



Superyacht

international

PREVIEW ON BOARD 55 M MY
"GALILEO G" PICCHIOTTI

TECHNICAL:
ECO-SAILING-MEGAYACHT
PROJECT: SHAPE,
FUNCTIONS
AND TECHNOLOGY

ART: VIBRATIONS
OF WATER

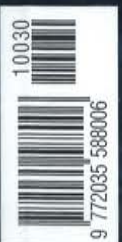
CUSTOM LINE
NAVETTA 33 CRESCENDO
ROYAL HUISMAN – TWIZZLE

VITTEERS – MARIE

TECNOMAR
VELVET 36

CODECASA
FRAMURA 2

HEESEN YACHTS
SKY



1120-3363

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PICCHIOTTI - PER

by Fabio Petrone

55m MY "GALILEO G"

"The North West Passage" once an enterprise in the literal sense of the word for explorers or brave captains, due to the continuous climatic changes, has today become a route which is still not everyone's cup of tea, but certainly doable when planned carefully. The owner of this second Vitruvius model – a motor yacht line built by Gruppo Perini, sold under the famous, historical Picchiotti brand name must have really wanted to undertake this route since he requested the yacht be built to ABS Ice Class IB – certification which is equivalent to the Finnish-Swedish Ice Class IB and to Type C of the Canadian norms. In addition to the above, the yacht falls in line with IMO (International Maritime Organization) standards as well as AWPPA requisites (Arctic Waters Pollution Prevention Act). These standards are necessary to undergo the voyage in safety since at the



given latitudes even during the summer months temperatures have been known to be extremely low and therefore dangerous for the presence of drifting pack. For the sake of clarity, Galileo G is not an ice breaker but can cruise in the presence of drifting ice pack. The technical

PERINI NAVI GROUP



TECHNICAL DATA

LOA: 55.70 m – LWL: 54.33 m – Beam: 10.39 m – draught: 3.20 m – construction material for hull: steel – construction material for superstructures: aluminium - ABS Classified; Malta Cross A1 Commercial Yachting Service – AMS + MCA LY2, ICE Class 1B – displacement: 753 t - Gross Tonnage: 725 gt. – engines: CAT 3512C 2x1174 KW @1800 rpm – Top speed forecasted: 16 knots – fuel tank capacity: 152,000 litres – water tank capacity: 20,000 litres – range at 11 knots: 9,000 nm. – number of cabins: 4 + 1 owner suite – crew : 6 cabins + captain's quarters – Design: Vitruvius Ltd. – naval architects: Philippe Briand – interior designer: Perini Navi



PICCHIOTTI - PERI

55m MY
"GALEO G"

A BOS® HULL TO GO TO THE NORTH POLE WITH

A sound hull is another requisite when cruising arctic waters in addition to a list of required installations that must be carried out. A hull that allows for low consumption, pollutes less, but is also safe and comfortable in difficult met/ marine conditions.

The shapes of Philippe Briand's hulls specially drawn for the whole Vitruvius® range are called BOS® Hull (Briand Optimised Stretched Hull), that attain a high level of global efficiency thanks to a series of specific choices taken at the beginning of the project phase in the likes of streamlined taught lines, with an almost vertical stem head, sporting narrow bow sections, with a maximum beam set further aft, and middle to low displacement, for such are the ingredients: de facto the hull is more in line with a racer sailing boat of the latest generation than to a classic motor yacht.

But what do these features really mean? Let's take a detailed look.

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the structural re-enforcements, to do just this were detailed in a preceding issue of Superyacht – namely in issue number 28, Spring 2011 edn. – we'll be describing the great efficiency of the hull herein but to have an idea of what it looks like inside, its layout and interior décor you'll have to wait a little. Galileo G was launched very close to Superyacht's closing date for publishing and we lacked the necessary time to take telling pictures of the interiors, but we'll come back to show them to you. For the moment we'll tell you about what we saw on July 29th last during the first official outing at sea to which we'd been invited. The layout chosen by the owner below deck is similar to the hull which shows several features imported from sailing

yachts, starting with the cockpit – which is well protected by the superstructure overhead and can be completely closed off - which aside from the technical equipment installed could belong to that of a maxi Perini. The interiors sport a classic and uniform style throughout, like a ship with few frills and much substance which exudes high level quality, wrapped in sober elegance above all due to



A vertical bow, maximizes or stretches waterline length to become virtually equal to the length overall which translates into a faster more performing hull in a displacing vessel. While pushing maximum beam further aft ensures a more uniform distribution of the longitudinal volumes situated below the waterline which allow for a better forward motion over the water thus reducing the forming of waves and their relative friction and stopping capacity (in a head sea edn.).

Another interesting aspect which has been built into the Vitruvius® range is the relatively lighter displacement in relationship to other yachts of equal dimension. The saving is between 20 to 40% less displacement thanks to the low profiles or limited height and length of the superstructure which offers less resistance to winds, and a lower barycentre which enhances better performing more efficient yachts.

All these choices were optimized extensively and fine tuned in testing tanks thanks to which it was possible to produce a better performing and less fuel consuming and comfortable yacht (vis à vis of those of the same dimension) with accrued sea keeping qualities.

Andrea Mancini

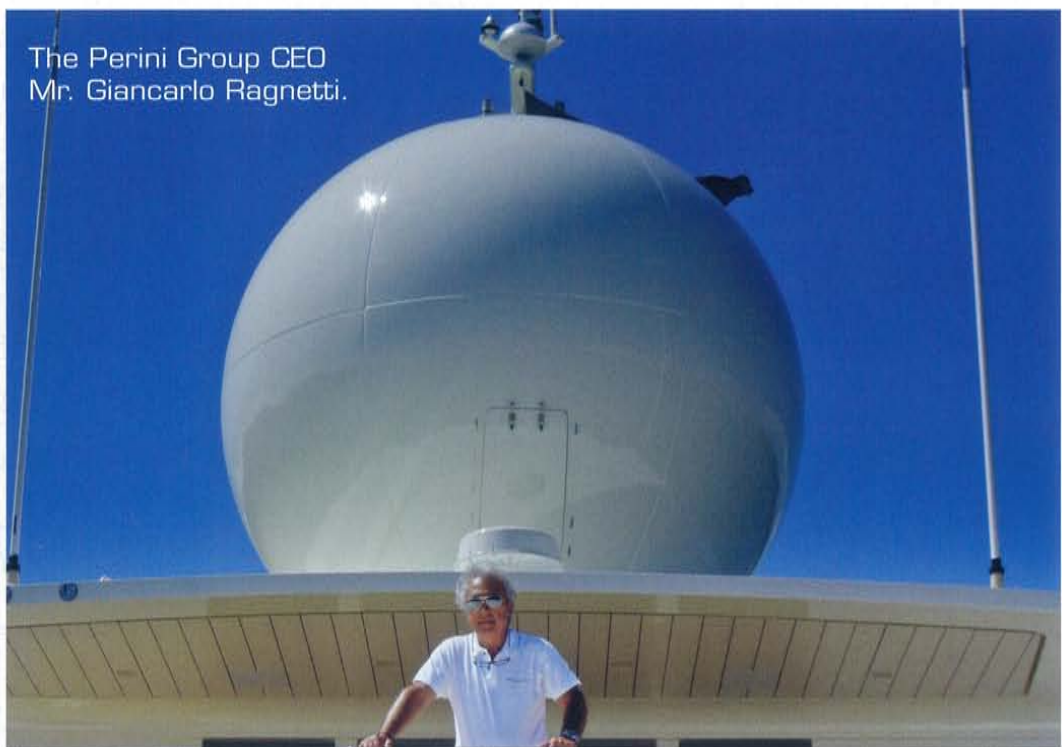
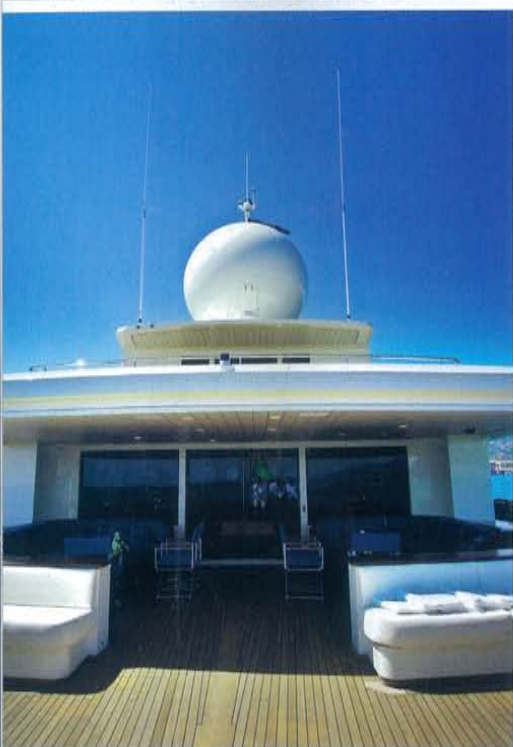




the large glazed areas that are ever present in each zone to offer constant contact with the surrounding elements.

Large striking pictures situated in every area are proof of the owner's and his family's vocation to travel and explore. Perini management on board gave us a detailed run down of the pictures that had been mostly taken by the owner and his family. Giancarlo Ragnetti MD of the Viareggio based Group detailed all the ship's interesting technical features beginning with an impressive radom to enhance communication- not exactly aesthetical but nevertheless very useful to enjoy the best possible satellite coverage even when cruising in high latitudes where the signal is weaker and barely perceptible on the horizon. Galileo's main feature lies on the bridge – where state of the art equipment in terms of technology is deployed to control and monitor the ship's progress and on board systems, (there's a sonar too which measures the real dimension of ice pack and 'bergs below the waterline).

The bridge sports lateral wings on either side to enhance visibility in restricted waters while overlooking a Portuguese type deck furnished with forward facing divans, which are followed by a streamline bow area which ends in a close to vertical bow. Finally the thrills experienced on board this second Picchiotti model have to do more with navigation than much else. Every area we visited was virtually noise free and silence reigned while movement became



The Perini Group CEO
Mr. Giancarlo Ragnetti.

perceptible only by looking out of the portholes. Acceleration was proof enough of the performing capacity of the hull when it moved from just 8 knots to 16 in "a flash" in relationship to the ship's dimension, but again surprising as she went about rather like a speed boat can do. Galileo G's response to the helm was again striking.

For further information please contact: Perini Navi Group – e mail: info@perininavi.it – web site: www.perininavi.it



55m MY
"GALILEO G"
PICCHIOTTI - PERINI NAVI GROUP