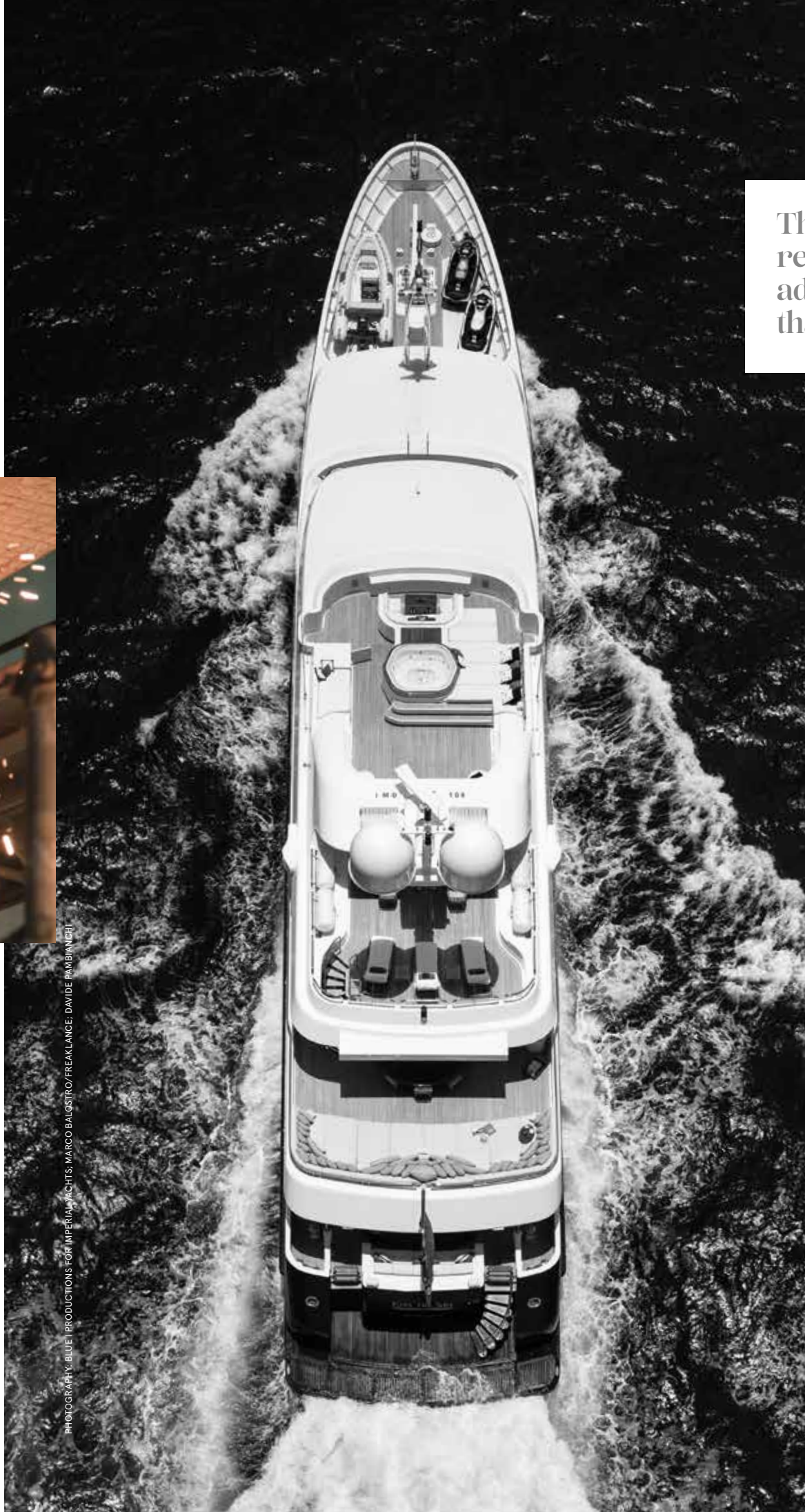




Amico has carried out more than 1,200 refit projects over the past decade – an average of 135 per year. It is growing its in-house team of specialist staff rather than relying on contractors and has invested more than €36 million in specific facilities for superyachts



The biggest structural change was to the stern, which on *Kiss the Sky* was centred with a vertical transom door to a lazarette



The sundeck and its spa pool remain unchanged... but they added a television screen that drops from the overhead

arrived [from Fort Lauderdale in January 2017] we did a 3D scan and started the technical projects. We delivered the yacht on 7 July, so only seven months. It was quite good time."

It certainly was, especially when you consider time-consuming tick-boxes such as class approval and securing the go-ahead from the owner at various stages. The concentration of the project meant, Amico says, "a lot of interferences in terms of many, many different works to be done at the same time in the same areas. We managed this with a lot of overtime and sometimes working around the clock."

It helped that Amico's yard has been expanding over the past few years. "We want new infrastructure dedicated to big yachts – and by big yachts I mean megayachts," says Amico. They already have the set-up for serious size, with a focus on in-house workers rather than contractors – to keep control of logistics – and chunky kit that includes an 800 tonne travel lift. But as the length of the world's superyachts increases, the yard wants to bolster its 60 metre-plus credentials. A new syncrolift is planned within the next two years; it's also bulking up on specialist staff, building labs and workshops and buying neighbouring dockside land. The yard proved the clout it already wields with 91.5 metre *Queen Miri*, in a transformation that included a 6.5 metre stern extension, a new floodable tender garage, an 85 per cent new interior and much more. They did it in 18 months and completed another 110 projects in the same year. The yard had also refitted the 76.6 metre *Amels Boadicea* (ex-*Reborn*), also with interiors and exteriors by Disdale. So they were well prepared for *Kiss the Sky*.

The biggest structural change was to the stern of the boat, which on *Kiss the Sky* was centred with a vertical transom door to a lazarette. There was a set of ladder-like steps to starboard, but none to port. It was a practical, technical part of the yacht, where guests would be unlikely to spend much time. Amico got back to bare steel in this space, cut the stern off and added a six metre block – this reaches further back into the boat in its central section, so the boat

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Luca Dini has refreshed the upper saloon on Harmony to include a piano aft and a cinema area forward



Then and now: the original 2001 upper saloon of Kiss the Sky, right, complete with dark, rich fabrics, elaborate patterns and heavy curtains. Opposite page: the updated Harmony upper saloon created by Luca Dini, with its lighter colour palette and modern furniture

The previous interior décor was warm and classic... The style now is fresh and modern, with snowy silk carpets by Tai Ping, white leather upholstery and splashes of soft marine blue

has only been extended overall by three metres. This change replaced the area that was the lazarette with a space large enough for a beach club, and that included improved head height. The greater height is adroitly disguised by placing sunpads on the main deck above – the ceiling extends into the base of these. Inside the beach club, the space is a Scandinavian-feeling haven, clad all over in teak, with a wet bar and massage area, plus hammam, shower and dive store. The stern now gives a luxurious first impression to those stepping off tenders here, the wide new platform set off by a pair of broad built-in staircases that sweep down from the main deck, under-lit for safety (and glamour) at night. In the centre a lowerable swim platform extends for easy water access. The rejig at this end is balanced with a rearranged foredeck with extra cradles to accommodate a bigger tender and jet ski than it stored before.

Inside, Dini also had a tight schedule of just five months. He looked at *Kiss the Sky* with the owner's team from Imperial. "At that time we spoke about the freshness of the interior," he says. "The main point for me was – because the interior designer was Terence Disdale and he really did a great job – to update

the interior with respect. (The owner) asked me not to completely change the interior, but to maintain the feeling that you have by doing some little touches."

Those little touches grew rather larger, but the principle remained. The biggest changes, Dini says, were to the main and upper saloons, which have a "completely new life", he says. In the main saloon there was a set of double doors creating, effectively, a porch. "We lose, I don't know, three metres just for the door. So we removed it," says Dini. This added extra space and light to the room without destroying the character – the remaining mosaic on the cream marble floor blends flawlessly into the new arrangement.

The previous interior décor in both saloons was warm and classic, satin-varnished oak, deeply cushioned furniture in traditional shapes, rich fabrics, heavy curtains and a palette of gold and warm neutrals, with flourishes of crimson. "All the free-standing furniture has been upgraded to more of a masculine but gentle style, upholstered with custom fabrics," says Dini. In the master cabin, red fabrics were removed, as was the fluted wooden surround and cabinetry by the bed and other classic details. The style now is fresh and modern, with

PHOTOGRAPHY: BLUE | PRODUCTIONS FOR IMPERIAL YACHTS





Inside the beach club

The six metre block inserted into *Harmony's* stern turned the yacht from a 52 metre to a 55 metre. But more importantly it turned a tired technical store into one of the most exciting and luxurious areas on board

snowy silk carpets by Tai Ping, white leather upholstery and splashes of soft marine blue in cushions and bedding. The en suite refresh retained swathes of coffee-veined marble, but swapped the red and gold flourishes for touches of silver.

The oak interior was retained elsewhere but revarnished, while furniture is now more modern and pared-back in style and shape, with broad, modular armchairs in the main saloon, plus more compact velvet numbers veined stylishly in dark wood. The curtains have gone in favour of pale blinds and the colour palette is toned down a few notches to silky greys and cool taupes. Forward in the space, a large map artwork designed by Dini sits in front of a custom dining table in glossy walnut and black lacquer. In the upper saloon, splashes of blue enter the scheme in the form of velvet bucket chairs and

chunky suede stools. This space previously featured a glass games table at the curved aft end, while forward there was a bar and sofa. The built-in bar has been removed to widen the space, and a free-standing desk added unobtrusively to starboard. A low cabinet now delineates two distinct areas: to aft, social seating with a piano taking up the position of the old games table, for a dash of glamour; and forward, a vast sink-in sofa faces a huge television, for tuning in and zoning out. In both saloons, the spirit of the original remains – it's a rich, comfortable, confident design that will make sipping a cup of coffee on the main saloon's deep, low, silver velvet sofa feel like heady luxury.

But there's also plenty of high-end kit behind the scenes. "For example, we changed the televisions because they are old,

Listen: A new AV/IT system has external plugs to connect subwoofers during a party – and a weather system that shows the forecast, water temperature and currents for perfect planning



Hidden: Rudder equipment is stowed in the bar furniture to avoid affecting the pared back Scandinavian-style of the internal space, and can be easily removed for maintenance access

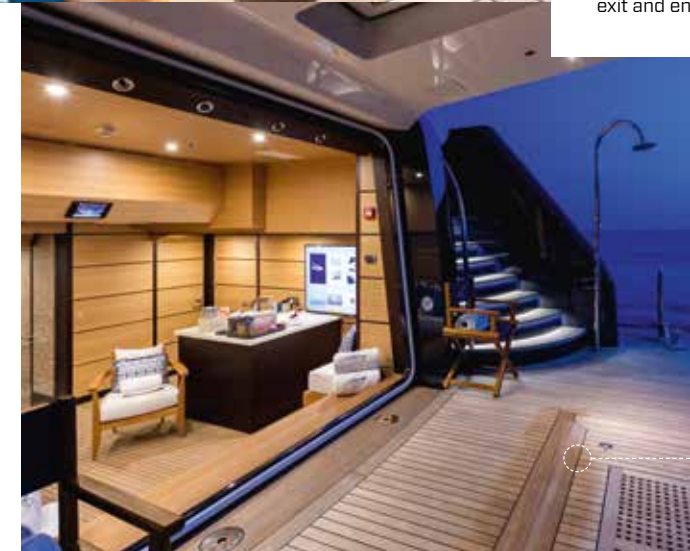


Sweat: The shower and hammam are clad in marble and Sicis mosaics, with the hammam's heated floor and seating helping make the most of cooler days



Illuminate: The new staircases to port and starboard are underlit for safety – and to provide a spectacular night-time scene

Access: A new, upward opening watertight stern door is equipped with an inner pantograph door (a door within the door) allowing rapid exit and entry for crew



Swim: The new Opacmare swim platform with five steps that descend into the water lets swimmers take a carefree dive into the blue and climb back on board easily





The 52m Kiss the Sky arrived at Amico in Genoa in January 2017. She emerged as the revamped 57m Harmony only seven months later

but doing this we were obliged to also change the cables and the technology – every time we touched something we discovered something to change,” says Dini. Amico packed in new tech from Panasonic, Samsung, Crestron, Apple and Sonance, as well as James Loudspeaker, which in turn meant they had to replace the original rack store and add two more to support the extra audiovisual. They also replaced hundreds

The engine room was in good shape and largely left alone (aside from new DGG generators from Zenoro) but the crew mess was completely revamped, crew cabins revarnished and the galley and pantry refitted with new Miele and MKN equipment.

The sundeck and its spa pool remain fundamentally unchanged, although two small tables aft have been replaced with one large circular dining table – and they added a television screen that drops from the overhead and rotates 360 degrees. The other decks were either re-teaked or re-sanded, furniture replaced and bars improved. As Amico puts it, “about 300 square metres of interiors were heavily refitted, plus partial teak and partial paint and all the rest”. The rest included a wrap on top of the paint to ensure *Harmony* looked her shiny best. It’s the finishing touch to a project undertaken with thoughtfulness and sensitivity, despite time pressure. The result is a boat that is in harmony not only with the heritage of her bones, but with her future as a 21st century superyacht. ■

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of spotlights with modern architectural LEDs. “There are more than 10 kilometres of new cables for new audiovisual and navigation equipment on board,” adds Diego Molinari, director of project management. The latter included a new suite of Furuno and Sperry kit in the bridge, which was also redesigned with the slick modern look of an integrated bridge (although it is not touchscreen).

HARMONY

LOA 55.10m
LWL 47.75m
Beam 9m
Draught 3.2m
Gross tonnage 624GT
Engines 2 x 1,180hp
Cummins KTA38-M2

Speed (max/cruise)
15/12 knots
Range at 12 knots
5,000nm
Generators John Deere
6068AFM85 tier 3/
stage III Zenoro
Fuel capacity
117,838 litres

Freshwater capacity
17,443 litres
Tenders
1 x 6m Castoldi;
1 x 4m Ribo
Owners/guests 12
Crew 13
Construction Steel

hull; aluminium
superstructure
Classification
Lloyd’s Register
Naval architecture Amels
Exterior styling Amels;
Terence Disdale
Design

Refit interior design
Luca Dini Design
Builder/year
Amels/2001
Project manager
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