

Institutional Press release

18th January 2010

Azimut Magellano 74. Eco-Yachting

The birth of a new generation of yachts for life at sea

The arrival at the Marina Viareggio, Italy, on the 14th December saw the conclusion of the first part of 'My Voyage', a 4,000 nautical mile road-show conceived in order to test the first model of the new Magellano range from broad view points. Performance, consumption, habitability and comfort have been measured and trialed by exceptional testers: capt. Dag Pike, Vittorio Missoni, Heinz-Harald Frentzen, Frank & Fiona Walker.

The outcome was more than positive.

Dag Pike, one of the most experienced yachtsmen in the world: *"Magellano is a motor yacht that does everything you ask it to do with extreme simplicity. Whether it is making way in rough seas off the coast of Italy or landing in the small harbour of Malta, Magellano was always successful..."*

Vittorio Missoni, fashion mogul and ambassador for the Missoni brand worldwide: *"It is a boat which marries style and elegance to comfort and practicality... on a cruise with my family or with a couple of sea-loving friends, I would go alone too, without a crew"*

Heinz-Harald Frentzen, former Formula 1 driver: *"I like living the sea, sailing slowly is a new experience, certainly the concept of a right boat is necessary, the stabilisers are required, the consumption is reduced but it is important to be able to travel also at a faster pace in case of emergency..."*

Frank Walker, yachtsman and great traveller: *"The concept of the Magellano is the versatility which it offers when facing a long cruise and certainly the yacht keeps its promise. Her sea-keeping is as good at 10 knots as it is at 20 plus and this is where she gains points over traditional displacement and planning hull boats..."*

Magellano 74 is the first in a range of yachts designed to navigate in all weather conditions and to enjoy long cruises on board.

It is the boat for those wishing to live the journey without obsessing on performance and speed. It is the type of yacht which invites the boat owner to sit and enjoy every mile travelled because the true soul of the voyage lies in the relaxed and peaceful navigation, rather than in the destination to reach. The powerful and solid appearance, the vertical bow, the untiring engines (CAT C18 at 1015mhp), the imposing freeboard, the broad passageways and the autonomy of over 1100 nautical miles makes the Magellano more of a long-distance runner than a sprinter, when necessary however the Magellano can sprint at up to 24 knots.

The objectives of the project which have guided the development of this new type of vessel are: **consumption reduction, maximum comfort and stability of navigation even at low speeds, freedom to navigate at higher speeds when necessary, ample autonomy, project solutions suitable to make long stays**



on board comfortable, all this combined to style and elegance, an unfailing promise of the Azimut brand.

The designer of the first model of the Magellano line is the nautical designer Ken Freivokh.

My Voyage

My Voyage is a 4,000 nautical mile adventure idealised to test in depth the first model of the Magellano line and at the same time to define through the protagonists that which is a new way of "living the sea". The special testers of the Magellano Voyage have very different interests and activities in their life "on land" but share a deep love of the sea and navigation. This has allowed the verification of skills and characteristics of the Magellano in all its innumerable facets, giving the opportunity to each guest to live a new all-round experience of yachting: navigation, slow cruise in search of new tracts of coast and full utilisation of the space on board. The comments of the 5 protagonists of this unusual nautical feat offer a further in-depth take on the themes faced by Azimut Yachts during the launching of this new line of vessels.

In the following press release the subsequent information is reported:

Magellano 74 – Hull, navigability, consumption and performance.

Magellano 74 – Layout, safety, spaces, on board comfort

Magellano 74 – Exterior and Interior Decoration

Magellano 74 – Electronics; technical data

The new Magellano line – Slow motion and eco-compatibility

Magellano My Voyage – The testers, the itinerary, logbook, the partners

Magellano My Voyage – Interior decorated with Missoni Home textiles and accessories

Special thanks go to the partners of the Magellano Voyage with whose support this singular nautical test was made possible:

CAT Marine Power, Gallinea, Missoni Home, Williams

Contacts: Azimut Yachts
Francesco Ansalone – Marketing and product portfolio manager
Francesco.ansalone@azimutyachts.net
Federico Lantero – Marketing communication manager
Federico.lantero@azimutyachts.net

Photo credits: Manfredo Pinzauti, Filiberto Rotta, Giuliano Sargentini, Kurt Arrigo

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credit Pinzauti_06.jpg



Magellano_74_Malta...
credit Pinzauti_05.jpg

Magellano Voyage partners:



Gallinea IBoat.jpg



Williams 385 tender.jpg



CAT Marine Power
check.jpg



Missoni Home.jpg

Magellano 74 – Hull, navigability, consumption and performance.

The objective of attaining a vessel capable of offering maximum navigational comfort and optimal consumption efficiency whether at low speed as well as at more sustained speeds was faced by Azimut together with Bill Dixon's team, whose curriculum and expertise in the nautical field need no introduction.

The keel which was developed for the 74 and which will be resumed on successive models of the range makes the Magellano a **newly conceived semi-displacement** motor yacht. It has a deep V-hull in the bow sections to guarantee its stamina at sea even in difficult conditions. Beyond its use as a significant wave-breaker, the vertical bow also increases the ratio between the displacement and the waterline length of the hull, by providing a higher efficiency and a consequent consumption reduction at displacement speed.

In the aft area the centre board allows route stability with the sea at stern or at beam, while the chine guarantees the upkeep of the semi-planing hull at maintained speeds. Finally, the presence of tunnels permits navigation also in shallow waters.

The angle of deadrise at aft is 10,1° and gives the aft area greater carriage to plane in more easily.

The motorisation required is of inferior power to traditional planing boats, two CAT C18 of 1015mhp. The choice of entrusting CAT is tied to their established experience in building engines capable of operating continuously and with a long life-cycle. Furthermore CAT's assistance is among the most widely established in the world and this offers a strong-point for whoever would like to choose itineraries which are more or less known.

Performance and consumption:

At displacing speeds, with a velocity of around 11 knots, the yacht proceeds with optimal stability, noise and vibrations are contained and it offers an autonomy of over 1,100 nautical miles (a range which is almost twice that of most planing vessels of similar length).

From a standstill, in less than 15", the yacht reaches the planing with a speed of around 17 knots and arrives at the maximum speed of 24 knots in another 20 seconds. The turnaround radius at this sailing point is of solely 20 metres (66') and is reduced to 15 metres (49') when in displacing range one navigates at 15 knots.

The result is a yacht which is ideal for relaxed sailing speeds but fast and responsive in the case where urgent re-entry is required or bad weather is to be avoided.

The high level of efficiency of the hull leads to **a reduction of consumption between 5% and 20%** at optimal cruising speeds. Therefore the overall reduction of consumption during the entire life-time of the vessel will be significant, being a category of yacht which, by nature and by comfort and stability of navigation at low ranges, will encourage the boat owners to utilise it for much longer periods at contained speed.

The maximum level of comfort of navigation is attained with the stabilising drive of two Seakeeper gyroscopes, which are capable of almost halving the angles of heel for all purposes.

What they said about Magellano:

Dag Pike

"There were waves three metres high and shallow waters, all the conditions one hopes not to find during a long journey but for which one must be prepared and Magellano reacted well to every one of our commands..."

An additional element is that it can operate without hesitation from zero to twenty-four knots and she is secure at whatever velocity. Magellano unites the qualities of a displacement yacht to those of a planing yacht. It certainly represents to the best the concepts so far developed in regard to long-range cruises "

Frank Walker:

"The concept of the Magellano is the versatility it offers in facing a long cruise and certainly the yacht delivers the promise. Her sea-keeping is as good at 10 knots as it is at 20 plus and here she earns points over both traditional displacement and planing hull boats..."

Her handling is a delight and her full throttle turns are spectacular. She comes round hard and fast like a much smaller sports boat, and, thanks to the very effective stabilisers, does so without any heel whatsoever. Very impressive and very sure !"

Magellano 74 – Layout, safety, spaces, on board comfort

More than a navetta, a trawler or an expedition yacht, the Magellano has a number of special characteristics that place it at the top of a new generation. The Magellano is dedicated to those who want to sail their own boats themselves in close contact with family or friends; it is for those who love freedom and often also informality without sacrificing comfort and has been designed for users who do not limit their desire to explore yet do not push their supreme passion to extremes.

The project was inspired by comfort and safety. The helm station is central both on the flybridge and inside to ensure increased visibility. The stern guardrail and the bulwark are high to offer protection even when the sea is rough. The external walkways are extremely safe and are 60cm (24") wide with only two steps which lead to the bow area where you can move easily in an area which is free of clutter thanks to an automated mooring system that hides the anchor away into a special space. The stairs on board are especially wide to enable you to move around freely even when carrying materials and equipment. The 3.8m (12' 8") tender can be kept in the garage and there is no need for a crane for launching and hauling it in (in the case of the Magellano Voyage, the 74 has been equipped with a tender Williams Turbojet 385 in customised colours to retain the bronze blend characteristics of the hull).

On the main deck, the boat owner finds the same level of comfort you would expect to find on an Azimut yacht as well as organisation of space and furnishings designed for long stays on board; first of all, there is **a single open space of about 50m² (60sq yds) extending from the wheelhouse to the cockpit**, created so that the boat owner and guests can share space and time together. The view of the sea at 360 degrees is priceless, achieved through a careful project study which lead to reducing to a minimum the interruptions made by the structural mountings and keeping the height of all furniture low.

The U-shaped galley, is located at the entrance to the salon to make it easier to serve the external dining areas (cockpit and flybridge) as well as the internal one. The induction stove and combined oven are positioned behind the entrance where one of the three sliding doors opens up as a serving-hatch. The latest generation extractor is a rollaway with hi-lo vertical mechanism. In the external part of this furniture a wine cooler was inserted in order to always have cold drinks ready at hand.

The relaxing area, straight ahead, consists of an L-shaped leather sofa from which it is possible to watch the TV, with a hi-lo mechanism. Further seating is offered in the form of comfortable pouffes with dual function, which can also be used as coffee tables with a plexi top. The pouffes according to necessity become part of the dining area, placed on the left and consisting of a beige wall-seat and a wooden table with cylindrical metal bases.

The saloon has been equipped with iBoat ADHP system (which allows the use of one's personal Ipod music heard throughout the yacht) . Another system is the atomizer that infuses pleasant fragrances throughout the yacht, both created by the Gallinea division "Innovation for Boat" which will heighten the senses.

The flybridge is fitted out as another secluded area where there is room to sunbathe by relaxing on the two chaise longues or lunch in an exclusive spot in the shade of the hard top. In fact the area is equipped as and more than a galley, with an entire cupboard dedicated to housing a fridge, barbecue, work-top, ice-maker. A C-shaped bench and a table which doubles its size by opening offer a big space to fully accommodate 8 people.

All the furnishing elements, on the fly as in the interiors, are designed to be strong and hard-wearing but also sobre and elegant, giving rise to a decidedly original style. A strip of led placed at the base of the furniture on the fly creates a suggestive effect, giving them a "floating" look.

Space is comfort and Magellano offers the perfect lower deck, with three staterooms and three bathrooms. Accessible by a stair-case left of the cockpit, the cabins present spaces of such high standards and comfort so as not to miss accomodation on land. In the master suite the bed is decentralised and placed to port to create an even greater sense of habitability. The writing desk/dressing table overhangs by the two bases and is completed by a low lateral piece of furniture. Behind it are a big wardrobe with double doors where, as a touch of detail, the hanging clothes rail in transparent plexi illuminates internally (a detail found in every cabin). The head has a privileged view of the sea where the cabinetry placed on the wall becomes a cornice with an original form, designed to exalt the entrance of natural light and at the same time to recapture the form of the portholes typical of big ships. A similar level of attention and comfort has been given to the VIP cabin positioned forward – with a king size bed – and to the third guest cabin with twin beds.

Through a comfortable separate stair-way, placed astern of the salon, one acceses a second area of the lower deck comprising a lobby which offers an easy access to the engine room and the control pannel, a pantry, absolutely necessary to face prolonged stays on board, cabinetry which houses a washing-machine and drier, and a fourth cabin with bunk beds, which may be used both as another guest cabin as well as a crew cabin and characterised by a very high level of finishing (including a desk).

What they said about Magellano:

Vittorio Missoni

"It is a boat which marries style and elegance to comfort and practicality... on a cruise with my family or with a couple of sea-loving friends I would go alone too' without a crew... it is a boat which can live in all the seasons. The comfort and luminosity of the interior allow you to have a loft at sea...

Cruising on board the Magellano these days has truly been a pleasant and relaxing experience and thanks to the pleasant companions we formed a nice group of friends..."

Dag Pike

" Magellano is a self-sufficient motor yacht. You have all you need to face long cruises aboard, an extra fridge, extra freezer, washing machine, drier, a good number of utility rooms, heaps of space. Azimut has truly anticipated the wishes of Magellano's owners who want to manage the boat alone if possible without the assistance of a crew on board.

Rosita Missoni

"...this is a boat where one could cook... live, it is a real home at sea !"

Fiona Walker

With regard to the master suite "the atmosphere sensed is similar to that of a small chic boutique hotel, truly enjoyable....the other two cabins are equally well equipped, as the space beneath the bed: the mattress is easily lifted to reveal a locker which can contain anything that needs to be put out of sight when one is on a boat! "

Magellano 74 – Exterior and Interior Decoration

The objective of the project presented to Ken Freivohk was to create a completely new exterior and interior style, capable of combining practicality of use with the marine spirit of the vessel and with its innovative capacity.

In dealing with the appearance, Freivokh, supported his prerogative to single out materials to be used on board under stressful conditions and in some cases adopting solutions of usage which lead to investigate the most extreme limits. This is probably the "recipe" for innovation, in any field.

The technology applied to the glass has allowed the creation of a 360° view of the sea on the main deck. Further accentuating the project's intention, the lateral walls of the stairs going up to the fly became transparent, avoiding the interruption of visual contact with the water and further facilitating the requirements of the person at the helm of the vessel.

Starting from the stern the role played by wood and metal are immediately noted, elements chosen for the hardness and solidity are utilised in important thicknesses and diameters. Boarding the fly, the passage is covered for the first time in a resistant material which is soft to the touch, waterproof and anti-slip. Sand-coloured, it refines and warms the exterior atmosphere making it more comfortable and safe.

The floor of the cockpit and the galley is in wengè to contrast the luminosity of the glass, the ceiling in lacquered ivory framed in light-coloured leather and decorated by a luminous strip of led.

Innovating the interior's design bearing in mind the maritime spirit of the yacht has brought about the design of traditionally formed furniture dressed up in walnut and oak but also with less usual materials found on boats, such as the black plexiglass and the clear lacquer. In the cabins, the window are highlighted by a black plexiglass frame which, recalling the neat lines of the rooms, contributes to the sense of solidity which is perceived throughout the yacht.

Magellano 74 – Electronics; technical data

Electronics:

The control bridge of the first unit houses Raymarine ST290 instruments, complete with hull transducer for velocity and depth, analogue repeater for rudder angle, autopilot and keyboard to control the two LCD multifunctional Raymarine displays, series G120 (optional instruments on list).

Raymarine series 5S Pathfinder Open Array radar with peak power of 4kw, maximum capacity of around 72 miles and excellent angle resolution equal to 1,85° (optimal characteristics for this type of navigation).

The bridge may be equipped with a manoeuvring joystick (optional) and disposes of a stabilisation plant regulation system Humpree, two displays to monitor the performance of the engines CAT C18 and a 12' touch-screen to control state of the electrical plant and the alarms/levels on board.

Communication systems: apparatus VHF Ray 240E Dsc class D and voice and data satellite system Thrane & Thrane Sailor 250 Fleet Broad Band (optional)

To the advantage of security on board in case of a temporary generator black-out, the main navigational systems are connected to an emergency battery set located inside the bridge (composed of 12 units; power 720 Ah to 24Vcc)

Main technical details

Length Overall (L_{MAX}) (incl pulpit)	22,66m (74' 4")
Hull length (L_H) (ISO 8666)	22,60m (74' 2")
Waterline length (L_{WL})	20,81m (68' 3")
Beam at main section (B)	6,00m (19' 8")
Beam max (B_{MAX})	6,20m (20' 4")
Draft to keel at full load (T)	1,60m (5' 3")
Draft incl. Props at full load (T_{MAX})	1,72m (5' 7")
Displacement at full load ⁽¹⁾	56 t
Sea Trial Displacement ⁽²⁾	52 t
Fuel tanks	7.600 l (2.007 US gls)
Fresh water capacity	1.500 l (396 US gls)
Black water capacity	800 l (211 US gls)
Grey water capacity	800 l (211 US gls)
Cruising speed (85 % MCR) ⁽³⁾	~ 21 knots
Maximum speed (100 % MCR) ⁽³⁾	~ 24 knots
Range at cruising speed	~ 450 nm
Range at 11 knots	~ 1.100 nm
CE Approval, Category A	
N° max. passengers: 12 people	

NOTE:

(1): Full load displacement conditions:

- standard configuration (without tender, jet ski, luggage),
- Full load fuel and fresh water tanks,
- Empty black and grey water tanks
- 12 people on board

(2): Sea trial displacement conditions:

- standard configuration,
- 1/3 load fuel and fresh water tanks,
- 12 people on board.

(3): Performance and range data are target data, referred to the following conditions::

- standard configuration,
- sea trial displacement = 25°C,
- sea water temperature = 25 °C,
- calm water without wind
- clean hull and propellers.

The new Magellano range – Slow motion and eco-compatibility

The Magellano 74 is the first model in a new range of vessels – Magellano – conceived by Azimut to satisfy the increasing need of going to sea calmly and peacefully facing prolonged stays aboard and with the freedom to plan one's own cruise without too many obstructions and worries. And without forfeiting comfort.

The plan of development of the range foresees, to follow, a 48' (which will be already presented at the next Genoa International Boat Show) , a 41', a 64' and a unit of dimensions greater than 74'.

The common denominator of all the models may be summarised in the following project points:

- Reduction of consumption (from 5% to 20%)
- Maximum level of eco-compatibility
- Superior range vis a vis traditional flybridge vessels (from 30% to 50%)
- Utilisation of vessel predominantly without crew or with minimum crew
- Expansion of the exterior spaces, both as habitable surfaces as well as width of passageways
- Layout which promotes convivial life aboard with the galley favourably placed at stern of the salon on the same level

Particularly due to the increased attention of yacht owners to the environmental impact generated by their yacht, Azimut was prompted to invest in research and development to contain the effects through innovative solutions which are already available today!

The Magellano 48 will be projected to mount a **new hybrid propulsion system**. The system works by switching from the two traditional engines motorization to an electric engine powered by two diesel engine generators. This results in a reduction of consumption consequent to better efficiency of the diesel engines of the generators while in operation to produce a more restrained propelled thrust. It will be possible to navigate at 7 / 8 knots (the average speed at which a sailing boat cruises), listening to the sound of the sea (**perceived noise reduced up to 80%**) and benefitting from a further reduction in consumption (estimated from 5% to 10%). The **total reduction of consumption**, in relation to navigation with traditional fly boats, reaches between **10% and 25%**. All this will be possible, not in the distant future, but already in October of this year.

The Magellano 48 and the next Magellano units are projected to obtain the Green Class certification, recently introduced by RINA as an acknowledgement to boats reducing their environmental impact.

What they said of Magellano:

Heinz-Harald Frentzen:

"Today there are many solutions and ideas being developed. But those which will succeed must be simple, easy to use and with a low impact on required infrastructures. In seafaring, the utilisation of electric propulsion also produced by a generator may be a solution. Certainly the speed that can be reached is limited, the objective of greater velocity is still very difficult to achieve. Therefore why not navigate in a different manner for the moment, slower and consuming less. This is the first solution which establishes true progress..."

Magellano My Voyage – The testers, the itinerary, the logbook, the partners

The testers:

Dag Pike

One of the most experienced yachtsmen in the World and in 2008 awarded a lifetime achievement award at the Yachtsmen of the year presentation. He established his life at sea, initially at high-speed as an offshore navigator and winning various world titles, then signing the record of atlantic crossing. He has travelled the sea along meridians and parallels, by motor and sail, in competitions or for rescue. For the first time Dag Pike was acquainted with a new way of living yachting, navigating slowly together with his crew, discovering coasts of rare beauty, and testing the yacht in all sea conditions and from all points of view: from seaworthiness to reliability to ample internal comforts perfectly suited for this long voyage on board. In Tunis he met the special testers of the Magellano to share with them his inexhaustible passion for the sea.

Vittorio Missoni

Vittorio Missoni, son of Ottavio and Rosita, founders of one of the most famous and respected Italian fashion brands, manages the family firm with his sister Angela and his brother Luca and he is the ambassador of the brand worldwide. Very passionate about yachting and the sea which he fell in love with as a child, listening to the tales of his grandfather who was a commander of merchant ships in a time of peace and of war ships during the first world war. Whenever his duties allow him to, he goes to his own yacht which is anchored in closeby Liguria. At work, as in his life, he loves to combine the values which have given Missoni world fame, anticonformisms, comfort, luxury and innovation. The same values he found concretised in the Magellano.

Heinz-Harald Frentzen

Challenging the very limits to reach higher velocities, travelling at 300 km/h in circuit with a tense frame of body and mind towards ever more ambitious goals. Up until 2004, this was the life of H. Harald Frentzen, Formula 1 pilot for Williams and later for Jordan. Topday speed is still a part of his life, but in a different manner. He promotes research of alternative forms of propulsion through his company and personally tests the most innovative projects. He loves motoryachting and found in the Magellano project many common elements to the personal course he follows. The idea of slowing down does not disappoint him. It excites him.

Frank and Fiona Walker

An intense and accomplished life. His vocation lay in politics, hers in journalism. He became Chief Minister in Jersey, an island off the shores of Normandy forming part of the United Kingdom. She was the face of BBC for the Channel Islands. Since the beginning of 2009 they did what many, many would like to do. They boarded

their boat and left. They did not know where to. They travelled more than 3.500 miles and they have not yet reached the half way mark. They only wish to travel at the moment. Navigating along the North African coast aboard the Magellano formed part of their agenda even before Azimut had offered them the opportunity.

The itinerary:

The Magellano Voyage is divided in two parts. The first part, in the western part of the Mediterranean, started on the 22nd November from Varazze. Cannes, Cambrils and Palma de Mallorca were the first ports touched by Magellano, which then crossed from the Balearic islands until it touched the coast of North Africa. In Sidi Bou Said, the Capri of Tunisia, the Magellano team was greeted by their exceptional testers. From Tunis the boat then left to Malta and the Tyrrhenian sea, with a stop in Rome and re-entry to Viareggio on the 14th December. The itinerary already marks 2000 nautical miles. Magellano will leave again in 2010 to complete the voyage and arrive in Venice after having reached the Eastern side of the Mediterranean and the fascinating waters of the Bosphorous.

Logbook:

The experience born of this innovative enterprise has been gathered and documented in a log written by Dag Pike. The text of the diary, together with the "posts" edited by all the other protagonists of the Magellano Voyage have been inserted for the first time in real time in a dedicated blog, together with a selection of images taken by Manfredo Pinzauti, photoreporter who lived the experience of the voyage sharing life on board throughout the cruise. (picture gallery complete on Flickr)

In order to share this very big and suggestive baggage of information and images of the Magellano Voyage with all the yachting, photography and sea enthusiasts, Azimut has gone as far as using the most up to date new media generation as with a dedicated channel on Youtube.

Blog: <http://magellanomyvoyage.azimutyachts.com>

Flickr: <http://www.flickr.com/photos/magellanomyvoyage>

Youtube: <http://www.youtube.com/user/azimutmagellano>

The partners of Magellano Voyage:

CAT Marine Power

CAT Marine Power projected the motors chosen by Azimut for the first model of the new line, the Magellano 74.

The two motors CAT C18 of 1015 mHP, are the untiring legs upon which the Magellano faced the first 2.000 nautical miles of cruising, a fascinating enterprise for the team aboard, a small routine test for engines which have been voted to guarantee in time an excellent efficiency and propulsion thrust.

A training course was organised by CAT Marine Power at the start in Varazze to explain to the crew of the Magellano all the mechanisms and plants of the motorisation and how to best carry out ordinary maintenance. A precautionary engine check was carried out in Palma de Mallorca where a team of CAT Marine Power engineers reached the vessel to verify plants and levels.

Gallinea – Innovation for Boat

The division Innovation for Boat of Gallinea was born to create technical applications with the aim of improving the experience aboard, engineering and domotics have been thought out to be completely user-friendly.

The productive philosophy of Gallinea is married successfully to the research of new ways of living the voyage aboard the Magellano 74. A voyage rich in emotion beginning with the involvement of all the senses: the iBoat ADHP, the dock-station "Made for iPod" for listening to music of great quality, and, passing to olfaction, parfum spreader Enjoy-Erato, to enter a dimension of through aroma-therapy in the spaces reserved for absolute relaxation. Unique experiences which granted further comfort to the protagonists of the Magellano Voyage.

Williams

The Williams Turbojet 385, personalised ad hoc in the colours of the new Azimut Magellano, is today the best yacht tender present on the market. The strong-point is undoubtedly its versatility: it may be used indifferently for water skiing and at the same time offers four comfortable places for whoever would like to appreciate coastal navigation. Sharing the same spirit of the Magellano, the tender is mounted with a four cylinder jet engine of high efficiency to offer many hours of autonomy.

Magellano My Voyage – Interior decorated with Missoni Home textiles and accessories

Missoni Home decided to participate in "My Voyage", an extraordinary event of inaugurating a new way of living yachting which feels close to one's own way of appreciating excellence. Values which Azimut has impressed in the Magellano and in line with those of the fashion house and its creations, luxury, uncompromised quality and comfort, the joy of sharing, originality and innovation. Missoni thought of being present on board of the Magellano with its own textiles and furnishing elements. Objects thought out bearing in mind the splendid elegance of anticonformism, conceived of to give the comfort of extraordinary luxury to the participants of an one-time voyage.

What was said of Magellano:

Rosita Missoni:

"Magellano is elegance that will stand the test of time"

"Magellano is as timeless as elegance itself"

Magellano. Discreet luxury with optimised living spaces. A yacht ideal to truly appreciate life at sea whilst enjoying the comforts of a real home"

Ottavio Missoni:

"Magellano is a yacht for all seas, the Queen of the seas"

" I would very much like to see her sail the Dalmatian Coast, a 600 kilometre stretch from Quarnaro Right up to Kotor in Montenegro. A stretch of land filled with thousands of islands, archipelagos and reefs that create an infinite horizon. This vibrant and luminous land transports one to re-discover ancient land "I was born within this area in Ragusa (Dubrovnik) and can guarantee that the Dalmatian seas are worthy of the presence of Magellano"