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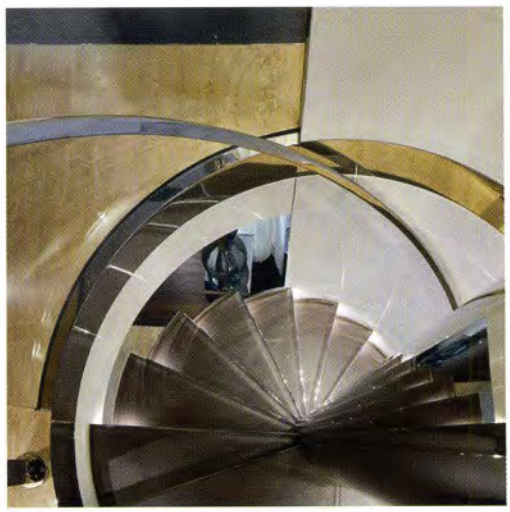
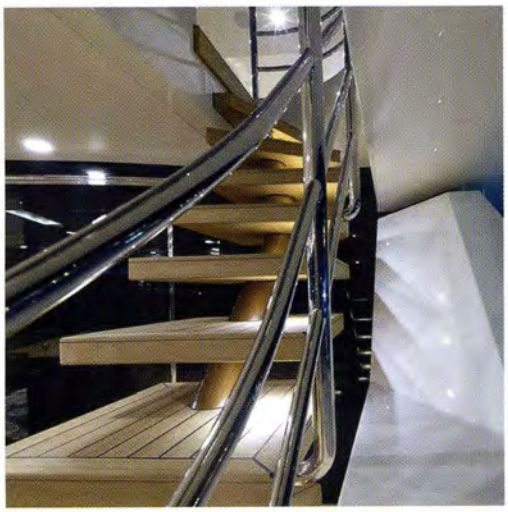
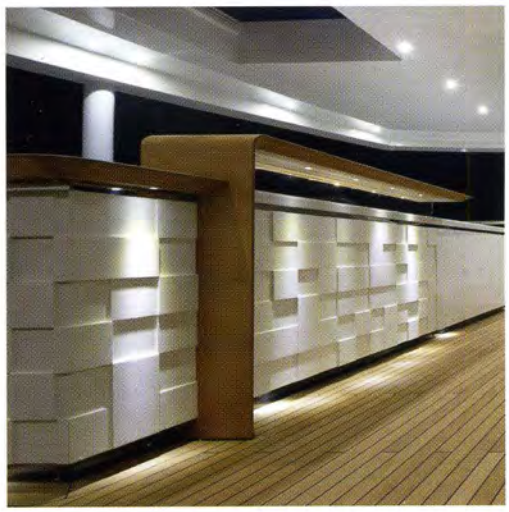






"The family boat is the market now"

Baglietto is back with a new owner and bigger team. Its first creation is a stunning on-spec 46 metre flagship that shows it knows what today's boat owners want

Words - Tim Thomas Photographers - Emilio Bianchi; Riccardo Borgenni

Above right: the master suite, forward on the main deck, benefits from the widebody design that Paszkowski has used to maximise the interior volume while keeping the lines sleek. From the entrance to starboard, an elegant study with a view through the large hull port leads through to the sleeping area proper. Right and above left: the full-beam en suite incorporates a large free-standing bathtub on the centreline with beautifully crafted his-and-hers sinks opposite. Lacquered white panels, stitched leather, pale marbles and a contemporary two-tone wood finish carry the contemporary sophistication through the yacht

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

When Italian entrepreneur Beniamino Gavio saved the historic Baglietto shipyard from possible 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 dry docks and offices. He also inherited three hulls in various stages of construction. One of them was 46 metres long and is today known to the world as the Baglietto 46, the first in Baglietto's new displacement line – and the brand's flagship.

"We have spent the past two years getting better and we have mostly completed a new team inside the yard," Gavio tells us at the Fort Lauderdale Boat Show. He very deliberately selected quality as his target and set a goal of three to five years to resurrect the yard and sell a boat. On this evidence, he is well ahead of the game.

While the 46 metre is a spec build, that does not mean she feels incomplete. On the contrary, Gavio has used the boat to show off his yard's impressive skill-set developed over more than a century and a half. Starting boats on spec for fast delivery times is part and parcel of the new business plan, he says. "Just because it's a spec boat, we wanted to give all the options and all the items available," adds Silvia Fogliuzzi, the company's chief operating officer.

While the management and the yard ethos may be new, elements of this impressive, high-volume 46 metre are familiar. The exterior lines and GA have come from the boards of Francesco Paszkowski Design, whose association with Baglietto stretches back to 1991, and who has largely been responsible for the distinctive lines of the sleek, fast Bagliettos of the modern era. "Francesco is the reference architect for us," Fogliuzzi says. "Francesco is the story of the last 20 years of this shipyard, so he can really be the interpreter of the soul and philosophy of Baglietto."

The 46 actually had its genesis seven years ago, under the previous ownership, as a proposed displacement yacht to fit into the existing ranges. In 2013, Gavio asked Paszkowski to revisit the design. "The big challenge was to design a new yet recognisable Baglietto," says Paszkowski. "For the 46 metre, we looked for a style that could be appreciated with minimal revisions. There were some things we had to do, for example a beach club wasn't even thought of in 2008. Today you must have one, so we had to move tender stowage to the foredeck and change the layout of the flybridge."

Conscious of the brand's DNA, Paszkowski 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 a fast-looking exterior while maintaining space inside. The forward master cabin benefits particularly from the widebody configuration. The result achieves an impressive trick – while the yacht's profile suggests sleekness, she does in fact come in at 499 gross tonnes.

She certainly bears a family resemblance to previous Baglietto displacement yachts, most notably 42.75 metre *Ancora* (2009) and 52.45 metre *Blue Scorpion* (2006). However, new additions – such as the forward-raked bridge windows, a new transom design and the incorporation of fully integrated hull windows forward on the main deck – have made her very much a yacht of the new Baglietto era.

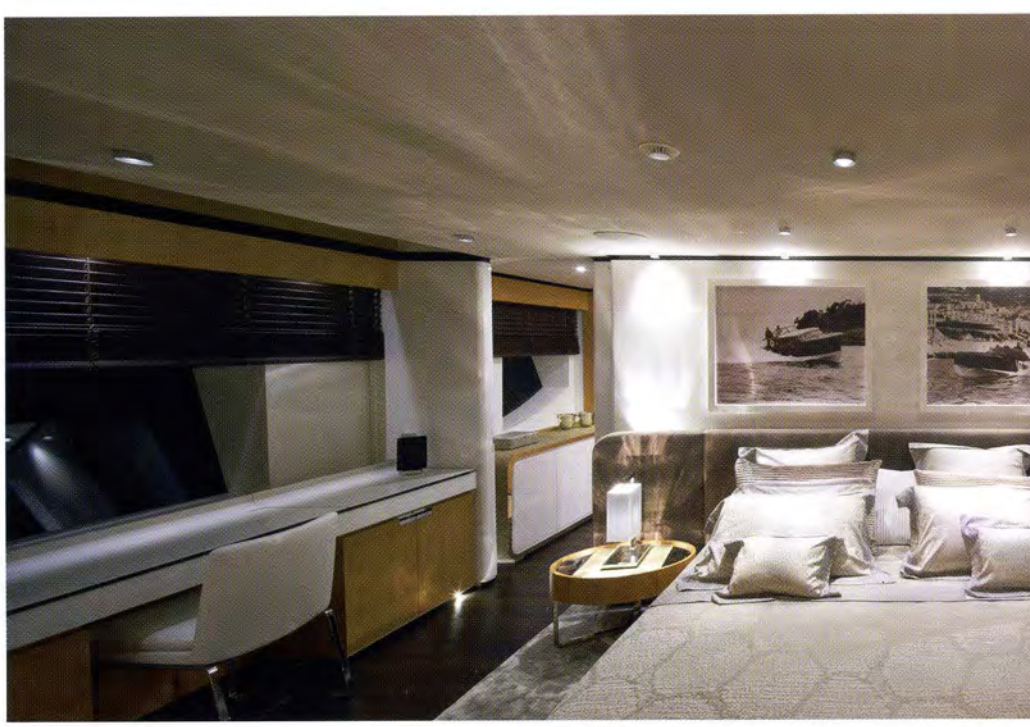
"We tried to make the best combination of details coming from the past with innovative elements," says Paszkowski, who's created a package that's lithe, fresh and new. "The yacht features a balance of soft and angular lines," the designer enthuses. "Just look at the triangular cutaways in the bulwark 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 realised interior, where space has been used to the full and restraint on the number of surfaces and materials enhances relaxation. The first thing that strikes you on the main deck is that there is no dining area as it has been moved to the upper deck. Nor does the yacht feature a formal lobby, with the starboard entrance area separated from the large main saloon only by a glass wall and door. The effect is to create long sightlines through the accommodation, while flooding the entrance area with light.

With the galley set inboard to port on the main deck (a large window brings in light and offers an exterior view from the crew passage) and the formal dining area on the upper deck, the design incorporates a

Below: with the main-deck guest space given entirely to a comfortable, contemporary saloon, the upper deck saloon has been realised as a formal dining area where a large round table bathes in luxurious space (above left). Curved sliding doors lead to a generous upper aft deck. Left: the main guest stair features floating stainless, leather-covered steps around a stainless trunk, with a curved, white lacquer surround adding reflected light to the stair column. "The decoration includes many details to ensure a luxurious ambiance with real character," says Francesco Paszkowski

New additions – such as the forward-raked bridge windows, and fully integrated hull windows on the main deck – make her very much a yacht of the new Baglietto era



The Baglietto 46 retains a distinct design link with the many series from the builder's long history – what they call a "family feeling" now blended with modern innovations

dumb waiter from the main- to upper-deck pantries for service. The upper deck dining room in many ways makes sense: if you are mainly 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 en suite. Access is via a central spiral stair finished in stainless steel, with leather-covered steps. "The spiral staircase," Paszkowski explains, "is both a functional and an aesthetic element. The curved white-lacquered partition wrapping around the stair features a round stainless-steel motif and the door accessing the crew area has the same circular motif."

The master suite certainly gains from the full-beam layout, where a small study area leads into the sleeping area proper. The full-beam en suite features a generous bathtub, a dressing area and shower.

The décor has been chosen with two functions in mind: first, it had to appeal to as wide a range of potential customers as possible; second, it needed to show the quality of finish of which Baglietto is justifiably proud. "For the interior, building the yacht on spec was the challenge," Paszkowski smiles. "One of the designer's tasks is to look ahead to understand how desires and tastes will evolve in two to five years' time."

Working with Margherita Casprini, the result combines 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 Italian furniture." White and dark brown leather with visible stitches, glossy lacquered surfaces, mirrors – which enhance the height inside – and fabrics for the ceiling panels provide a sober yet contemporary feeling. Aluminium finished like bronze was also used for some walls in the VIP cabin. "It's something unusual," Paszkowski says, "yet very interesting as it is very light and looks like a more precious material."

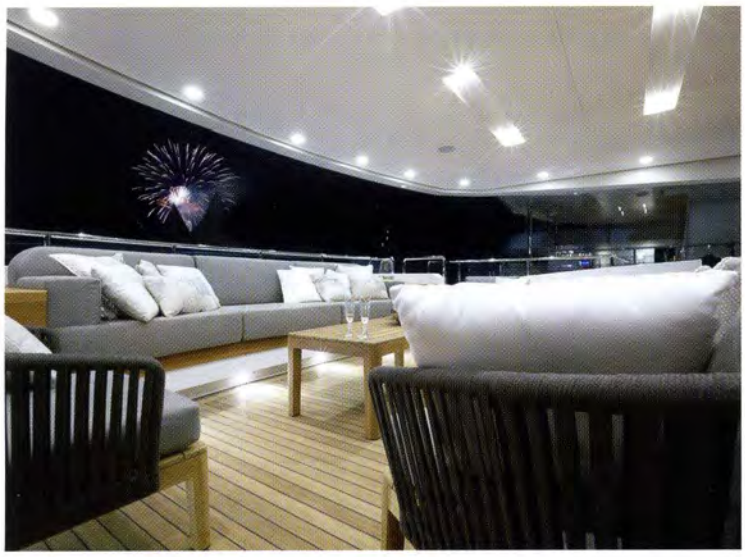
The real surprise, however, comes when you pass through a door in the corner of the main saloon. Here, a staircase leads you down to the beach club, a 25 square metre space that on this first model has been equipped as a gym with a spectacular sea view when the transom door is open. Gone is the garage – 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 metre, 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 metre we have transformed the design in this way instead of using it as a garage."

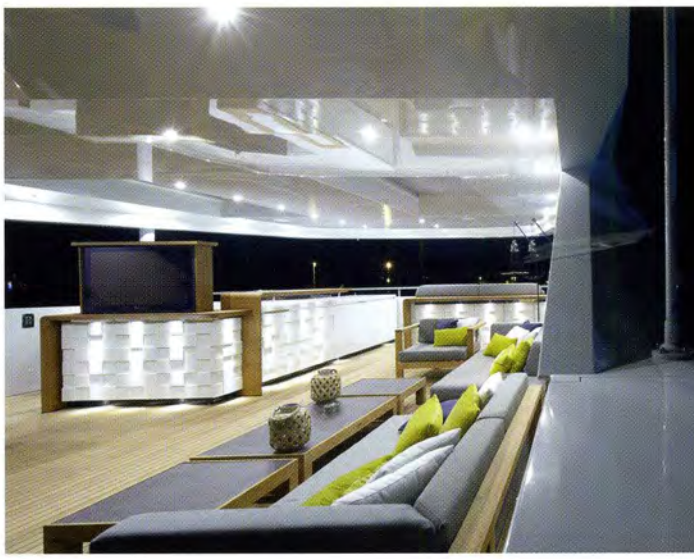
While it does mean that the foredeck area – which has seen a rise in popularity as an additional, private guest space – has been lost, there's no question that the stern, as the closest part of the yacht to the sea, is prime guest real-estate. Moreover, the huge sundeck provides ample exterior relaxation space complete with dining, seating, sunbeds and a bar counter – although on model 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 alfresco dining space – and a comfortable main aft deck, complete the exterior guest spaces.

From an engineering and running perspective, the installation is good, with a well done engine room (and separate control room) housing twin Caterpillars giving a projected maximum speed of 16.5 to 17 knots. The bridge has been designed to be practical for operations, and it includes a radio room to one side as well as the captain's cabin. The forward-sloping windows kill annoying reflections while still offering a good all-round view for the watch, who can run the vessel via the five-screen conning and monitoring system, installed by Team Italia.

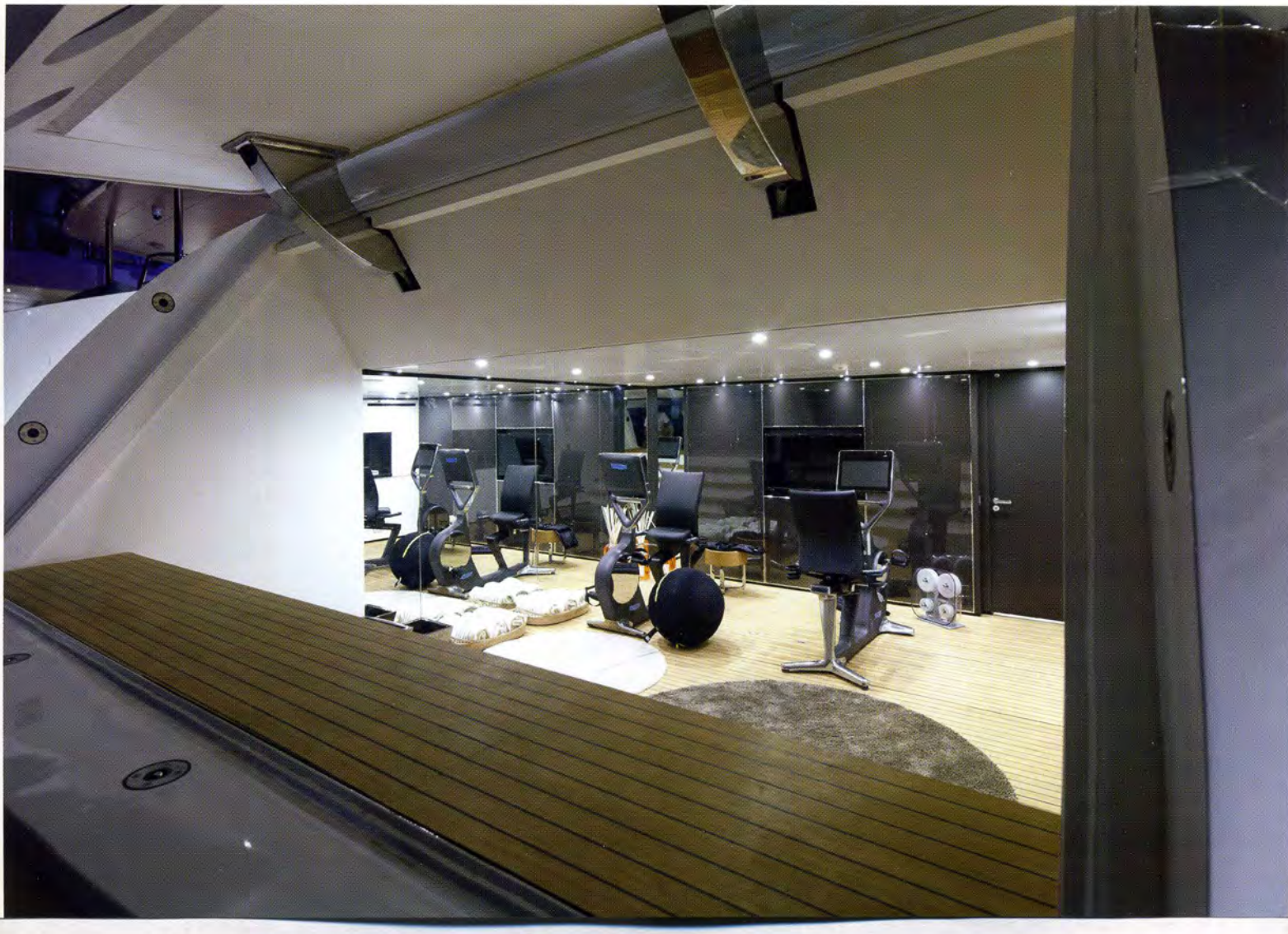
As the new management at Baglietto begins to see the fruits of its labour – the yard is also getting new build sheds, which are practically finished – it is clear from this 46 metre that the company is moving into the future at full pace. "Next year will be pretty busy," Fogliuzzi says. "We have lots of projects on the way, including a 54 metre displacement yacht, another 46 metre, 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 – recognisably Baglietto, but undeniably a different breed. "The family boat is the market now," affirms Paszkowski.

"The client is the centre of our business, not a hull number," adds Gavio. "To take their 15 or 25 million dollars is a big responsibility. Our response is to deliver quality. If I can't make you confident about building a boat with us, it is better not to start." With 160 years of history to draw on, it's a very convincing pitch. ◘

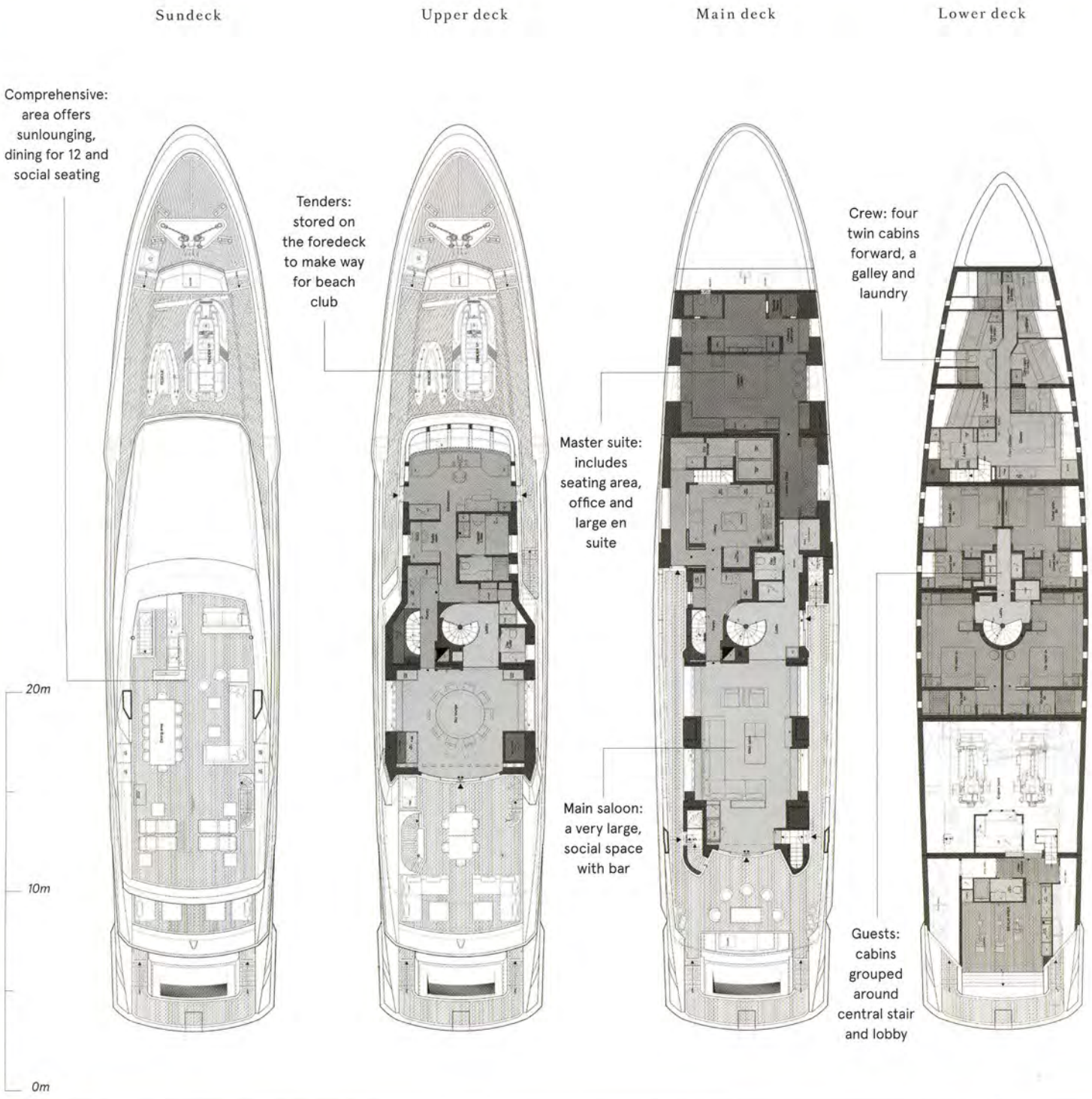




Ample deck spaces include a comfortable main aft deck with banquette settee and loose seating, a generous upper aft deck with large dining table (left) beyond the grand curving doors of the upper saloon dining area, and a spacious sundeck with bar, dining, seating and sunpads – and plumbing pre-installed for a spa pool should a future owner desire one. The gym area (following page) is in the beach club, with a stunning view of the ocean as you exercise. The contemporary finish is neutral but luxurious, and well finished. She doesn't feel like a spec build at all



Baglietto 46 – *Baglietto Yachts*



LOA 46.3m
Beam 9.5m
Draught 2.95m
Displacement
400 tonnes (half-load)
Gross Tonnage
498GT

Engines
2 x Caterpillar 3512B DITA SWAC
Speed (Max/Cruise)
17.5 knots/15 knots
Range at 12 knots
4,500nm

Generators
2 x Kohler 125kW, 400/230V
Fuel capacity
80,000 litres
Freshwater capacity
19,000 litres
Owner and guests 12

Crew 9
Tender
1 x 5.5m Castoldi
Construction
Steel hull; aluminium superstructure
Classification
ABS

Naval architecture and exterior styling
Baglietto; Francesco Paszkowski Design
Interior design
Francesco Paszkowski Design; Margherita Casprini

Builder/year
Baglietto/2014
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