

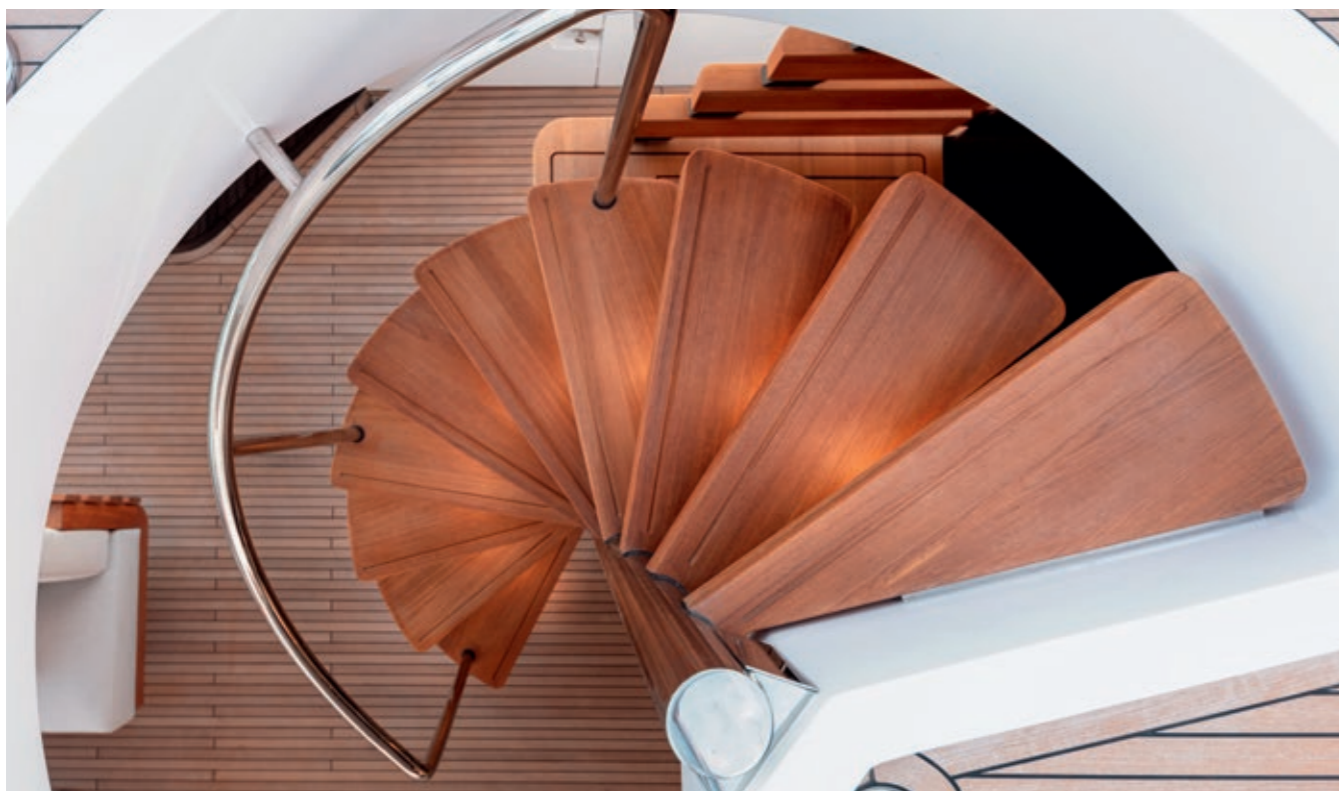


TIMELESS VERSION

Interior design concept by Vincenzo De Cotiis - Interior design and decoration by Azimut Yachts







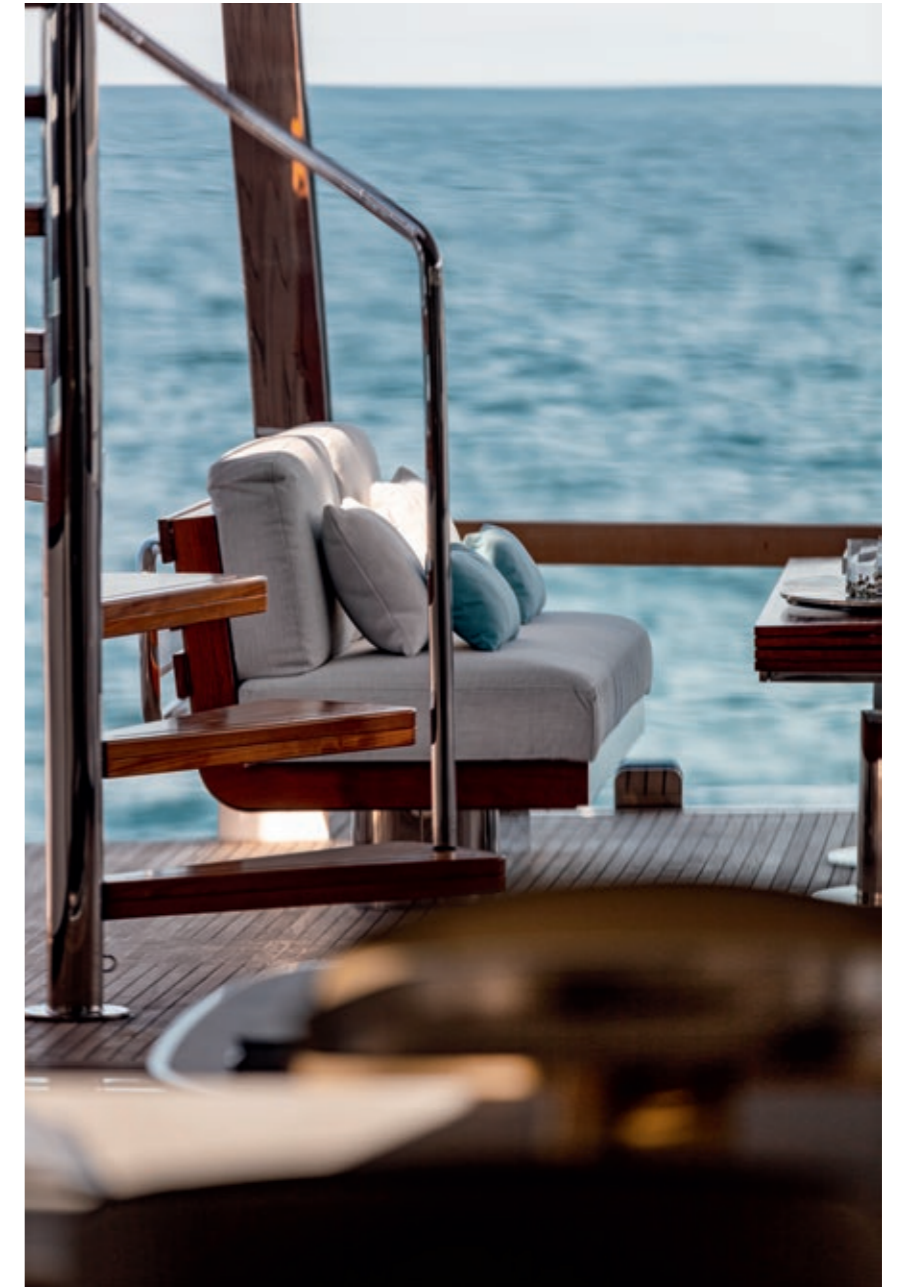


































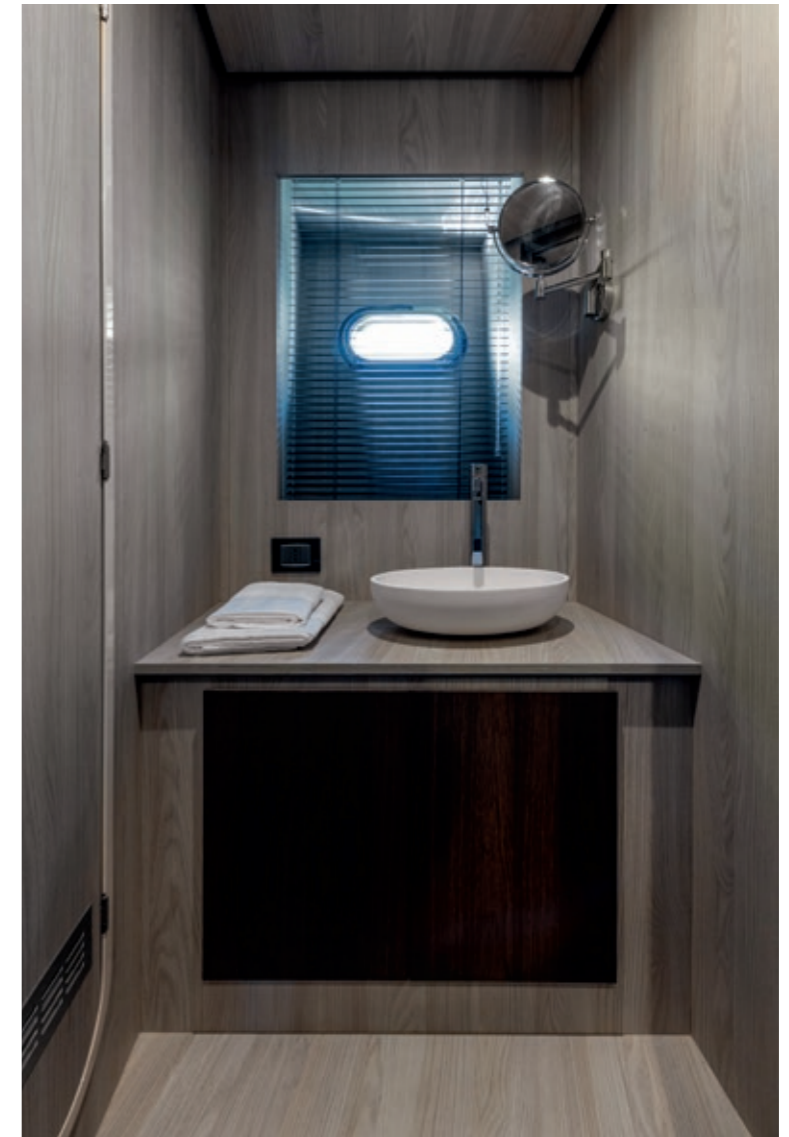




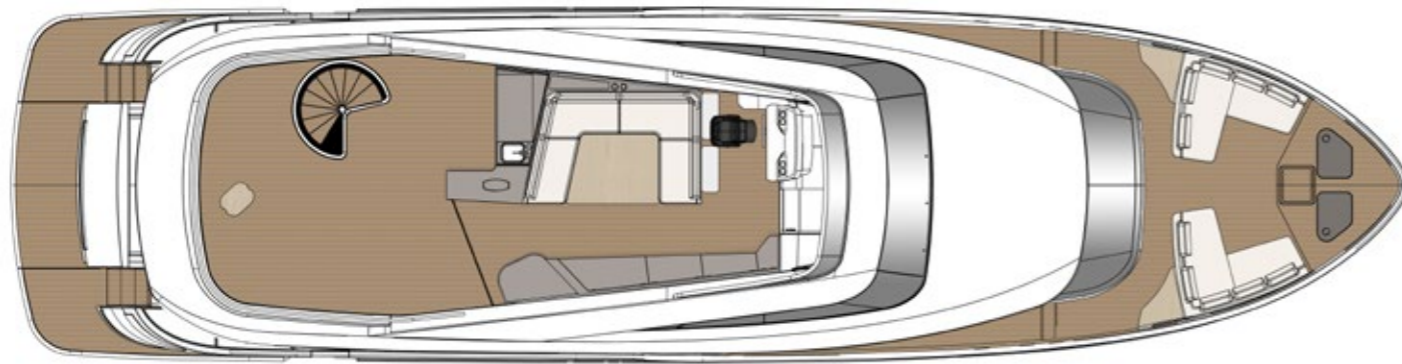




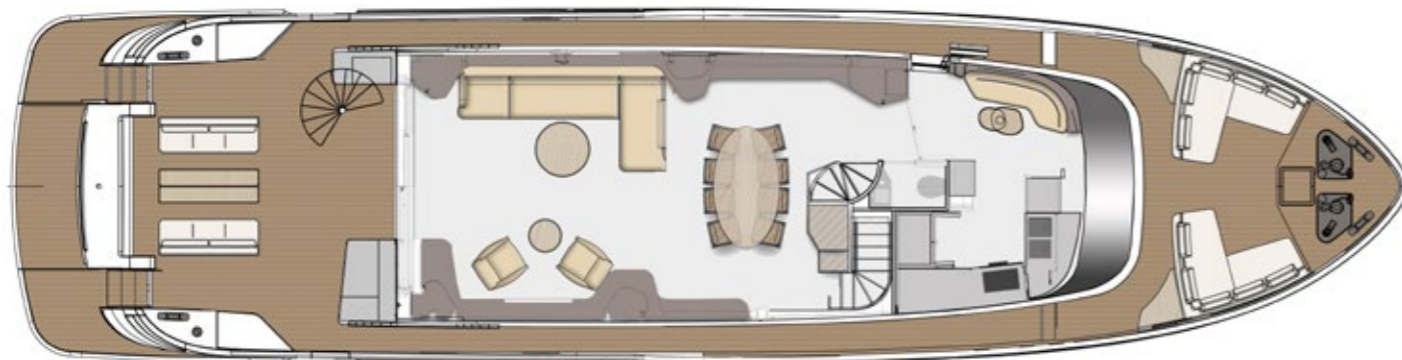




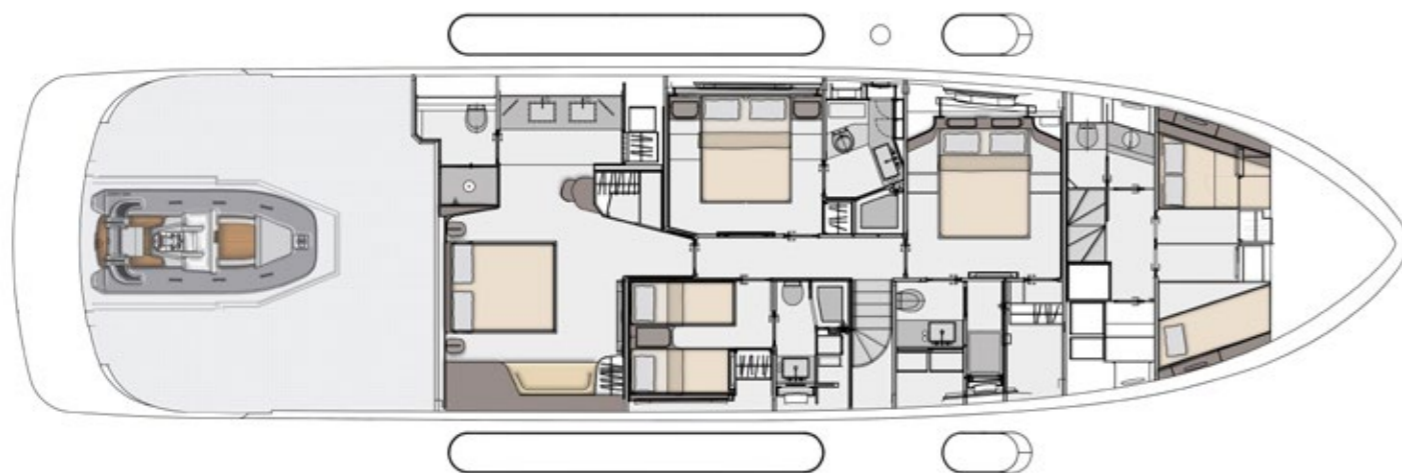
MAIN CHARACTERISTICS



FLY DECK



MAIN DECK



LOWER DECK



WHEEL HOUSE

EXTERIOR

Length overall (handrall included)	25,22 m (82' 9")
Beam max	6,35 m (20' 10")
Draft Tmax	1,9 m (6' 3") incl. skeg
Displacement (at full load)	87,5 t (192904 lb)

INTERIOR

Cabins	4 + 2 crew
Berths	8 + 3 crew
Heads	5 + 1 crew

PERFORMANCE

Engines	2 x MAN V12 1400 mHP 2 x MAN V12 1550 mHP
Maximum speed*	up to 24-25 kn
Cruising speed*	up to 18-22 kn

TECHNICAL DATA

Total Fuel tanks capacity	8.000 l (2.114 US Gal)
Total Fresh Water tank capacity	1.500 l (396 US Gal)
Displacement full loaded	approx 85,8 t
Exterior designer	Ken Freivokh
Interior concept	Vincenzo De Cotiis
Interior design and decoration	Azimut Yachts Style Dept.
Construction material	Carbon fibre + GRP

Speed performance must be considered as a "target"; cruising speed levels refer to the following conditions: • test displacement conditions: 1/3 load displacement • suction air temperature = 25°C • sea water temperature = 25°C • atmospheric pressure = 103250 Pa • sea condition almost quite (Douglas scale 1) • wind speed of less than 3 kn (Beaufort scale 1) • hull, transmissions, steering and propellers clean • in water with a depth of more than 30 m • liquids inside the tanks adjusted to obtain the right static trim. For different environmental conditions, performance data will be adjusted according to: • ITTC 7.5-04-01-01.2 rev.00 2005 "Full scale measurements speed and power trials - Analysis of speed/power trial data" • ISO 3046.

Relating to the lowest point, including the appendices, at even keel

* Preliminary project data. Fins may cause up to 1 knot speed reduction.



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