



BAGLIETTO
1854



and the time
the time
and the



HONORING
170 YEARS OF HISTORY,
BUILDING FOR
THE FUTURE

SPECIAL EDITION

press*Mare*

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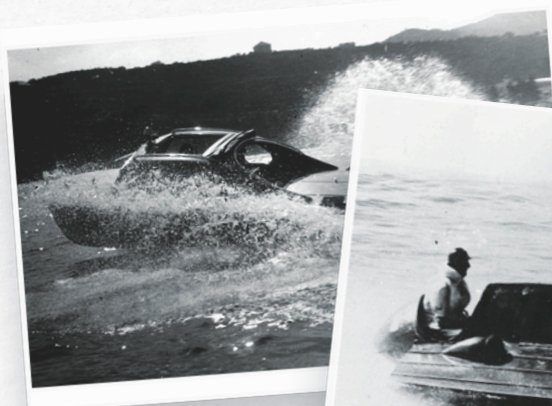
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Baglietto and the time

Time is a determining dimension. With time, an immutable unit of measurement, the passing of events, things, history and life is processed and noted. Time is an inexorably certain, quantified and quantifiable fact. But when we think of a state of happiness, well-being, ecstasy, it's a much less defined, definitely absolutely relative, value in which the vortex of emotions can make a moment, a very long moment, even eternal in our memory.

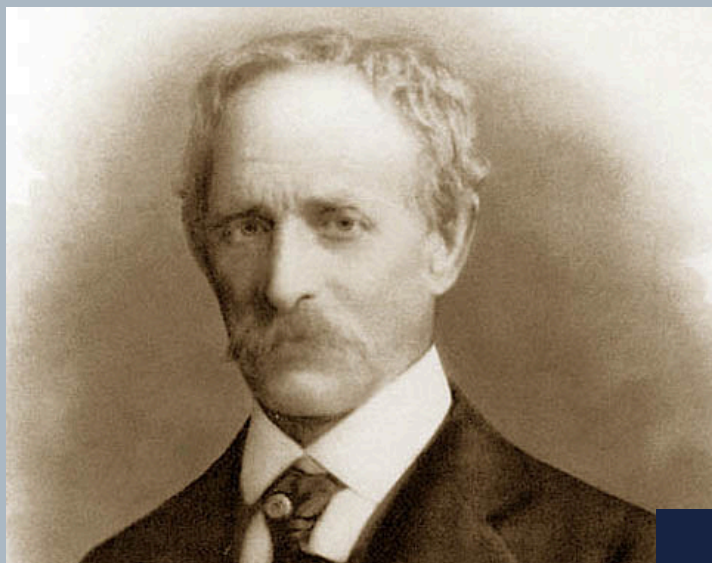
Baglietto, a shipyard that is the unconditional landmark of Made in Italy, in its 170 years of history, spent pursuing a single mission: to create splendid, technological, fast boats, capable of making those who live them enjoy their time on board, to give their owners eternal moments of ecstasy to spend on board their yachts.

And time is still the protagonist when it becomes the arbiter in judging a style, an architectural feature, a form that can remain beautiful even when the years pass. Creating a forever beautiful object can be considered "the challenge" for every designer, for every shipyard when it comes to boats, but for Baglietto it is nothing more than the natural binding thread of the countless hulls that over time have been decorated with the brand of seagull.



For Milan Kundera "speed is the form of ecstasy that the technological revolution has given to man". Time, this time in relation to the space travelled, relates to technology, a theorem that the founder of the shipyard, Pietro Baglietto, first interpreted unconditionally, when the advent of the internal combustion engine led him to measure his own boats with the motorboat records, but then no longer subservient only to absolute, extreme performance, but rather to that sophisticated mix of performance and comfort that can make a luxury yacht perfectly enjoyable, guaranteeing a superior level of well-being even when the engines push to the maximum and the adrenaline rises.





Pietro Baglietto was certainly a special man for his intuitions as an entrepreneur and boat builder. His vision, his passion for boats, his ability to choose, create and apply the best technology to every single hull, his ability to pay the utmost attention to the detail of each unit to the point of transforming it into an exclusive yacht, was capable of involve those around him, to his shipwrights, to his craftsmen, and then to pass it on to following generations of the family and technicians who have alternated over the 170 years of life of the shipyard. A vision that has become a sacred formula, a true mantra that has remained intact to this day, indeed strengthened since, in 2011, **Beniamino Gavio** together with his family took the helm of the Baglietto shipyard. The investments in structures, people and new projects, carried out by the current ownership, are certainly part of a business plan whose validity needs no confirmation.



What is surprising is the impulse, based on the personal passion he has always shown towards Baglietto, with which Beniamino Gavio is facing the present and future of this glorious brand, with a vision that emphasizes the founding value of its history: creating boats capable of making those who live on them enjoy their time, transforming the dreamlike, the boat they desired, into a splendid reality.

In this PressMare Special we have navigated through time, retracing the history of Baglietto to tell it with the boats he created. Choosing which one to present among the many noteworthy ones was not an easy task, because each unit launched in these 170 years brings with it fragments of a past that have been capable of marking the history of yachting. Design and technological innovations were the focal points of our research, but we were also attentive to the owners who, with their requests, promptly satisfied, indicated what the evolution of taste, customs and lifestyle of each single era. To give a precise historical reference, we have therefore included for each boat, each model, each custom yacht treated, a time line that reports significant moments, facts and characters that have characterized the evolution of our world over time, up to the present day.



Baglietto Milestones

1854

2024



SAIL

LA SPINA

POWER

MAS
ISCHIA
MAIORCA
MEATTINI
CHATO
AL FAHEDI
ADLER
MAFFY BLUE
OPUS 1
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THE CONTEMPORARY FLEET

FAST LINE
T LINE
DOM LINE
XO



SAIL



La Spina



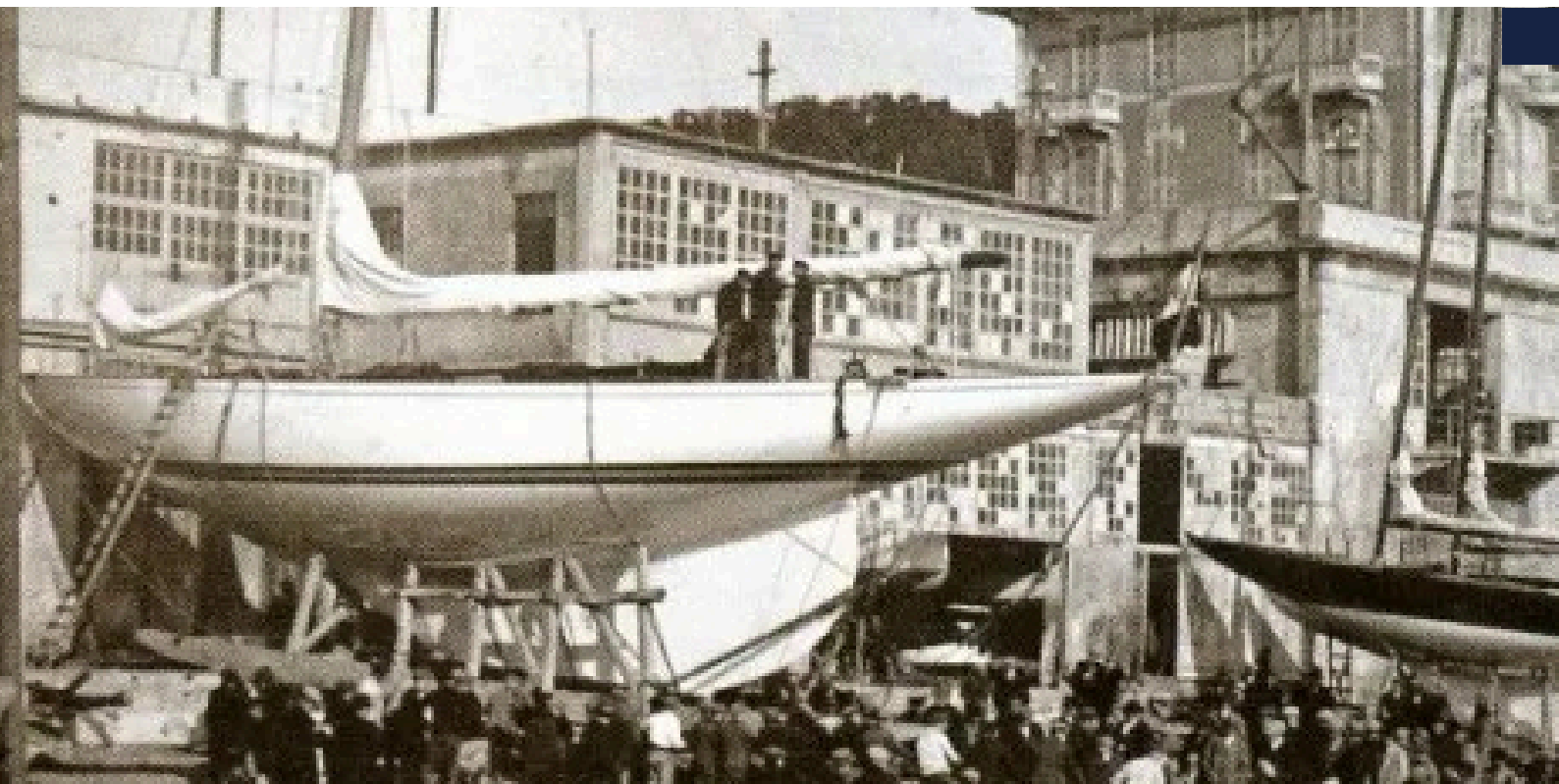
LOA

21m



1929

Wall Street Index Crash occurred on October 24th, 1929, in which 13 million shares were sold without price limit, followed by a second shortly thereafter on October 28th, and a third on October 29th (black Tuesday) with around 16 million shares sold in a single day, gave rise to a phenomenon of uncontrolled sales of shares by private investors eager to get rid of them: it was the beginning of a highly recessive economic cycle on a global scale.



Baglietto was the author of splendid sailing boats, especially between the two wars, either racing one design, such as the 12' Dinghy, the Star, the 6M S.I. and the 5.50M S.I., and cruising boats such as the 24-metre Caroly, designed by Vincenzo Vittorio Baglietto in 1948 for the Genoese Preve family who used the boat to sail to Argentina in 1948, where they had vast land holdings and commercial interests, from which he returned to Genoa in 1956. Or the 1953 Lanzarota designed by Pietro Baglietto, a III class RORC that planed like a Flying Dutchman and at the time looked like an invention.

Or Mait II of 1957 for Italo Monzino, founder of the Standa department store, designed by Sparkman & Stephens, which won several Giraglia regatta, the Buenos Aires-Rio de Janeiro in 1962 and subsequently also at some Middle Sea Races and the Capetown- Rio. But we want to highlight another record, La Spina, the first 12 M S.I. designed in 1929 by Vincenzo Vittorio Baglietto for the Marquis and Admiral Franco Spinola, forerunner of the first Italian participation in the America's Cup with Azzurra in 1983.

The Marquis Spinola imagined that the America's Cup, contested in the 1930s on gigantic yachts, would sooner or later be contested on a metric class, 12 M S.I., and having understood the importance of such international competitions he decided to have one built, entrusting the design to Vincenzo Vittorio Baglietto. All these boats are restored and all perfectly seaworthy.



— POWER



MAAS



LOA

17m



1935

October 3rd: the Italian troops departing from Eritrea, led by General Emilio De Bono, cross the border with Ethiopia, starting the occupation of what, with the conquest of Addis Ababa in 1936, will become an Italian colony.



Even if the poet Gabriele D'Annunzio transliterated the acronym into Memento Audere Semper (remember to always dare), its meaning is Motoscafo Armato Silurante (torpedo armed motorboat). The Royal Italian Navy, since the First World War, has paid great attention to the development of small and fast boats generally armed with torpedoes. During the First World War the results obtained were absolutely significant with the sinking, by Commander Luigi Rizzo, of the battleships of the Austro-Hungarian Navy Wien and Szent István.

Although they were suitable for closed and smooth seas like the Adriatic, the Italian Navy continued to work to improve the performance of the small but fast torpedo boats.

In 1935 the Ministry of the Navy ordered a prototype to the Baglietto shipyard, which was followed by the order of 10 units from the same Baglietto shipyard; the hull was composed of a triple wooden planking, with a longitudinal steel bracing welded in its components with a hull with double strut.

They were equipped with Isotta Fraschini Asso 1000 engines of 2000 HP, which allowed a speed of 48 knots. Their armament was a 13.2mm anti-aircraft machine gun, which was replaced by a 20mm in the III and IV series; the main weapons were two 450 mm torpedoes, and a hopper for depth charges. The crew consisted of nine men. The hulls of the legendary MAS formed the basis of the designs of subsequent motor yachts for recreational use.

— POWER



Ischia



LOA

16m



1959

January 2nd: The USSR launches Luna 1, aka Mechta, into space: it was the first man-made object to leave Earth orbit.



In the 1950s, pleasure boating in Italy expanded its user base and the demand for habitable, fast and safe motorboats grew. Baglietto, thanks to the experience of torpedo motorboats, knew how to seize the moment to launch on the market a series of boats from 11 to 22 meters which all bore the name of an island.

The small Elba of 11.50 metres, the Capri of 14, the Minorca of 20 and the Maiorca of 22. But the success was with the 16 metre, the Ischia, where the crew, or rather two crews, were placed in the bow, reservedly and dignifiedly, even if always with the toilet underfoot, and in the stern there was a much more important cabin than that of the Elba, a true master cabin with its privacy. Between 1959 and 1965 Baglietto built 95 Ischia in traditional planking. The deck is structured around a solid central body, a covered superstructure characterized by a long and low bow deckhouse that rises towards the center of the boat, thus offering a raised and protected position for the wheelhouse, originally finished with a "Garda blue" livery.

Here, sheltered, the wheelhouse and equipment are located, surrounded by a cabinet complementary to the bridge and, aft, by a sofa for guests. At the stern, a second cockpit deckhouse allows for greater heights below deck, offering not only light to the owner's cabin below, but also space for a double aft sundeck. Few units were equipped with a flying bridge, located above the internal wheelhouse and accessible externally from the cockpit, to be able to export them to the USA where the fly was already a must.



— POWER



Maiorca



LOA

22.10m



1963

March 22nd: The Beatles' first LP, "Please Please Me", is released.



The flagship of the "islands" line was a superyacht for its time. Developed along the lines of the smaller and more established Ischia, she represented the quintessence of Italian luxury and style.

Only three examples were built between 1962 and 1963, Amalou for Prince Ali Khan, father of the Aga Khan IV Karim, another unit, Cristiana IV, remained in Italy in the hands of Attilio Monti, oilman and publisher and the last in those of Angelo Moratti, oilman, father of Gian Marco and Massimo, owner and patron of Inter for years. His Maiorca was called Real Erminia, in honor of Real Madrid, the team most admired by him and his wife Erminia.

With plenty of space and light, she can accommodate up to eight people. The splendid interiors, made of mahogany and the flying bridge, offer large spaces and privacy to guests. Of the three Maiorcas, only one remained sailing, and is on the brokerage, while a second, being the Real Erminia, renamed Lucky Due and perfectly restored by the Genoese broker CDF, unfortunately was lost in a fire.

— POWER



16.50



LOA

16.50m



1967

December 3rd: in Cape Town, Christiaan Barnard performs the first heart transplant in history



Presented in August 1967, in Portofino, a worthy setting for this boat, the 16.50 M, built from 1967 to 1972 in 58 examples, was the most successful of the M series, designed by Pietro Baglietto with the collaboration of the architect Paolo Caliarì it has more geometric and less sinuous shapes, and its success generates a new trend. It introduces and consolidates the flying bridge for the first time in the Mediterranean, born from the request of the American market to also exploit the roof of the superstructure and already applied on some Ischia.

The series included the 14 M, 18 M, 20 M and 22 M models, and marked the transition from the line and planking construction of the "islands" series to the more modern one in marine plywood, which allowed for faster production. Thanks also to the consultancy of Richard Ross, from Chris Craft, the construction times of the hull and superstructure were reduced by half. In furnishings until then Baglietto had followed a naval style, wooden furnishings that recalled a simplified 19th century, much simpler than the once again wooden style that was becoming popular on the most important yachts.

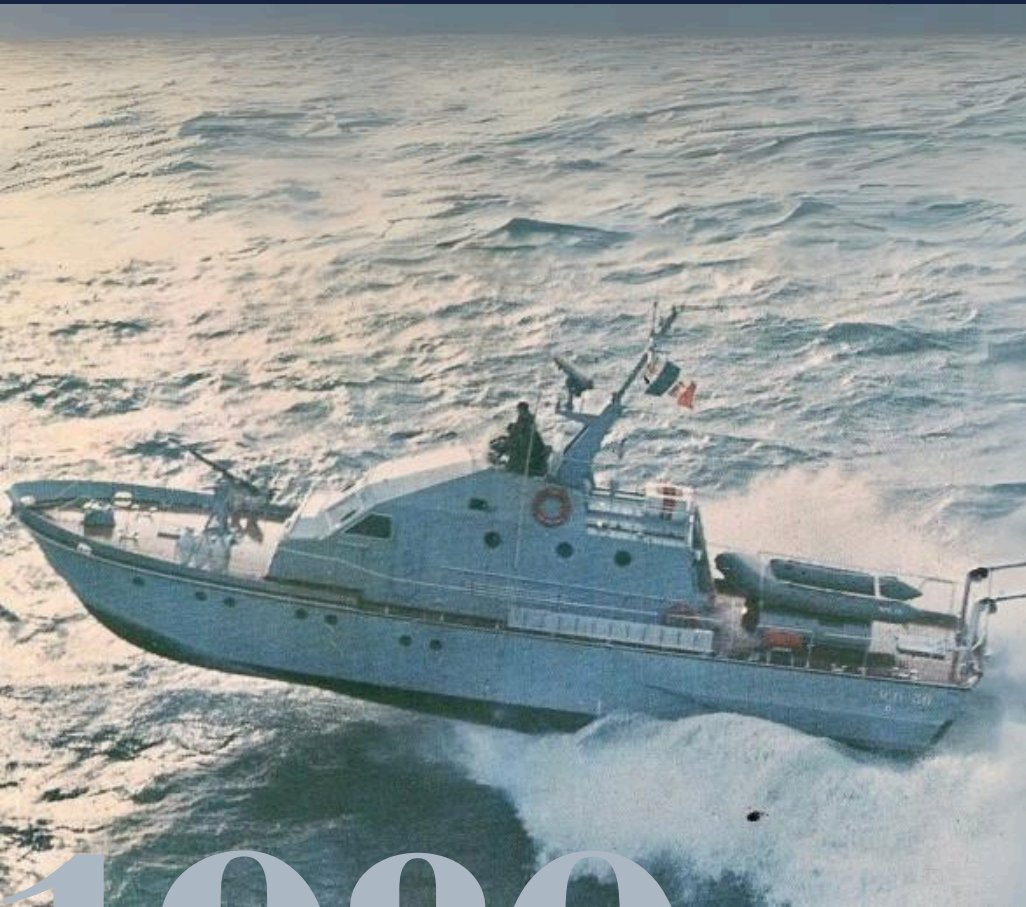
With Paolo Caliarì's entry into the nautical world, the result was a modern, avant-garde style, made of light and lacquered colours. The new style pleased customers and was adopted across the entire series. Paolo Caliarì was subsequently replaced by architect Piero Pinto, who designed the more exclusive and least expensive interiors imaginable.

This series, which lasted for all the '70s, also included famous clients such as Prince Rainier III of Monaco, the actors Peter Sellers and Virna Lisi, Mike Bongiorno, John von Neumann, an American client who had several Bagliettos of various sizes built, all customized with military-style superstructures and gray color, all with names of American Indian chiefs.

— POWER



Meattini 20m



LOA

20.10m

1980

June 1st: Ted Turner founds CNN, the first television news channel to broadcast 24 hours a day



Baglietto's long experience in the military field, particularly between the two wars, and the marine plywood construction rationalized by Richard Ross allowed the shipyard to propose the 20 M hull also for military use.

The most loyal customer was the Guardia di Finanza (Custom) which had Baglietto build the Meattini class patrol boats, entirely adopting the hull of the 20 M with a customized superstructure suitable for use as patrol boats and law enforcement operations and they were, at the time of their realization, a balanced synthesis of speed, autonomy, habitability and seaworthiness.

The military unit chose for the motorization the 18-cylinder CRMs of 1,250 HP, already tested by the shipyard in Maiorca, which allowed the units a top speed of 35 knots and a continuous operating speed of 30 knots. The units were armed with a 12.7 mm M2 HB machine gun installed in the bow. After the dozens of examples made for the Italian Guardia di Finanza, Baglietto received the contract for 10 identical hulls from the Algerian Coast Guard.

— POWER



Chato



LOA

25.80m

1986

January 19th: the first computer virus,
(c)Brain, spreads throughout the world



With the 80s the era of wood ended and that of aluminum began. The dimensions of the hulls thanks to the more resistant and ductile material and the request of an increasingly demanding clientele aimed at larger dimensions. As already mentioned, a particular customer was Baron John von Neumann, an American of German origin, importer and distributor of Porsche and Volkswagen in California, a lover of speed and very demanding on the customization of his boats, which Baglietto always managed to satisfy.

At the height of his fortunes von Neumann requested the fastest hull ever. The naval engineer Alcide Sculati, head of the shipyard's technical office, supported by a very young Sergio Cutolo, had already designed hulls and related internal structures for boats up to 40 metres. But his masterpiece was achieved in 1986 with Chato, the 26 meter which still remains the fastest yacht in the Mediterranean today.

John Von Neumann couldn't stand sailing "only" at 34 knots and being overtaken by hydrofoils. He wanted to beat them, from Monte Carlo to Saint Tropez. Chato, equipped with an extraordinarily efficient hull, was equipped with two MTU engines with a total power of 6,960 HP and KaMeWa waterjet propulsion which still allow it to reach 63 knots today, an unbeaten record on a pleasure craft powered by normal diesel engines and it is the fastest boat built by Baglietto. Today Chato operates in the charter sector and is rented for €30,000 per week

— POWER



Al Fahedi



LOA

46m



1986

April 26th: Chernobyl, Ukraine: accident at the nuclear power plant, reactor number 4. In the following days a radioactive cloud will contaminate much of Europe



In 1986 Baglietto needed the opportunity to build his largest yacht, a 46-metre semi-planing ship with a steel hull and aluminum superstructure, which was stylized and furnished by the architect Gianni Zuccon of the Zuccon International Project studio.

The ship best represents the spirit of the shipyard, containing innovation, style and elegance. The yacht, built for an Emirati family who has owned it ever since, can accommodate 26 guests with a crew of 20. Powered by two MTUs for a total of 5,220 horsepower, she reaches the remarkable speed of 26 knots, but at 15 knots her range is transatlantic, being almost 4,000 miles, with 40,000 liters of fuel.

— POWER



Adler



LOA

36m



1987

October 23rd: directed by Bernardo Bertolucci, the film *The Last Emperor* is released. He won 9 Oscars, 9 David di Donatello, 4 Nastri d'Argento (Silver Ribbon) and many other awards.



Architect Alberto Mercati designs two light alloy boats of approximately 35 meters with waterjet propulsion for the entrepreneur and racing car driver René Herzog, owner of the Alucraft company: Adler and Baroness L, two yachts that will become the basis for the concept same as the fast yacht Baglietto and whose style will be taken up and developed to this day. These yachts express an avant-garde design, they have a sporty, aggressive and innovative look also in terms of interior layout.

Adler can rightfully be considered the zero exemplar of a new generation of yachts which, in terms of stylistic and functional values, are outside of any traditional typological distinction and constitutes an absolutely updated and advanced, definitively mature and cosmopolitan version of the Med-look. Adler can rightfully boast of being the first fast modern megayacht in history. Driven by waterjets, she is able to reach a maximum speed of over 36 knots, thanks to the pair of MTUs for a total of 5,100 horsepower coupled with KaMeWa waterjet propulsion, a very remarkable performance for a 35-metre vessel loaded with sophisticated fittings and furnishings.

Subsequently the yacht was repowered with a booster consisting of a Textron Lycoming TF 40 gas turbine of 3,000 horsepower for a total power of 9,000 horsepower and with a third central non-directional KaMeWa waterjet which allows Adler a maximum speed of over 40 knots and a continuous cruising speed of 35. The interiors, totally freed from exposed wood and all based on shades of cream and sand, a further expression of absolute innovation, are by Frederick Merrill.

— POWER



Maffy Blue



LOA

34.70m



1991

February 1st: South Africa, the government abolishes the last racial laws still in force. Thus ends Apartheid.



In the 90s Baglietto refined a production of hulls over 30 meters of extraordinary elegance, the design of which was entrusted to Aldo Chichero, an old acquaintance of the shipyard who had welcomed him in the 60s as a young apprentice, under the direct hand of Pietro Baglietto, and who during his work on the construction site had graduated in architecture.

Chichero introduces a language of taut, streamlined, elegant and coherent lines, which give these 33-metre yachts an incomparable elegance and an unmistakable image. Maffy Blue is the most imitated motoryacht in the history of modern boating. which brought about a revolution in the dimensions and use of the innovative flying bridge as a small swimming pool had been installed and it was the first motor yacht with a transom that could be opened like a hatch to form the swimming platform.

The interior, again by Aldo Chichero, is entirely made of walnut briar, an essence never used before for the interior of a yacht and once again an indicator of a trend that will see briar as the protagonist of the interior for several years, luxurious interiors that created a new standard in the segment.

— POWER



Opus 1



LOA

29m



1993

November 1st: Europe, the European Union is born with the entry into force of the Maastricht Treaty



In 1993 Francesco Paszkowski met Michael Breman, then commercial director of Baglietto. He unrolls him a pack of drawings relating to a new, crazy idea: a pure open, completely open of... 29 metres. But it had to be a 29-metre vessel capable of 40 knots, which at the time represented the largest open vessel ever built in the world.

Opus 1, this is its name, is an extremely complex sports boat because the fluid, streamlined and very modern external lines, complete with Naca air intakes on the enormous bow deck and slightly reversed sheerline, were contrasted with very baroque interiors, with arches and columns by the American architect Evan K. Marshall, also at the beginning of his career. Marshall worked on all aspects of the space, right down to setting up the tables: production pieces were mixed with custom designs to enhance the aesthetic.

A beautiful challenge that christened Paszkowski as a naval designer and marked and sanctioned the collaboration still active today between the Florentine architect and Baglietto. The sumptuous interior desired by the Austrian owner can accommodate six guests in three equally sumptuous double cabins, assisted by four crew members. Today Opus is called Oceanis and was completely refitted in 2003, closing the cockpit with a superstructure. The interiors have been reworked in a modern key by Stefano Vafiadis.

— POWER



Blue Ice



LOA

41m



1999

May 9th: the Italian sailor Giovanni Soldini wins the Around Alone, a solo race around the world after saving the French contender Isabelle Autissier, good friend of his, whose boat had wrecked.



In 1999, signed by Aldo Cichero for the concept and external design, while the interiors are by Ivana Porfiri of the Cerri & Associati studio and the skillful naval architecture of the shipyard curated by Alide Sculati, Blue Ice, a highly original wide body yacht, takes to the sea, with a somewhat naval, partly military appearance, with an extremely advanced piloting capsule to make room for a bridge of unusual dimensions capable of sailing at 30 knots driven by the two MTUs for a total of 4,400 horsepower.

The superyacht has a volume that allows it to accommodate up to ten guests in five cabins and has accommodation for a crew of eight, including the captain. The large owner's suite features an office, sitting room and large private bath. Built entirely in aluminum, Blue Ice has an external line of great character and a contemporary and essential style in the interior furnishings, in which elements in cherry wood and light fabrics and in blue tones emerge.

The entire vast space of the upper deck/sun deck, in the center of which towers a volume whose shape recalls the funnel of a ship from the past, is dedicated to conviviality and is equipped for sunbathing and dining outdoors.

— POWER



Blue Scorpion



LOA

42m



2003

October 12th: Michael Schumacher wins the Formula 1 drivers' world championship for the sixth time, surpassing Juan Manuel Fangio's all-time record



Francesco Paszkowski made his debut in 2003 in the field of long range displacement yachts with this very elegant 42 meter hull for an Italian owner, inaugurating a style and language that would characterize many of the shipyard's yachts in the following years. The construction material is steel for the hull and aluminum for the superstructures, the displacement hull was developed with Baglietto by Navirex on three decks plus a flying bridge. The latter is very large and is equipped with all the necessary accessories to guarantee the owner and his guests the maximum in terms of relaxation in the open air, including a whirlpool tub and large sundecks, as well as a bar area and, of course, at the government station.

Under the flying bridge is the bridge deck, which features the large wheelhouse, the captain's cabin, equipped with a double bed and private bathroom, and, aft, an outdoor relaxation area sheltered by the aft extension of the flying bridge. On the main deck at the bow there is the full-width owner's suite, equipped with an office corner, and a large bathroom with whirlpool tub, while the aft area is entirely occupied by the large lounge. This area includes a sofa area and the dining room, with a table that can comfortably seat ten people.

From this area you can access the cockpit, where there is further space dedicated to relaxation, furnished with sofas and a coffee table. The lower deck is dedicated to the guest cabins in the central area and the service rooms in the bow section, where the crew cabins and coves are located. Guests have at their disposal two large double Vip cabins with private bathroom, to which are added two guest cabins with twin beds, also equipped with private bathroom. Powered by two Deutz engines for a total of 3,046 horsepower, it has an oceanic range of 4,500 miles.

— POWER



Nina J



LOA

42.20m

2005

March 31st: Principality of Monaco, Prince Albert assumes the regency, succeeding his ailing father, Rainier III of Monaco who died on the following 6 April

2012 February 14, – Gavio Group acquires Baglietto Shipyard



The other unit designed by Tommaso Spadolini and delivered in 2005 is Nina J. Slightly longer than the RC, 42.20 metres, it uses a similar line, with a reverse sheerline, still completely wide body, but less accentuated. The color is a discreet silver gray and has a pilot capsule above the superstructure of the upper deck which distinguishes it from its smaller sister. Always built in aluminum and powered by the same pair of MTU and KaMeWa waterjets, it reaches a maximum speed of 32 knots.

The interiors were designed by Ivana Porfiri, and were a sort of laboratory in which to discover the potential of raw materials and new construction techniques on the basis of which the individual elements of the space were built, conceived as a "tailor-made" dress for his client. With her intervention Porfiri managed to combine spatial conceptions typical of naval interiors. Towards the outside of the hull, along the side corridors, she discovers and leaves bare the shape and curves of the hull, using smooth surfaces, shades of white and the polished steel of the frames of the openings which are mirrored to reflect the light.

The interior is composed and broken down into a series of surfaces of different materials from solid zebrano wood, used in planks chosen one by one, next to the hand-woven carpet with cotton, raw silk and jute; the light surfaces are stones mounted on lightened panels or white plaster spread on marine plywood; leather on the walls, etched glass on the doors and palladium leaf decorations on the ceiling. In the hall, the vertical garden created by the French botanist Patrick Blanc, known for his vertical gardens based on hydroponic cultivation, stands out. Fifteen different species including ferns, maidenhair ferns and Hoya bella, are inserted into felt pockets in which the irrigation system pipes run and then covered by a layer of felt.

— POWER



Monokini



LOA

44m

2014

November 9th is the 25th anniversary of the fall of the Berlin Wall, when the world turned the page.

The deepest crisis in the nautical market is underway following the Lehman Brothers crash



It is one of three examples built in the Fast 44 series. Delivered in 2013, its exterior lines were designed by Francesco Paszkowski and the interiors by Alberto Mancini Yacht Design and it won the Compasso d'Oro, the prestigious award for best design of the year, in 2016. Built with an aluminum hull and superstructure, the Fast 44 has a displacement of 378 GT and can accommodate up to 11 people in five cabins, including the owner's suite, two doubles and two twins, located on the lower deck. It has accommodation for eight crew members. Among the peculiarities of Monokini, in addition to the aviation design inspiration of the interiors, there are an opening balcony, the possibility of dining outdoors on the main deck and a bar.

Entering the lounge, you perceive a sophisticated elegance, characterized by the study of different materials that come together to create a single tone of light ivory color obtained by bleaching the sycamore maple and the light leather. The wenge of the parquet helps to highlight the three custom-designed sofas upholstered in dove-gray Rubelli linen fabric. The lamps in the lounge are also custom made, combining steel, silk shantung and nubuck leather. The lighting study was also fundamental in the design of the cabins, where the light is deliberately hidden and the source is always indirect and is managed by the on-board home automation system that allows you to select, through the use of mini iPads, not only different pre-programmed scenarios but also all the video and stereo systems by B & O.

The combination of sycamore is repeated with different types of leather, specially created by Foglizzo for each cabin in the guest area. In the bathrooms, the sinks are made from carved blocks of brushed Botticino marble, whose veins reflect the color of the teak that has been subjected to a special treatment to make every detail unique. The pilot area uses a unique design in which key elements such as satin steel, wine-colored leather and carbon cover the panels, respecting the functionality and ergonomics imposed by the technical aspect of the area. Powered by two Mtu engines, the yacht can reach a maximum speed of 29 knots and a cruising speed of 23. Thanks to the four stabilizers, it has perfect stability both when sailing and at anchor.

— POWER



Pachamama



LOA

43.65m

2015

September 9 – Queen Elizabeth II beats the record previously held by Queen Victoria and becomes the longest-reigning sovereign in history.



The inspiration for this yacht was the elegant silhouette of several aluminum planing yachts that have made the brand famous all over the world. The exterior lines of this Baglietto 43 Fast, created by Francesco Paszkowski, are very dynamic and perfectly match the renowned grit of the shipyard. Another feature that adds a lot of character is the superstructure which, being compact and low, increases the aerodynamics of the yacht. The Baglietto 43m Fast favors outdoor living to maximize contact with the surrounding environment during navigation and when at anchor. The aft area of the main deck is a large teak-covered terrace overlooking the sea, with plenty of space for a large dining table and a sunbathing area. Despite the spirit of socialization that connects the guest and crew areas, Pachamama offers several exclusive private spaces, such as the bar with skylights that illuminate it.

This area can double as part of the aft deck by closing the curtains bordering the saloon. There are five double cabins on the lower deck, including the owner's cabin. This last master cabin extends full beam and stands out for its size and for the large windows that provide plenty of natural light inside. The main deck is entirely dedicated to hosting convivial moments where the aft cockpit is equipped with an innovative curtain system that can isolate the area from sunlight and create a sense of privacy. The dining room is separated from the main technical area located amidships and runs full beam. This was conceived as an ideal large area thanks also to the continuity that exists between the galley and the pantry adjacent to the dining room when a movable bulkhead is removed to create a less formal and more convivial feeling of open space. In the bow area of the same deck there is another lounge area and a wonderful sunbathing area with a view of the surrounding panorama and further forward at the bow there is a heated hot tub with hot water.

The fly-bridge with its 75 square meters offers plenty of space for sunbathers in the stern area, a lounge in the center and an outdoor dining room. On this yacht, significant work has been done to reduce noise and vibrations with particular attention that the shipyard has reserved for the structural components and the assembly of the fittings. The result is that you can sail at over 20 knots as if you were still stationary in harbour. Baglietto has developed a ceiling system to guarantee total absorption of vibrations and to inspect even small parts without having to dismantle large surfaces to the quality of the fittings and the selection of materials. The engine room, with attention to every technical and aesthetic detail, houses a pair of Mtu 12V4000 M93L engines, 4,600 HP, which ensure a maximum speed of 30 knots, with a cruising speed of 25 knots and, with 41,000 liters of fuel, a range of 700 miles. The yacht is RINA classified and MCA compliant.



— POWER



Club M



LOA

39.75m

2020

31 January: At 24:00 CET (23:00 GMT) the United Kingdom officially ceases to be a member state of the European Union, beginning an 11-month transition period. The Covid-19 pandemic breaks out



The 39.75-metre Club M is like a mini 70-metre. The comparison with larger superyachts is evident in the exterior design by Horacio Bozzo and the interior design by Achille Salvagni. The owner liked the idea of a straight bow, which helps maximise space and gives the yacht a contemporary look. The shape of the bow helps create a very wide and well-connected upper deck that allows free movement from bow to stern without going up and down steps. The result is a raised wheelhouse design unlike any other, with a low profile, long hull lines and a versatile upper deck with extra-wide side decks.

Around a quarter of the deck is covered, with a system of electrically operated shutters and windows integrated into the hardtop. For the interior design and most of the deck furnishings, Achille Salvagni, who also has a thriving line of custom furniture, home accessories and art, had the opportunity to create a completely bespoke interior with lots of circular shapes. References to planetary objects and spaceships are subtle but run as a leitmotif throughout the yacht. Club M has a top speed of 18.7 knots and burns only about 100 litres of fuel per hour at economy speed with a transatlantic range.

Features include a Lloyd's-approved integrated bridge by Telemar, a sophisticated audio-visual system by Videoworks, large Naiad stabilizers and a 100-horsepower bow thruster capable of holding the yacht in 25-knot winds. Club M won the 2021 Robb Report Best of the Best, the World Superyacht Award Semi-Displacement or Planning Motor Yachts – 40m to 50m and the Boat International Design & Innovation Awards 2021 Best Motor Yacht Interior Design – 499 GT and below.

— POWER



Panam



LOA

39.80m

2021

On January 6, a group of several hundred supporters of former President Donald Trump attacked the US Congress building, with the aim of stopping the vote certifying Joe Biden's victory in the presidential election.



Designed by Francesco Paszkowski Design for both exterior and interior, developed in collaboration with Margherita Casprini, Panam expresses a sharp and aggressive line, characterized by a strong aptitude to the performance guaranteed by the hull in aluminum alloy and by three engines Mtu V16 2000 coupled with KaMeWa jets that push it to 31 knots of maximum speed, with a cruising speed of 25. Many technical components, such as the four aft hatches, have been made of carbon to reduce the overall weight of the yacht.

The forward bow gives it a modern and dynamic character, of great power, also enhanced by large windows with irregular cuts that guarantee great brightness to the interior salons. The interior is contemporary and prefers the use of warm woods and soft shades of grey enriched by the wide use of onyx and marbles chosen in collaboration with the owner. The layout provides on the main deck a large living room separated from the dining area by a "green" wall. The owner's full beam cabin is at bow and includes a bath with hammam.

Two electric windows open to the sides for a panoramic view. The four guest cabins occupy the lower deck. At the bow of this deck, the crew area includes the captain's cabin, two double cabins, laundry and dinette. Behind the engine room is the semi-flood garage that houses a 17-foot tender directly connected to the beach area aft, open on three sides with beach platform transformer for a convenient entry into the sea. The 65 square metre fly bridge is occupied, at the stern, by a large custom made swimming pool while at the bow there is a large sunbathing area.



— POWER



Rush



LOA

41.70m

2022

June 5: The Federal Reserve, the U.S. central bank, raises rates by 75 basis points to fight inflation. It is the largest increase since 1994. The Fed Chairman Jerome Powell explains: it is an "unusually large" increase.



A 42-meter super-fast planing motor yacht, with exteriors and interiors designed by Francesco Paszkowski Design, the latter in collaboration with Margherita Casprini, as the name suggests, Baglietto's "superstar" is a true tribute to speed, performance and power. Rush boasts a very contemporary, aggressive and elegant look, from the original dark grey shade of the hull to the large window surfaces: a successful combination that translates into a light and slender profile. The compact and low-height hard top superstructure also contributes to enhancing the attractive design.

The hull is completely new, high-performance, designed by Plana Design, capable of reaching a top speed of 28 knots thanks to three Mtu 16V 2000 M96 L engines with two external transmissions in line shaft and a central VOITH linear jet transmission. The draft limited to 2.10 meters allows navigation even in areas with shallow water. The innovative design of the stern has a door that opens downwards to create a comfortable swimming platform on the sea with a sofa area, while a side door allows the tender to be hauled out and launched. The interior layout follows a classic structure, with the owner's cabin at the bow, full-width on the main deck.

A conversation area welcomes guests at the entrance to this deck, where the dining area and the galley are also located. The sleeping area located on the lower deck includes four guest cabins: two VIP double cabins and two guest cabins with separate beds. On this same deck, at the bow, the crew area with captain's cabin, dinette and three cabins with bunk beds. On the upper deck is the wheelhouse directly connected to the spacious sky lounge with conversation area and cinema room. Rush was awarded as best semi-displacement or planing motoryacht between 35 and 41.99 meters at the World Super Yacht Award by Boat International 2023 and was judged "the fastest and most volume yacht in its class, fast, elegant and complete, a worthy winner".

— POWER



Enterprise



LOA

38.07m

2022

September 8: at 96 years of age, Queen Elizabeth II dies. With her 70 years in power in the United Kingdom, she has become the second longest-reigning monarch in history.



Enterprise is a unique boat that combines the spirit of an explorer with the spaciousness of a villa by the sea. From the very beginning, the owner's desire was to have a completely custom yacht, breaking the mold, wanting a recognizable, unique and innovative yacht. Enterprise is thirty-eight meters long, has three decks, is equipped with transatlantic autonomy and a straight bow. The explorer soul is also underlined by the name, a reference to the starship in which the events of the science fiction television series Star Trek are set.

Enterprise is designed by Francesco Paszkowski Design for the exteriors while the interiors were created with the active participation of the owner in collaboration with the shipyard's team of interior designers. The exterior is characterized by the alternation between the soft lines at the stern and the powerful sections of the vertical bow. Enterprise ensures close contact with the sea and the surrounding environment, created with large windows, transparent parapets along the entire perimeter of the sun deck and a large beach area at the stern.

The interiors have a warm and welcoming atmosphere. The main deck is flooded with natural light thanks to the full-height windows that allow for an environment in close contact with the surrounding nature. The owner's suite, anticipated by the owner's study, is located at the bow of the main deck. As in the living area, the undisputed star of the project in the owner's cabin is the natural light that filters through the full-height windows. Propulsion is entrusted to two Cat C32 Acert engines for a maximum speed of 17.3 knots. At 12 knots the range is 3,500 miles.

THE FLEET



CON- TEM- PORA- RY

Specializing in displacement, semi-displacement aluminum and steel yachts, and planing aluminum yachts, Baglietto today, thanks to the guidance of its president Beniamino Gavio and a competent, specialized and passionate management team, is a world leader in the planing and fast yacht segment.

The fleet offered today by the shipyard is made up of four ranges with different personalities, different styles and different directions, which together represent the different souls of Baglietto, but a single DNA: Fast Line, T Line, Dom Line and XO

— THE CONTEMPORARY FLEET

Fast Line



FAST 50

<i>LOA</i>	49.90 m
<i>MAX BEAM</i>	9.00 m
<i>DRAFT</i>	2.10 m
<i>ENGINES</i>	4 x Mtu 16V2000 M96
<i>MAX SPEED</i>	30 knots



Fast 50, a fast displacement hull in light alloy designed by Francesco Paszkowski Design. It is a project in built that perfectly manages to combine high performance and timeless elegance, elements that have always characterized the Baglietto style. Four Mtu engines for a total of 10,400 horsepower guarantee significant performance, without taking anything away from the comfort and livability demands that the market demands today. The inspiration finds its origin in the streamlined lines of the Baglietto tradition that have set the school of yacht design with iconic boats such as Rush, Pachamama, Monokini, winner of the Compasso d'Oro award in 2016.

This model also maintains the philosophy of a connection between interior and exterior spaces without limitations thanks to the full-height windows that open on three sides on both the upper deck and the main deck and the lowered shape of the gunwales that enhance the view. There are numerous references to the automotive world, such as the design of the ventilation ducts or the two cable ducts at the stern that recall the exhausts of sports cars. Unlike the Fast boats that preceded it, the Fast 50 is a three-deck boat with a wide body hull for the owner's cabin, thus gaining volumes without, however, losing visibility, thanks to two silkscreened windows in the hull that allow a view from the inside without affecting the fluidity of the yacht's line. The external areas on the upper deck are generous, both at the stern, with sun loungers and sofas in the shade, and at the bow of the wheelhouse. Here there is a conversation area, a pleasant private sunbathing area and an original whirlpool tub positioned at the extreme bow to enjoy a unique view in total privacy.

Two Vip cabins and two twins, all with en-suite bathrooms, welcome guests on the lower deck. Further forward, the crew area includes a large dinette, captain's cabin and four cabins with Pullman beds. Also worthy of note is the tender, which can reach a considerable length of 7m, housed in a garage with a flooding launching system located behind the engine room. The yacht is equipped with 4 Mtu 2000M96 engines that allow a maximum speed of 30 knots. The low-draft semi-tunnel hull makes navigation easy even in shallow waters. The design of the stern, in particular, takes up some of the innovative elements introduced in the more traditional line: conceived on two levels, with the gunwale that can be folded down to create a bathing platform, the stern area is defined as an ideal space for life in contact with the sea, with sun loungers designed as chaise-longues with a privileged view. A retractable transformer replaces the gangway, thus maintaining the cleanliness of the line.

— THE CONTEMPORARY FLEET

T Line



T 52

LOA 52.00 m

MAX BEAM 9.50 m

DRAFT 2.70 m

ENGINES 2 x Cat C32

MAX SPEED 16 knots

T 60

60.60 m

10.50 m

2.90 m

2 x Cat C32

16 knots





The T Line displacement line is designed by Francesco Paszkowski and consists of two models, the T 52 and the T 60. 52 meters in steel and aluminum. T 52 is recording unprecedented success with seven examples already sold before even starting construction. This project perfectly represents the style and spirit of Baglietto. The basis of the success of the T52 is to be found in the perfect mix between the unique and distinctive style of the Baglietto tradition, from which it takes up recognizable stylistic features that are always current, and the demands of today's market, such as direct contact with the sea or the search for maximum livability, to which Baglietto responded with original and cutting-edge solutions.

Contact with the sea is guaranteed by the original design of the open stern with a beach club arranged on three levels - which has already become a trademark of the new Baglietto course: the large swimming pool has the particularity of a "hidden" closure, thanks to a floor with up/down movement that allows the deck space to be further extended when not in use. The large full-height windows that open on 3 sides of the upper deck create a pleasant "al fresco" lounge area with a conversation area and dining area that can be enjoyed in any weather situation.

The approximately 24-meter-long sun deck, another distinctive element of the Baglietto style, is unmatched on the market for boats of similar dimensions and volumes, and confirms the tradition of the brand's displacement yachts. The yacht is powered by two Caterpillar C32s for a total of 3,600 horsepower which guarantee a comfortable cruising speed of 11 knots and a maximum of 16 knots. An innovative Hybrid version with mixed propulsion was also created in the hull of the T 52, whose hull is designed to optimize performance, efficiency and navigability. She has an extensive ocean range of 4,500 miles at 11 knots. For smooth and quiet sailing, the yacht can sail at 7 knots only on its 297-kW expandable to 594-kW, water-cooled batteries.

— THE CONTEMPORARY FLEET

Dom Line



DOM 115

<i>LOA</i>	34.50 m
<i>MAX BEAM</i>	7.80 m
<i>DRAFT</i>	2.40 m
<i>ENGINES</i>	2 x Man 1.182 HP
<i>MAX SPEED</i>	14.5 knots

DOM 133

40.60 m
8.70 m
2.15 m
2 x Cat C32
17 knots

The DOM range, from the Latin Domus which evokes wonder and splendor, just like the patrician houses of the ancient Romans, includes two advanced concept explorers both designed by Stefano Vafiadis, a 115 and a 133 both with three decks with steel hull and superstructure in aluminum.

The entry level of the DOM 115 range features the stylistic features that made the flagship model successful: timeless, modern and captivating lines which nevertheless take the sporty look of its bigger sister to the extreme; considerable volumes, unique for boats of this size; use of large panoramic windows that open onto terraces and allow massive entry of natural light; harmonious sense of unique space, in a continuous dialogue between inside and outside thanks to the completely disappearing main deck lounge doors which, added to the full-height windows, allow a unique 270-degree view;

upper deck entirely glazed and openable on three sides; stern area defined on three levels which gradually descend towards the sea and on which the sea view swimming pool is located; high level of customization also in the interior; stowage of the tender in a side garage, thus freeing the deck from technical encumbrances. DOM 115 is a yacht that fits the lifestyle of a contemporary owner, in contact with nature and the sea and can accommodate up to 12 guests with 7 crew members. The engine consists of two MANs for a total of 2,364 seats which allows a maximum speed of 14.5 knots. A version with a hybrid propulsion has also been studied.

DOM 133 is 41 meters long with a beam of 8.70 meters wide. Externally, its extremely articulated design captures her attention. Her lines are rich in details, changes in surfaces, the presence of grilles that recall the automotive world and that only the malleability of aluminum, the material chosen for construction, makes it possible to create. She is characterized by contemporary external lines and generous internal volumes as well as large outdoor spaces".

Also interesting is the reduced draft (only 2.10 meters) which allows perfect navigation even in shallow waters such as those of the Bahamas or the Caribbean. Suitable for ocean crossings, DOM133 has two Caterpillar C32 engines that allow the yacht to reach a maximum speed of 17 knots. Aluminum as a construction material guarantees lightness, to the advantage of versatility but also sustainability. Customization reaches its peak in the interiors, where the shipyard can satisfy the customer's desire for unique and ad hoc solutions. On board the presence of large volumes is combined with the functionality of the spaces and the continuity between inside and outside is maximized, with many social spaces. In the first unit the interior décor is conceived in continuity with the exteriors: the materials and essences are designed to create connections and enhance the uniqueness of the different spaces on board.

— THE CONTEMPORARY FLEET

XO



X50

<i>LOA</i>	49.90 m
<i>MAX BEAM</i>	9.00 m
<i>DRAFT</i>	2.70 m
<i>ENGINES</i>	2 x Cat C32
<i>MAX SPEED</i>	16 knots



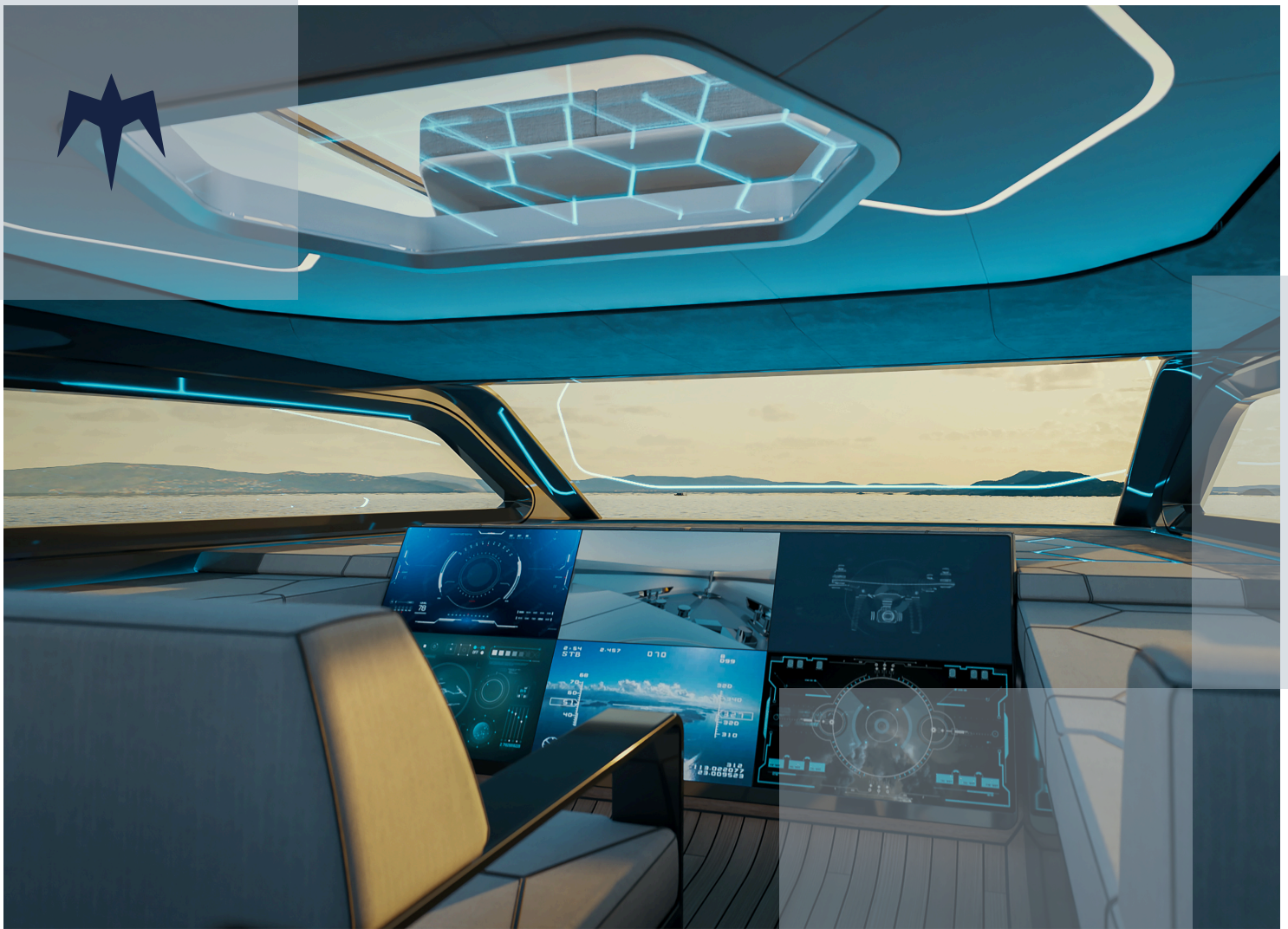


The new XO range consists of Explorers designed for long ocean crossings. In addition to the ability to make long journeys, the crux of the models is the unobstructed panoramic view. The first model, the X50, is a 49.90-meter-long yacht with a high-strength steel hull and an aluminum superstructure. The design is by Francesco Paszkowski Design, who has further refined his vision of the Explorer in the X50. The distinctive element of the project is the observation area above the wheelhouse, which offers a complete view of the surrounding landscape.

This observatory was designed to become an entertainment space, which brightens up the time of long crossings. Large flush windows offer 360° views, while the central skylight lets in light day and night.

Inside there is a "viewing room", a protected and enveloping space, furnished with cushions and comfortable sofas for retreating into the shade. Six large independent monitors are installed in front of the lounge area, which can also be used separately.

Each screen can be used to watch something different, together or separately, using headphones. Just like the screens installed on airplanes, each passenger will be able to choose to watch a film, listen to music or discover the route showed on digital maps. Even a drone will be able to project navigation images onto these screens. The engines consist of two CAT C32s for a total of 3,600 horsepower which guarantee a maximum speed of 16 knots. Nine crew members ensure the comfort and safety of the twelve guests.



FULL CUSTOM BY BAGLIETTO

Custom Building



In addition to the ranges that the shipyard offers, Baglietto also builds **full custom**, based on projects specifically requested by the owner, developed by architects of his choice and agreed with the shipyard. It is precisely this high level of customization, which is also applied to the yachts of the various ranges, satisfying the specific requests for customization of each individual owner, that is the distinctive element of the shipyard.

Commitment to *Sustainability*

Sustainability in the yacht world is an increasingly central and crucial topic, both due to the growing environmental awareness and the evolution of the regulations that govern the sector. For years, yachts have been associated with a large environmental impact, especially due to the consumption of fossil fuels and marine pollution. Owners are attracted to yachting because of their love for the sea. It is essential that the entire industry, from shipyards to designers, work together to preserve the ocean and marine environments and implement sustainable solutions. Owners have changed. A recent study presented by McKinsey & Company confirmed that the average age of shipowners will see a further reduction. The consumer in the 35-45 age bracket is very attentive to the issues of technological innovation. The shipowner's awareness of the environmental impact, more widespread than ever, is due to an organic desire to be eco-conscious and new and surprising materials have paved the way for stimulating yacht designs. Starting from the area of propulsion, the nautical market currently mainly offers the diesel-electric system, in which the endothermic engine has the function of a generator that provides the energy to run the electric engine that turns the propeller.



Baglietto, which since 1854 has been synonymous with creative spirit, technical genius, ingenuity in research and development, after the acquisition of the Gavio Group, at the end of 2020 made a major long-term investment in sustainability. "Bzero Working for an evolving future" is Baglietto's project in the field of sustainable energy for the naval sector. Bzero, marks the shipyard's strong and decisive commitment to achieving zero emissions. The innovative project involves the use of a hydrogen production module that, starting from filtered and deionized sea water and through electrolyzers, produces hydrogen.

The electrolyzers are powered by renewable sources to produce "green" hydrogen. This system is being built on a prototype on land, which was put into operation in recent months, and which will then be installed and optimized on Baglietto vessels over 50 meters. The same prototype will be used to develop the operating procedures, to optimize the technical aspects and obtain the appropriate naval certifications necessary to be able to use the system on board yachts, recharging with green hydrogen independently or from an external source.

The power station is also part of a virtuous system, contributing in part to the shipyard's energy production cycle. "The Bzero project - comments Diego Deprati, CEO of the shipyard - confirms Baglietto's pioneering vision and its strong involvement in an increasingly sustainable and green nautical industry and in being an active and proactive part of the inevitable energy transformation process. The BZero Power Station is our promise kept. We are committed to going further and giving our contribution to our sea and the environment and to the theme that is essential for us today, of a finally sustainable and truly green nautical industry.

In 1874 Jules Verne wrote:

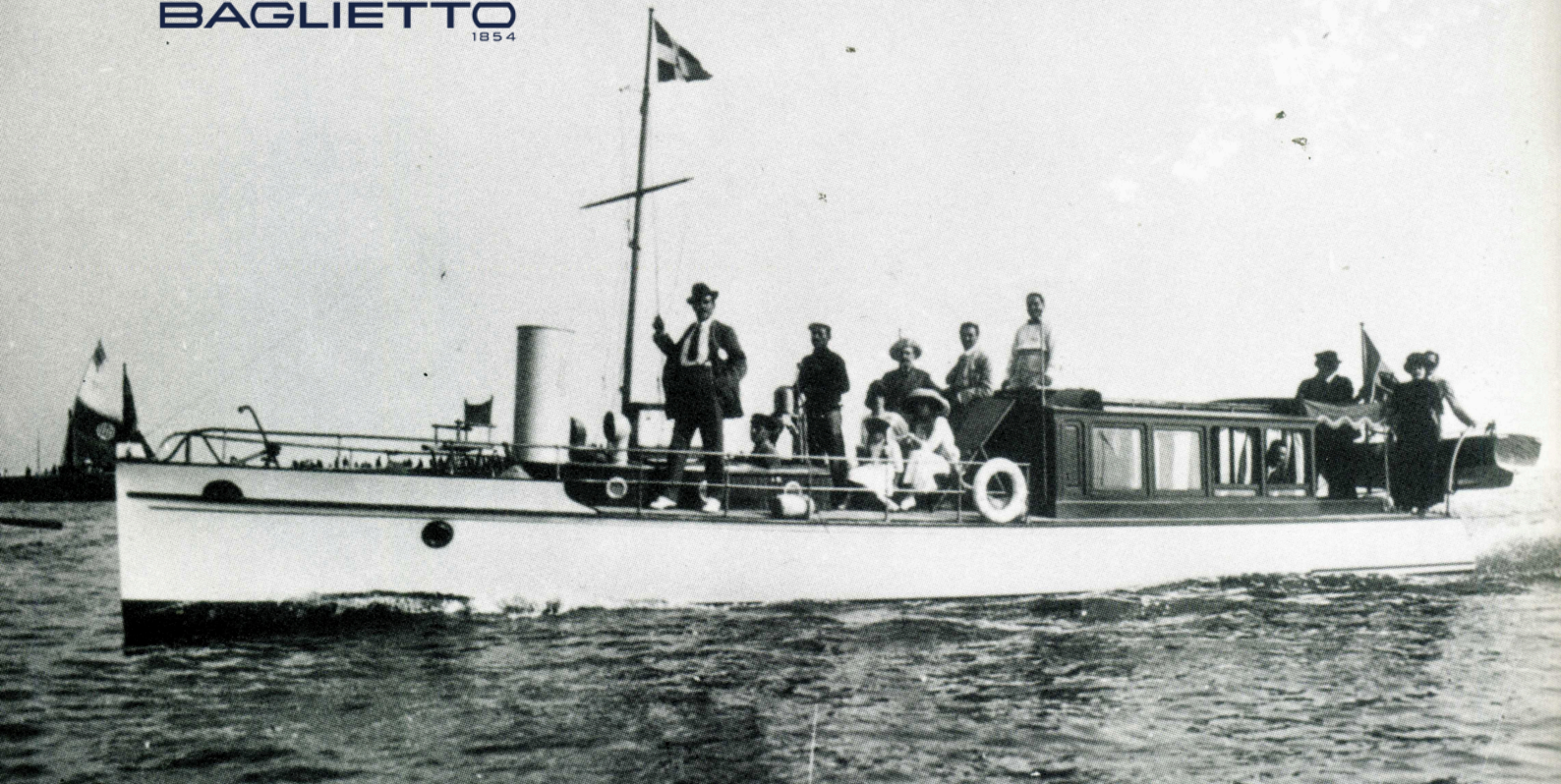
"Water will one day be a fuel. The hydrogen and oxygen it is made of, used in isolation, will offer an inexhaustible source of heat and light".



Today is the time. At Baglietto we have set up a department specifically dedicated to the study of new eco-sustainable technologies, "Baglietto Energy" to study the implementation of alternative energy sources to be applied to sailing. The Bzero Project is an important first starting point, but also the gateway to the great challenge of the future, a challenge of knowledge, made of a great sense of responsibility, humility, ambition and determination, and respect for the sea. Elements that every Baglietto is made of".




BAGLIETTO
1854



Baglietto and the Time

HONORING
170 YEARS OF HISTORY,
BUILDING FOR
THE FUTURE

PRESSMARE SPECIAL EDITION

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