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BAGLIETTO

46



**AFTER FACING
LIQUIDATION
TWO YEARS AGO,
A NEW OWNER AND
NEW IMPETUS HAS
THE 160-YEAR-OLD
BAGLIETTO BACK
WITH A VERY
IMPRESSIVE
152-FOOT BANG.**

TEXT BY **TIM THOMAS**

PHOTOGRAPHY BY
**EMILIO BIANCHI
AND RICCARDO BORGENNI**



When Italian entrepreneur

Beniamino Gavio saved the historic Baglietto shipyard from almost certain extinction in 2012, many wondered what the new owner, chairman of a large toll road and logistics company, would do with the troubled but much-loved 160-year-old brand. They didn't have to wait long. Gavio immediately announced plans to invest €20 million to renovate Baglietto's La Spezia facility and build new dry docks and offices. He also inherited three hulls in various stages of construction. One of them was 152-feet long, and is today known to the world as the Baglietto 46, the first in the yard's new displacement line.



"Mr. Gavio is very concrete and down to earth," says Silvia Fogliuzzi, chief operating officer, as we tour the yacht before her Monaco show debut. "He doesn't like to show off. His mantra is 'Don't speak about Baglietto—show Baglietto.'" The 46 was built on speculation, an opportunity that Gavio has used to showcase his yard's impressive skill set. "Just because it's a spec boat, we wanted to give all the options and all the items available," Fogliuzzi explains.

The management's and the yard's ethos may be new but some elements of this impressive, high-volume yacht are familiar. The exterior lines and GA have come from the boards of Francesco Paszkowski Design, which has largely been responsible for the distinctive lines of the sleek, fast Bagliettos that most people remember. "Francesco is the reference architect for us," Fogliuzzi says. "Francesco is the story of the last twenty years of this yard so nobody but him can really be the interpreter of the soul and philosophy of Baglietto."

The 46 had its genesis seven years ago, under the yard's old management, as a proposed displacement yacht to fit into the existing ranges. However, things move on and this design is no exception. "The big challenge was to design a new yet recognizable Baglietto," says Paszkowski. "For the forty-six-meter, we managed to hide her volume by designing just the forward section of the yacht full beam, and by increasing the size of the lateral passageway. Both ideas help to create the sleek, big boat feel on the exterior while keeping the space inside. In addition, the forward master cabin benefits from the widebody configuration.

"Some important style changes were made [to the original design] to make the boat appeal to current would-be owners," Paszkowski adds. "Both the new displacement and planing ranges were designed starting from Baglietto tradition—which had and has to be developed—in order to create a new generation of yachts. They show a family feeling and combine some distinctive elements with contemporary styling motifs.

We tried to make the best combination of details coming from the past with innovative elements.”

The design philosophy has proven itself. While some of those signature details—for example the bow, the windows, the smooth but squared lines on the side profile—are reminiscent of past Bagliettos, the overall package is lithe, fresh and new. The result achieves an impressive trick. The yacht’s profile suggests sleekness, but she does, in fact, come in at 499 gross tons. “One of the most important things about this displacement line is that the interior volume is impressive; the interiors are huge and so spacious, but you do not have any consequence in terms of profile or external lines,” says Fogliuzzi.

She certainly bears a family resemblance to previous Baglietto displacement launches, most notably 140-foot *Ancora* (2009) and 172-foot *Blue Scorpion* (2006). However, new additions such as the forward raked bridge windows, a new transom design and fully integrated hull windows forward on the main deck have made her very much a yacht of the new decade.

“The yacht features a balance of soft and angular lines,” Paszkowski says. “Just look at the triangular cutaways in the bulwark below the upper deck, sliding like the fins of a shark, or the chamfering of her aft end. She also features more round shapes as in the dropped bulwarks of the upper deck.”

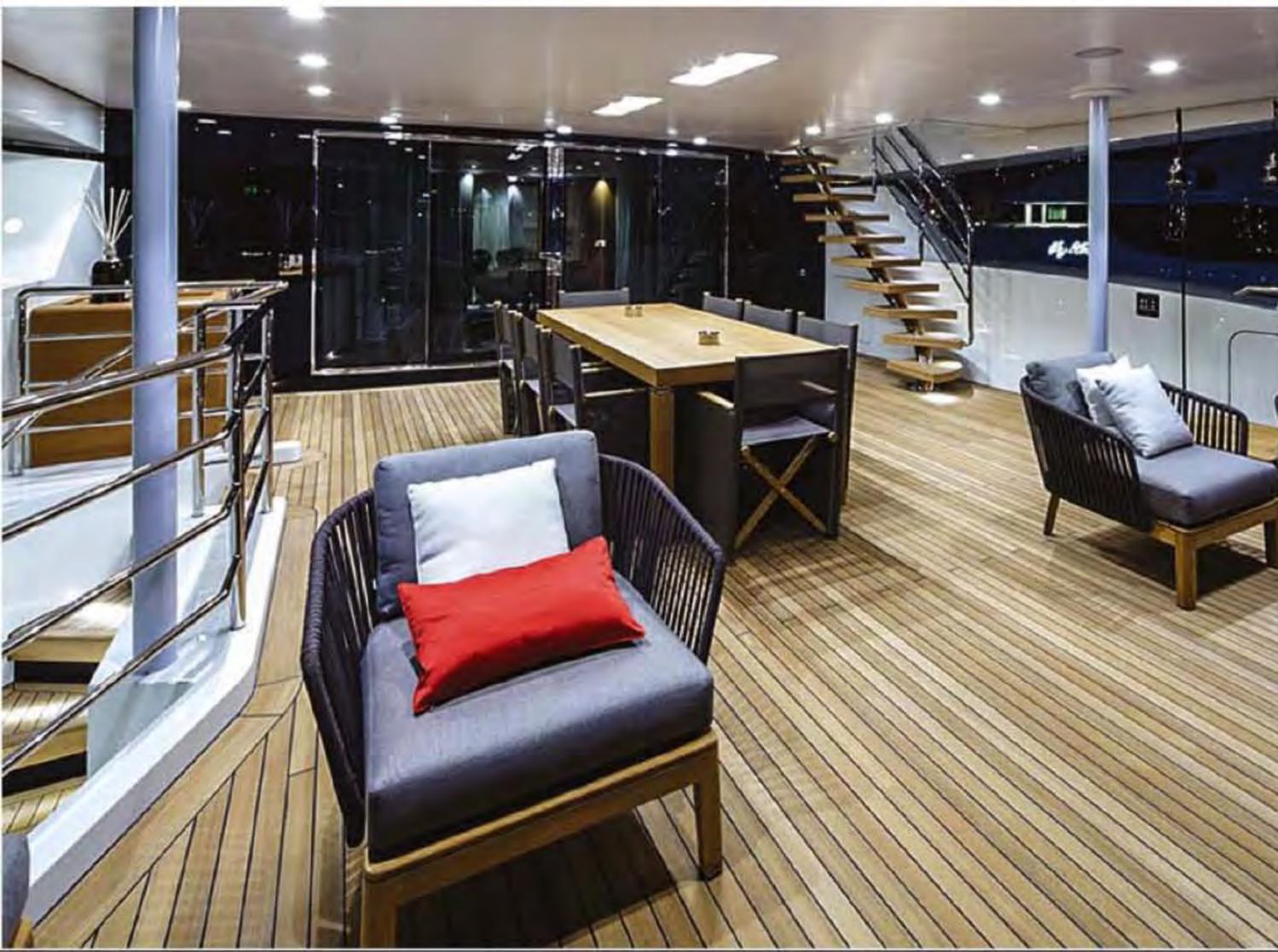
These styling details hide a cleverly realized interior, where space has been used to the fullest. In many ways, she follows a traditional layout, with a forward main



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With the transom door open, those working out in the beach club gym have stunning views of the ocean (top). Dark glass doors frame the stylish formal dining salon that can seat up to 12 located on the upper deck (opposite top) instead of in the main salon. Guests can also enjoy al fresco dining on the sun deck (below) and the upper aft deck (opposite below). A stainless steel and leather floating spiral staircase (opposite far right) is the centerpiece of the interior.







deck master suite, four guest cabins on the lower deck and a large salon aft on the main deck. The first thing that strikes you in the main salon, however, is that there is no formal lobby or dining area, which has been moved to the upper deck. Instead a glass wall and door separate the starboard entrance from the salon. The effect is to create long sight lines through the guest area, while flooding the entrance with light and enhancing the feeling of size and space.

As the galley is set inboard to port on the main deck (with a large window borrowing light and an exterior view from the crew passage) and the formal dining area is on the upper deck, the design incorporates a dumb-waiter connecting the pantries. The upper-deck dining

salon in many ways makes sense; if you are largely living outside but want a formal dinner inside with a view, there is no better place.

On the lower deck, the four guest cabins are split between two twins and two doubles, each with an ensuite. Access is via a central, spiral stairway finished in stainless steel with leather-clad treads. It is both functional and aesthetic, says Paszkowski. The curved white-lacquered partition wrapping around the stairs features a round-shaped stainless steel motif, and the door accessing the crew area on the port side has the same circular motif.

The master suite forward on the main deck certainly gains from the full-beam layout, with a small study area



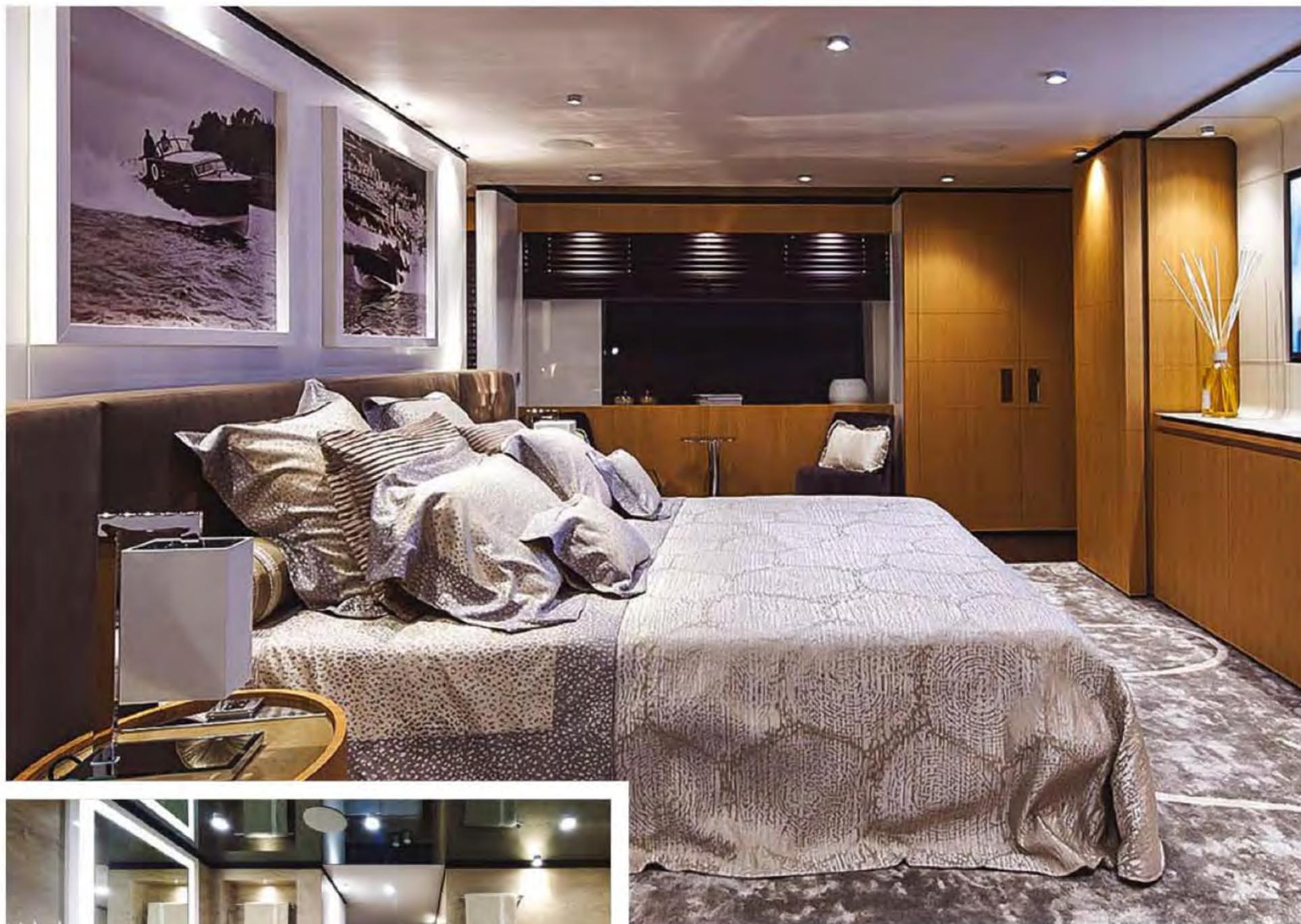
to starboard leading into the sleeping area proper, where an aft-facing bed takes pride of place. Forward, the full-beam en suite features a generous amidships bathtub, with a dressing area to port and shower to starboard.

The décor itself was chosen with two functions in mind. First, it had to appeal to as wide a range of potential customers as possible, and, second, it needed to show the quality of finish that Baglietto is able to achieve. "For the interior, building the yacht on spec was the challenge," Paszkowski says. "One of the designer's tasks is to look ahead to understand how desires and tastes will evolve in two to five year's time."

Paszkowski worked with Margherita Casprini to achieve subtle luxury with a clean palette and a welcome

lack of fuss. "The decoration is quite neutral," Paszkowski says, "yet it includes many details to ensure a luxurious ambiance with real character and a lot of custom furniture." White and dark brown leather with visible stitches, glossy lacquered surfaces, mirrors—which also enhance the light inside—and fabrics for the ceiling panels provide a sober yet contemporary feeling. Aluminum with a bronze finish decorates walls in the VIP cabin.

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The large salon on the main deck aft is dedicated to the comfort of the guests. No dining table means more room to spread out and relax. The combined use of dark and light colors creates a refined elegance in this spacious area.





"It's something unusual," Paszkowski says, "yet very interesting as it is very light and looks like a more precious material."

The real surprise, however, comes when you pass through a door in the starboard aft corner of the main salon. Here, a staircase leads you down to the beach club, a 279-square-foot space that on this first model has been equipped with a gym that has a spectacular sea view when the transom door is open. Gone is the aft garage; the tenders and toys are carried on the foredeck. It is a design choice that has already proven popular. "The owner of the second 46 meter, which is in build for launch in 2015, asked for the same layout," says Fogliuzzi. "The design allows for a sauna or steam room in the beach club, too. In fact, even on the 54-meter we have transformed the design in this way. A lot of owners are coming to the idea of having the beach area at the stern instead of using it as a garage."

While it does mean that the foredeck area—which has seen a rise in popularity as an additional, private guest space—has been lost, there's no question that the stern, as the yacht's closest part to the sea, is prime guest real estate. Moreover, the huge sun deck provides ample exterior relaxation space complete with dining, seating, sunbeds and a bar counter, although on Hull No. 1, no

spa pool as yet. Baglietto has, nonetheless, put all the plumbing in place should a future owner decide they want one. A large upper aft deck offering a spacious al fresco dining area and a comfortable main aft deck complete the exterior guest spaces.

From an engineering and running perspective, the installation is good, with a decent engine room (and separate control room) housing twin Caterpillars giving a projected maximum speed of 17.5 knots. The bridge has a practical design with a radio room to one side and the captain's cabin to the other. The forward-sloping windows kill annoying reflections while still offering a good all-round view for the watch crew, who can run the vessel via the five-screen conning and monitoring system installed by Team Italia.

As the new management at Baglietto begins to see the fruits of two years of labor—including newly built sheds—it is clear from this 152-footer that the yard is moving into the future at full pace. "Next year will be quite crazy," Fogliuzzi says. "We have lots of projects on the way, including a 54-meter displacement yacht, another 46-meter, a 46 Fast line and a 43 Fast line, all due for launch in 2015." As for the 46, it is that perfect blend of classic and contemporary—recognizably Baglietto, but undeniably new.

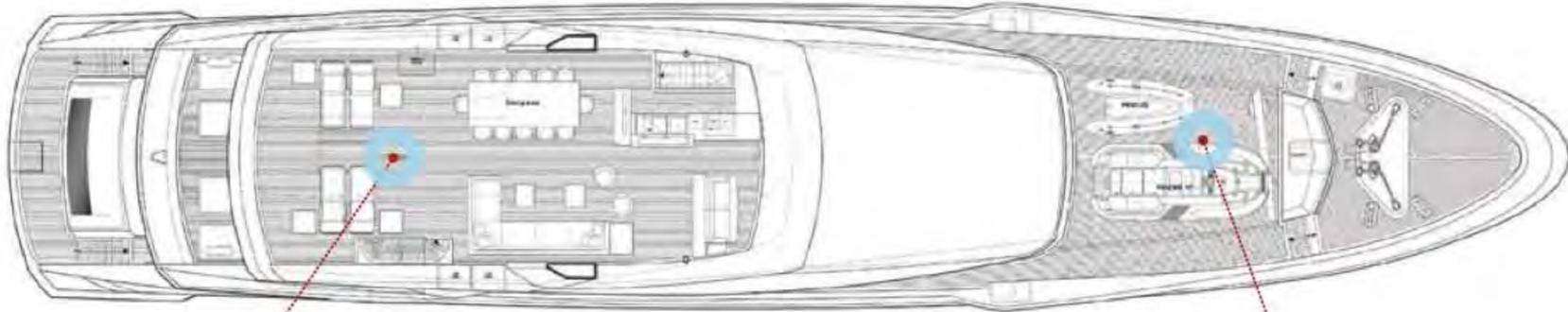
"There is maybe," Fogliuzzi concludes, "a coming back to some more traditional, more elegant and stable design instead of having these strange things that appear and disappear very quickly. More timeless, you might say."

It's hard to argue with 160 years of history.

SB ENHANCED DIGITAL CONTENT ON THE IPAD APP

opposite page

The en suite of the full-beam master forward on the main deck features a separate bathtub and shower, as well as his-and-hers sinks. Although decorated in neutral colors, it relies on details and sumptuous materials to create its luxurious ambience, says designer Francesco Paszkowski.



PIPE DREAM: Currently there is no Jacuzzi on the sun deck, but plumbing has been installed in case a future owner wants one.

NO GARAGE: Tenders and toys are stowed on the foredeck so not to encroach on the beach club area.



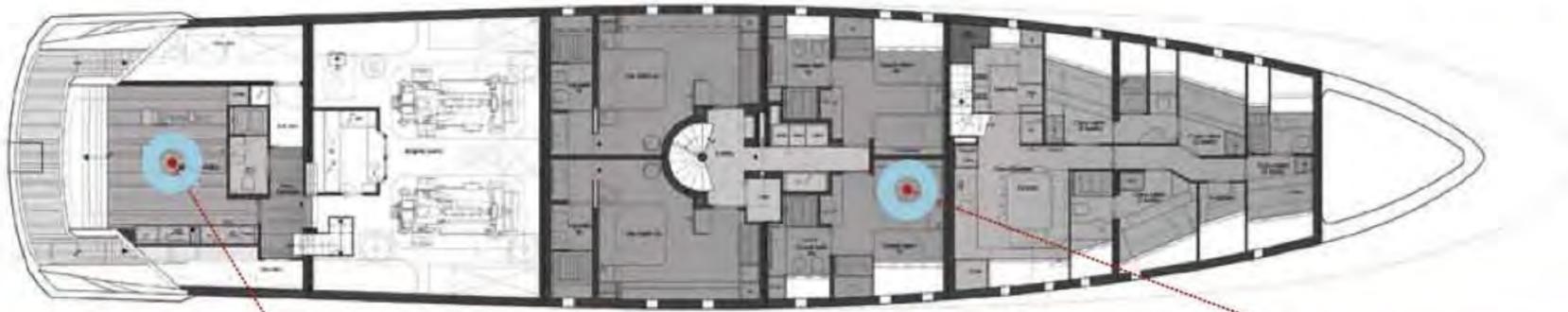
UP AND DOWN: A dumbwaiter connects the pantries on the main and upper decks, allowing full service to guests in the dining salon.

ALWAYS NEARBY: The captain's quarters are conveniently located next to the wheelhouse.



LET THE SUNSHINE IN: A glass partition in the enclosed galley brightens the space and offers great outdoor views.

FULLY STOCKED: The ample dry storage and large fridge and freezer forward of the galley is practical for long-range cruising.



STEAMED UP: In addition to a gym, the beach club also has room for a sauna.

ROOM FOR MORE: Pullman berths in each of the twin staterooms brings the total guests accommodated to 12.

Specifications:

Builder: Baglietto
 Viale San Bartolomeo 414
 La Spezia, Italy
 Tel: +39 0187 59831
 baglietto@baglietto.com
 www.baglietto.com

LOA: 151' 11" (46.3m)
BEAM: 31' 2" (9.5m)
DRAFT: 9' 8" (2.95m)
DISPLACEMENT (HALF LOAD): 400 tonnes
GROSS TONNAGE: 498 GT
POWER: 2 x Caterpillar 3512B DITA SWAC
SPEED (MAX/CRUISE): 17.5 /15 knots

RANGE: 4,500 nm @ 12 knots
GENERATORS: 2 x 125kW Kohler
FUEL CAPACITY: 21,133 U.S. gallons
FRESHWATER CAPACITY: 5,019 U.S. gallons
OWNERS AND GUESTS/ CREW: 12/9
TENDER: 1 x 5.5m Castoldi

CONSTRUCTION: Steel, aluminum
CLASSIFICATION: ABS
NAVAL ARCHITECTURE AND EXTERIOR STYLING: Baglietto, Francesco Paszkowski Design
INTERIOR DESIGN: Francesco Paszkowski Design, Margherita Casprini