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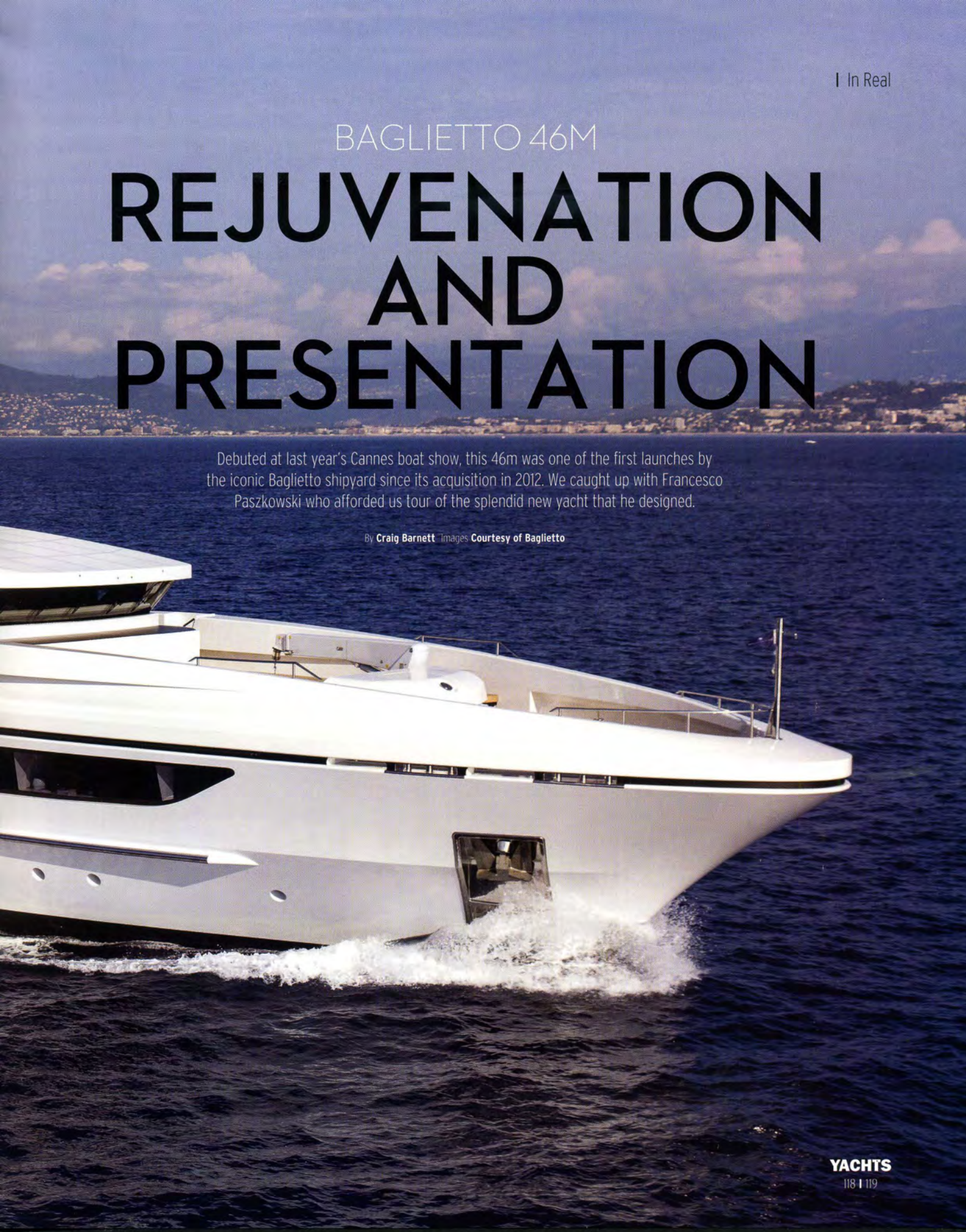
BAGUETTO

BAGLIETTO 46M

REJUVENATION AND PRESENTATION

Debuted at last year's Cannes boat show, this 46m was one of the first launches by the iconic Baglietto shipyard since its acquisition in 2012. We caught up with Francesco Paszkowski who afforded us tour of the splendid new yacht that he designed.

By **Craig Barnett** Images **Courtesy of Baglietto**



Cannes, September 2014: We're stepping aboard the Varo 46m, a fast displacement yacht with its exterior and interior designer – Francesco Paszkowski– for a personal tour. The steel hull and aluminum superstructure of this yacht gleams virginal white in the bright Cote d'Azur sun. Soft and angular lines combine with delicate balance and one of our favorite features is the angular chamfering of her aft quarters.

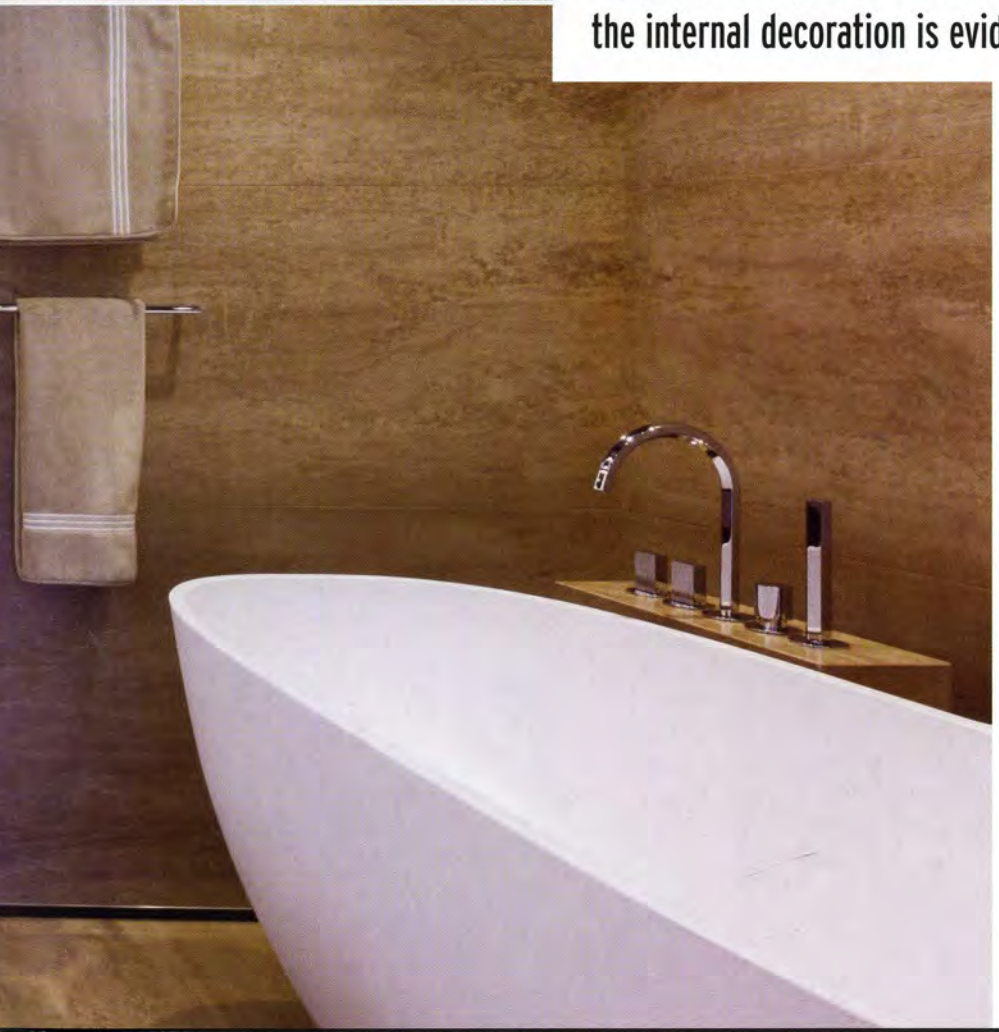
We asked Francesco about the sources of inspiration that had led to the timeless exterior design, and what nuances he had included to ensure the 'Baglietto DNA' was maintained? "At the time of designing this project the angular facets were very much en vogue," he muses. "The 'stealth' styling was very much in fashion at the time and this is where the sharp edges and maybe the triangular accents came from. Today the fashion is very much more for flowing lines and rounded shapes, and she has some of those, like the dropped bulwarks of the upper deck for improved views from the interior and the gentle slop of the aft coamings."

Paszkowski continues with an explanation of some of the subtle clues to Baglietto's heritage he incorporated in the design: The 'lip' of front section of the flying bridge was inspired by the air intake of MY Adler (a 117' Baglietto launched in 1987, famous for her 40-knot top speed achieved courtesy of her water- jet propulsion). I fused this with the aft section following that of Blue Scorpion (another seminal launch by Baglietto). There are many more examples, but perhaps the most noticeable are the triple round portholes in the transom plate that provide light into the beachclub and gym area. If you recall, the 119' fast boat Natasha launched by Baglietto in 1989 and Adler had their engine rooms aft, with a corresponding number of circular grilles for extraction exhausts in the transom. In this way the 46m pays tribute to the heritage of this important Italian shipyard."

Paszkowski incorporated many classic Baglietto nuances into Varo's design

Bringing in as much natural light as possible was a goal achieved by Paszkowski

Speaking of the gym and beach club, Paszkowski leads us there via a snug companionway located in the aft starboard quarter of the main salon. The 25sqm teak lined beach club sits several feet lower than the bathing platform and with the transom plate raised, one is working out literally at sea-level. Moving the 18' tender to the foredeck created this dedicated space and though it is the first time Baglietto has introduced such a configuration it is one that is becoming almost universally applied throughout the industry in the last year or two. Return to the main salon Paszkowski explains how he created an additional sense of expansive space by using a glass wall-instead of solid partition-for the portion of the forward bulkhead that usually shields the amidships guest lobby. It's certainly effective, creating the impression of a longer salon while also providing an increased dispersion of natural light in both the salon and starboard reception area. In the main galley Paszkowski has once again employed lateral thinking in a further demonstration of his commitment to bring as much natural light inside the yacht as possible. Rather



Margherita Casprini's influence on the internal decoration is evident

than using a solid partition to divide the chef's domain from the crew access to their accommodation below (three twins, plus Captain's in bridge deck), he's instead installed a large internal panoramic window. This separates off the crew corridor to prevent constant traffic passing through the catering space, but also provides outside views and sunlight in what would otherwise be an enclosed galley.

Forward on the main deck the format follows a traditional layout, with Paszkowski admitting that no "crazy risks" were necessary considering this boat was being built on spec. The on-deck master staterooms are accessed along the starboard side and enjoy the benefit of the additional volume created by the wide-body format. A private office is incorporated into the entrance hallway, which leads past a dressing room into the main cabin. Margherita Casprini's influence on the internal decoration is evident, with judicious use of soft and hard leather elements, flat panel cabinetry and lacquered surfaces. Leather Venetian blinds cover huge panoramic windows that provide great views from the aft facing berth. A decadent en-suite occupies the full beam of the forward section and delivers a surprise in the shape of a substantial freestanding bath tub.

Access down to the accommodation deck is via an open tread spiral staircase of stainless steel construction and leather steps. The nature of its design is purposeful in distributing a column of natural light through the very heart of the yacht. Off the lower lobby four guest cabins can be found, and to port, a VIP with attractively curved partitions wrapping around the circular staircase well.

The second double guest cabin aft is more compact than the VIP, but equally well furnished, while two twin cabins are located further forward, one either side of the central corridor that includes a small pantry for guest night-time self service and a huge linen store for crew.

Ascending the central staircase, we arrived in the lobby serving the bridge deck with a large day head conveniently included on the starboard side. From there, access is provided forward into the wheelhouse or aft into the upper dining room. When discussing in more detail the thought process behind moving the dining area to the upper deck, Paszkowski explains that as the yacht was built 'on spec' it was important to integrate a level of flexibility. "Having a large area dedicated to the salon, relaxing and watching TV on the main deck was important, and also the upper deck dining area is

one that can be easily converted to an additional salon or VIP suite should the eventual owner wish to do that."

Heading onto the aft terrace the space is set out again for more casual dining or a social space in which to gather after dinner for a cigar and coffees. The yard provided Paszkowski with a defined budget for the exterior deck furniture, but inside he was provided free reign to create what he wished. Before heading up to complete our tour on the sundeck, we popped into the wheelhouse. The technology and systems aboard the Baglietto 46m are tried and tested, with cutting-edge and recently developed solutions avoided as a whole. In the wheelhouse however there is evidence of a definite progression by the yard, with a new instrument array in the dashboard that resides below a windshield that is steeply raked forward; the first time Baglietto has ever taken such an approach.

In terms of performance, the naval architecture is extremely sound and the displacement hull earns the addition of 'fast' in its description by producing a highly respectable 18-knot top speed. She's powered by twin CAT 3512B DITA-SWAC engines that between them produce just under 4,000hp and these, along with her twin fin stabilization system, ensure a comfortable cruise at 16-knots.

The open staircase to the sundeck could do with some additional protection in our opinion, especially if the future owner has young children or the yacht joins the charter fleet, but it is an easily remedied situation with the fitting of a glazed panel or guardrail. On arrival at the expansive sundeck one is met by great views thanks to the coamings that taper down to deck level aft. The aft area for free standing loungers is protected from the breeze by glass surrounds. A pop-up TV screen is integrated into the bar area, which is also served by the galley dumbwaiter for casual al fresco dining and snacking.

With five yachts currently under construction and on the evidence of this finished product, it would appear the Grand Dame of Italian yacht building has returned to safe hands. Baglietto was once considered a benchmark for Italian large yacht production and through the rejuvenation of the brand under a new shipyard owner, plus continuation of partnerships with collaborators invested with a deep passion and understanding of the yard's history, one senses a return to former glories is well underway. I

Baglietto 46m

LOA: 46.30m
Beam: 9.50m
Draft: 2.95m
Hull type: Fast displacement
Displacement (half): 400 tons
Fuel capacity: 80,000l
Fresh water: 19,000l
Volume: 498 GT
Guests: 12 in owners, plus five guest
Crew: 9 in four twins plus Captain's
Hull construction: Steel
Superstructure construction: Aluminum
Engines: CAT 3512B DITA-SWAC
Max speed: 16.5-knots
Range at Cruising speed: 4,500nm
Max Power: 2 x 1,922hp (1,455 kW) @ 1,835 rpm
Stabilizers: Active fin underway and at anchor
Naval architecture: Baglietto Spa
Exterior design: Francesco Paszkowski
Interior design: Paszkowski/ Margherita Casprini
Builder: Baglietto Spa Italy