

VIVACE 125'
Beretti
ITALIAN EXCELLENCE SINCE 1873



CLASS FAST DISPLACEMENT
D2P_DISPLACEMENT
TO PLANING® HULL.



ITALIAN
EXCELLENCE
RACES AHEAD.



MAKING YOUR
HEART BEAT

FASTER
THAN EVER.





BENETTI CLASS FAST DISPLACEMENT

IS THE PERFECT UNION BETWEEN
A DYNAMIC NEW SPIRIT AND A
MORE THAN 140-YEAR-OLD QUEST
FOR EXCELLENCE AND COMFORT.

VIVACE 125' IS A NEW CLASS FAST
DISPLACEMENT YACHT AND IT'S
THE WINNER OF THE SHOWBOATS
DESIGN AWARD 2016.



Ψ
The
SHOWBOATS
DESIGN
AWARDS
2016
WINNER

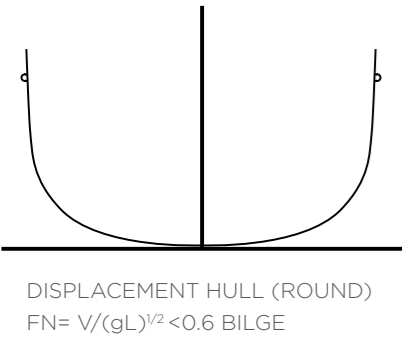


A SPORTY,
STREAMLINED
STYLE, EFFICIENT
PERFORMANCE AT
HIGHER SPEEDS
AND UNRIVALLED
ENJOYMENT IN
DISPLACEMENT
MODE ARE THE
OUTSTANDING
FEATURES OF THIS
EXTRAORDINARY
BENETTI RANGE.

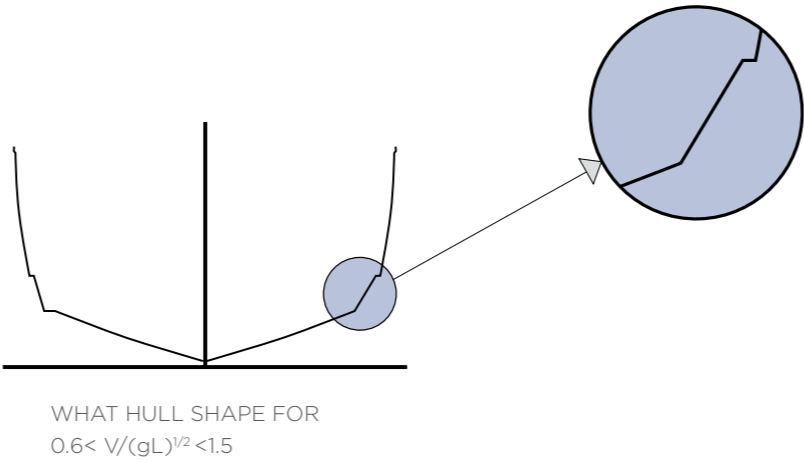
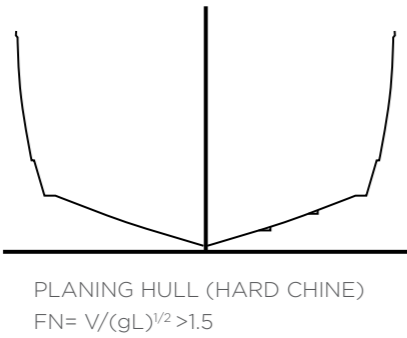
THE EXCELLENCE OF A
REVOLUTIONARY
NEW HULL.



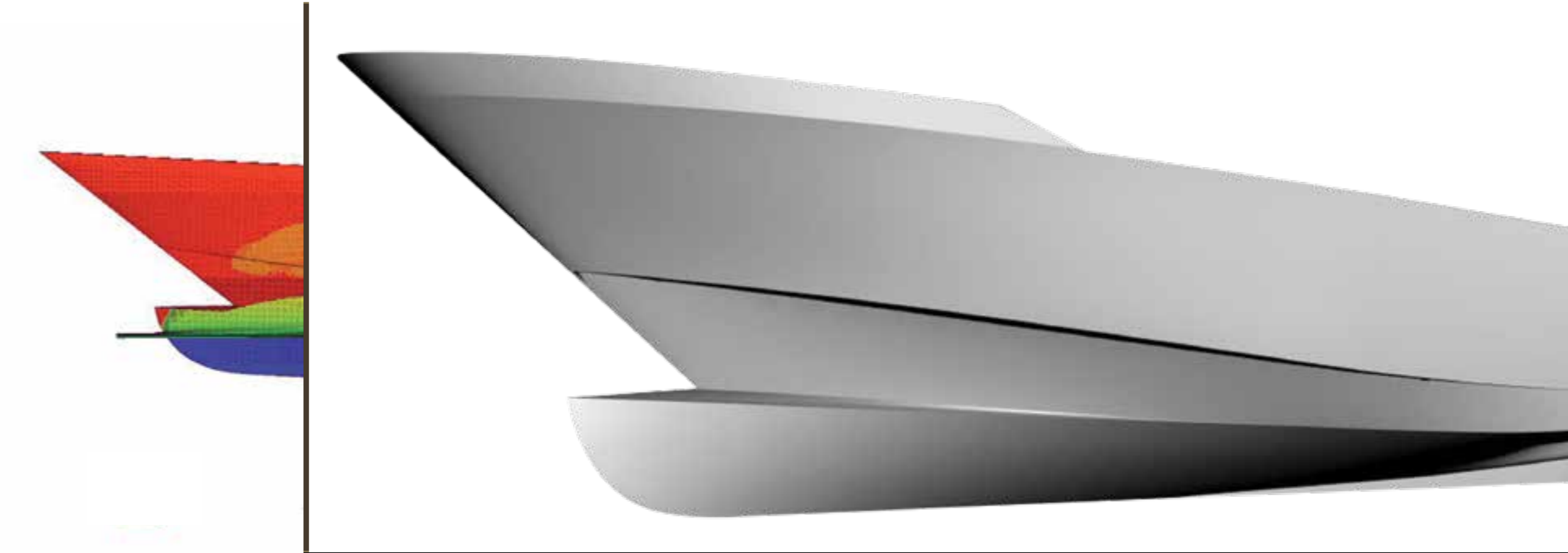
VIVACE 125' IS EQUIPPED WITH A D2P_DISPLACEMENT TO PLANING® HULL WHICH COMBINES THE SPORTINESS AND PERFORMANCE OF A PLANING HULL WITH THE QUIET OF A DISPLACEMENT HULL. THANKS TO ITS BULBOUS WAVE PIERCER IN THE BOW, THE D2P® HULL INCREASES CRUISING EFFICIENCY BY UP TO 30% AND MAXIMIZES ONBOARD COMFORT, REDUCING PITCHING AND SLAMMING.

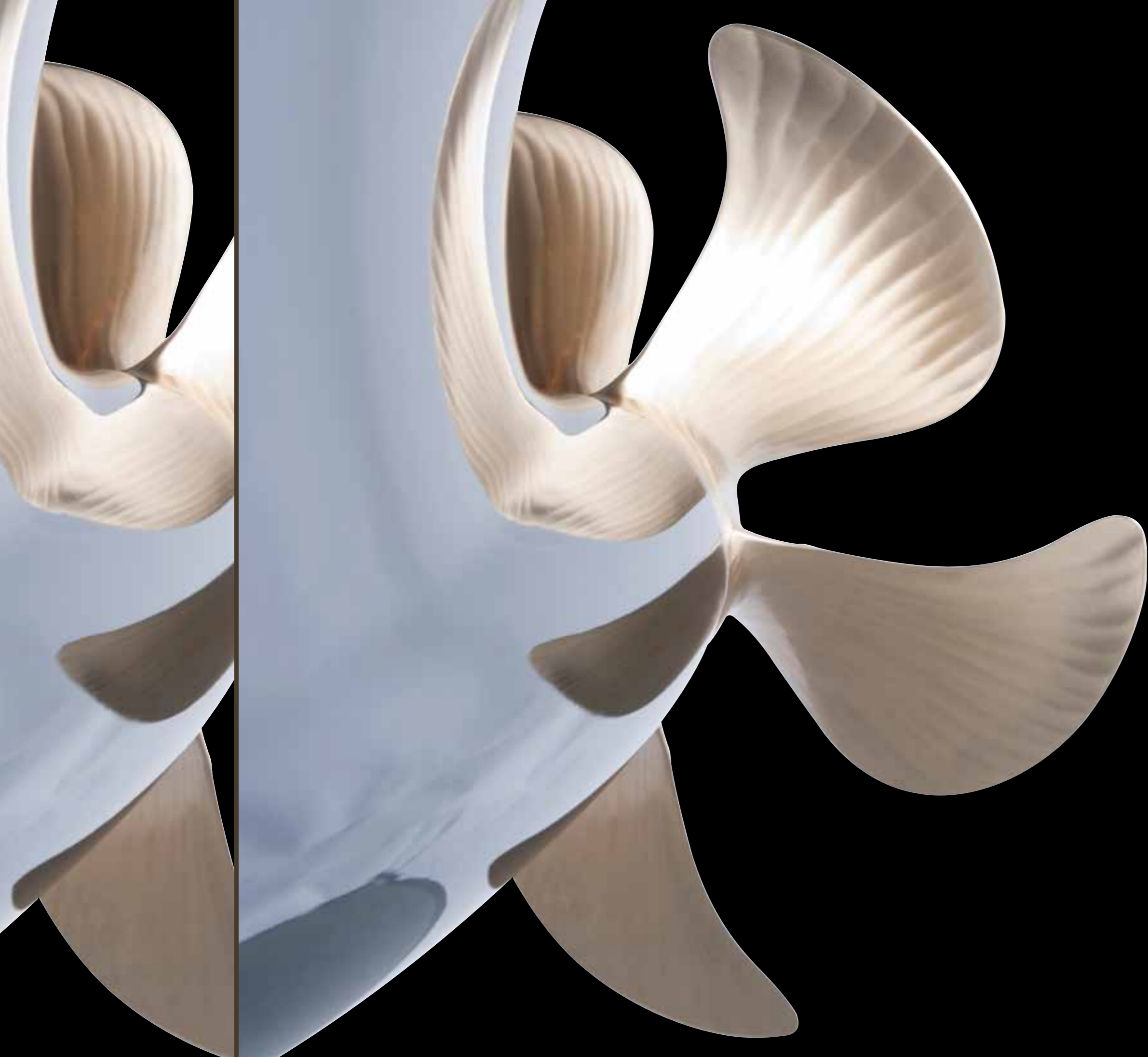


TRADITIONAL HULLS



DUBLE CHINE WITH WAVE PIERCER (D2P)





THE EXCELLENCE OF A POWERFUL NEW PROPULSION SYSTEM BY ROLLS-ROYCE.

THANKS TO AN AGREEMENT BETWEEN BENETTI AND ROLLS-ROYCE, THE VIVACE 125'S D2P_DISPLACEMENT TO PLANING® HULL FORM WITH WAVE PIERCER IS ALSO EQUIPPED WITH AN INNOVATIVE SERIES OF AZIPULL CARBON 65 PODS, WITH STEERING ABILITY AND INTEGRATED UNDERWATER EXHAUST. PERFORMANCE DURING SEA TRIALS WAS BETTER THAN EXPECTED, WITH A TOP SPEED UP TO 30 KNOTS, TWO KNOTS MORE THAN THEORISED IN DESIGN.

THE AZIPULL CARBON 65 STEERABLE THRUSTER IS A LOW DRAG, HIGH EFFICIENCY PROPULSION SYSTEM DESIGNED TO THE REQUIREMENTS OF THE YACHT INDUSTRY. COURSE STABILITY, LOW NOISE AND VIBRATION LEVELS ARE OTHER KEY CHARACTERISTICS.

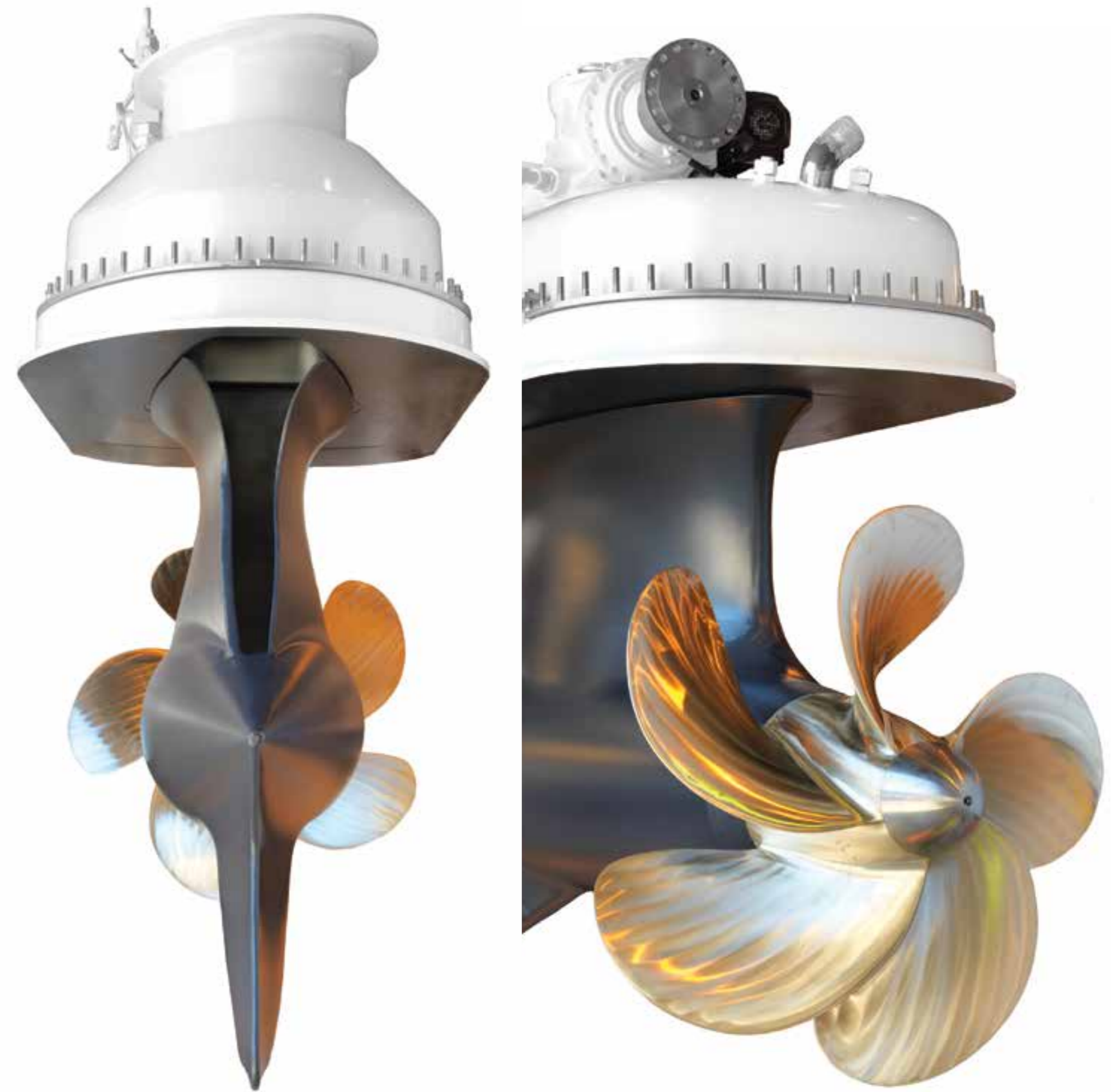
THIS STEERABLE THRUSTER IS BASED ON MECHANICAL POWER TRANSMISSION WITH UPPER AND LOWER BEVEL GEARS TO TRANSFER POWER FROM THE HORIZONTAL INPUT SHAFT IN THE UPPER UNIT DOWN THE STEERABLE UNDERWATER PARTS TO THE HORIZONTAL PROPELLER SHAFT AND PULLING PROPELLER.

THE FLOW OF WATER TO A PULLING PROPELLER IS ONLY DETERMINED BY THE HULL AND IT IS POSSIBLE TO OBTAIN A MORE HOMOGENEOUS INFLOW TO THE PROPELLER, MINIMIZING PROPELLER NOISE AND VIBRATION, AND REDUCING OSCILLATIONS IN SHAFT TORQUE.

ITALIAN EXCELLENCE IT'S READY TO REVEAL ITS ROLLS-ROYCE HEART.

A HYDRODYNAMICALLY OPTIMISED UNDERWATER UNIT WITH A WIDE CHORD PROVIDES RUDDER EFFECT AND IMPROVES THE VESSEL'S COURSE STABILITY, AIDED BY A SKEG EXTENDING BELOW THE GEAR HOUSING. IT ALSO RECOVERS SWIRL ENERGY FROM THE PROPELLER AS INCREASED USEFUL THRUST.

TO ACHIEVE THE WEIGHT TARGETS FOR VESSELS WHERE WEIGHT DISTRIBUTION AND DISPLACEMENT ARE CRITICAL, EXTENSIVE USE IS MADE OF ADVANCED CARBON FIBRE EPOXY COMPOSITES IN BOTH THE STEERABLE LEG AND FIXED INBOARD COMPONENTS.





FROM RENOWNED BRITISH DESIGN
STUDIO RWD.

CHOOSE YOUR PERSONAL STYLE
FROM THREE DIFFERENT WORLDS:



AIR, THE MOST
MODERN AND
MINIMAL,
SEA,
FEATURING
MARINE TONES,
OR LAND, FOR
A WARMER
ATMOSPHERE.

AIR IS A CONTEMPORARY SPACE THAT USES ELEVATED SURFACES AND CLEAN DEFINED LINES TO CREATE A SPACIOUS, OPEN INTERIOR. VERTICAL METAL ACCENTS WRAP OVERHEAD DIVIDING FABRIC PANELS AND APPEAR TO SUPPORT HIGHLY POLISHED SURFACES. MIRRORED KICK RECESSES AND LACQUERED SURFACES ARE A STRIKING CONTRAST TO THE LUXURIOUS GLOSS TIMBER DOORS AND FEATURE WALLS. CRISP, DRAMATICALLY LIT GESSO PANELS PROVIDE INTERESTING FOCAL POINTS IN THE SALOONS AND DINING SPACES.





SEA PROVIDES A DRAMATIC YET CASUAL SPACE
WITH A DISTINCTIVE AIR OF THE COAST. SUN
BLEACHED TIMBERS AND NATURAL FABRICS CREATE
A MODERN, LIGHT SPACE WITH DELICATE COLOUR
ACCENTS DISTINGUISHING EACH LIVING AREA.



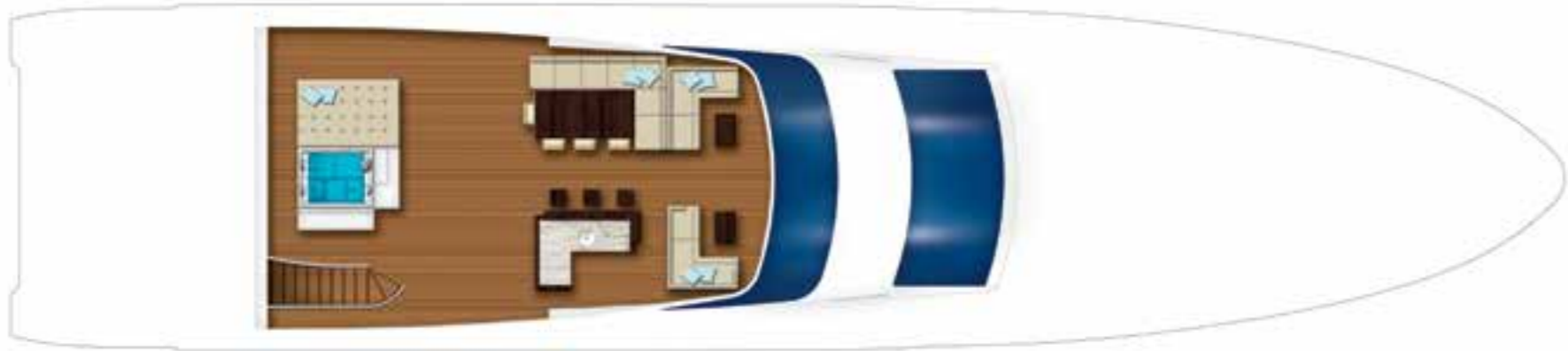


LAND PROVIDES A FEELING OF TAILORED ENGLISH LUXURY, A SOFTER, CONTEMPORARY TAKE ON THE CLASSIC PANELLED INTERIOR. A LAYERING OF TIMBER SURFACES AND FINE DETAILING EXUDE STYLE AND A DISTINCT ATTENTION TO DETAIL. RICH, FINELY PATTERNED FABRICS AND BRONZE ACCENT FEATURES ARE ACCOMPANIED BY DEEP FABRIC COLOURS THAT CONTRAST THE LIGHT, HERRINGBONE FABRIC WRAPPED PANELS.





VIVACE 125' GENERAL ARRANGEMENT



SUN DECK



MAIN DECK



UPPER DECK



LOWER DECK

VIVACE 125’
MAIN TECHNICAL DATA



BUILDER

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Azimut-Benetti Shipyard is pleased to present the general specifications for a 125' length semi planing Motoryacht, twin mechanical Azipulls as propulsion system and twin diesel engines.

EXTERIOR STYLING & CONCEPT
INTERIOR DESIGN

Stefano Righini
Redman Whiteley Dixon

- CONSTRUCTION MATERIAL
- LENGTH OVERALL (LOA)
- MAXIMUM BEAM
- MAXIMUM DRAFT
- FULL LOAD DISPLACEMENT
- FUEL CAPACITY
- FRESH WATER CAPACITY
- MAIN ENGINES
- MAX SPEED AT 1/3 LOAD
- SPEED AT 1/3 LOAD FUEL STOP POWER 70%
- RANGE AT 18.5 KNOTS
- RANGE AT 12 KNOTS
- GENERATORS
- PROPULSION SYSTEM
- BOW THRUSTER
- STABILIZERS AT ANCHOR
- PROPELLERS
- ACCOMMODATION FOR GUESTS
- ACCOMMODATION FOR CREW
- CLASSIFICATION

GRP and CFRP
38.1 mt - 125'
8.45 mt - 27' 9"
2.08 mt - 6' 9"
197 tons
25,000 l - 6,600 US gals
4,000 l - 1,055 US gals
2 x MTU 16V 2000M94 1,939 kW @ 2,450 rpm
24 Knots
18.5 Knots
700 Nautical Miles
1,750 Nautical Miles
2 x Kohler® EFOZDJ 400 V AC / 3 ph / 50 Hz, with 80 kW
2 x Rolls-Royce Carbon Azipull AZP C65
Electrical system
Electrical system
5 blades, diameter 1,300 mm, material: G-CuAl10Ni
10 Persons 5 Cabins
7 Persons 4 Cabins
RINA rules for classification of pleasure yachts C • HULL • MACH Y



THE HULL NUMBER 1:
M/Y IRONMAN,
WITH THE INTERIOR DESIGN
BY ALFRED KARRAM JR.

EXCELLENCE
GOES BY THE
NAME OF
IRONMAN.



A large white yacht, the Vivace 125' Ironman, is shown from a side-on perspective, moving across the ocean. The yacht has a modern design with multiple decks, large windows, and two prominent radar domes on the uppermost level. It is leaving a white wake behind it. The sky is filled with soft, white clouds, and a faint rainbow is visible in the upper left corner. The water is a deep blue with small waves.

VIVACE 125' IRONMAN





UPPER DECK





UPPER DECK



UPPER DECK





SUN DECK



SUN DECK









MAIN DECK SALOON



MAIN DECK DINING AREA





MAIN DECK DINING AREA



MAIN DECK BATHROOM



MAIN DECK GALLEY



MAIN DECK LOBBY



MAIN DECK OWNER'S CABIN



MAIN DECK OWNER'S CABIN



MAIN DECK OWNER'S CABIN



MAIN DECK OWNER'S BATHROOM



UPPER DECK GYM AREA





UPPER DECK WHEELHOUSE





LOWER DECK GUESTS CABIN



LOWER DECK LOBBY



LOWER DECK GUESTS BATHROOM



LOWER DECK TWIN CABIN





SIDE GARAGE



BEACH AREA



HISTORY

BENETTI IS ONE OF THE OLDEST BUILDERS OF LUXURY MOTOR YACHTS IN THE WORLD. ESTABLISHED BY LORENZO BENETTI IN 1873, THE COMPANY BEGAN LIFE BUILDING WOODEN BOATS USED FOR LOCAL AND INTERNATIONAL TRADE. AFTER THE DEATH OF LORENZO, HIS TWO SONS GINO AND EMILIO TOOK OVER THE MANAGEMENT OF THE SHIPYARD. THEY CHANGED ITS NAME TO FRATELLI BENETTI AND QUICKLY BUILT UP A REPUTATION THAT EXTENDED BEYOND THE MEDITERRANEAN.

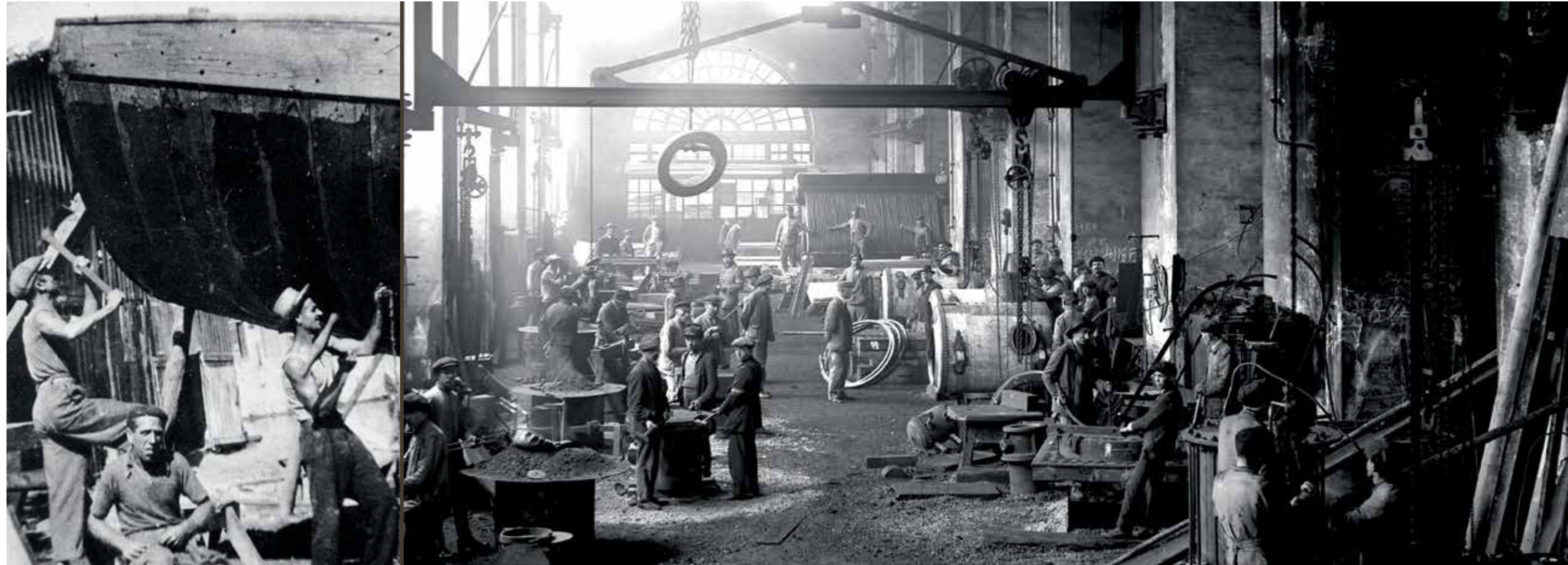
AFTER THE SECOND WORLD WAR, WITH THE DISAPPEARANCE OF COMMERCIAL SAILING VESSELS BUILT FROM WOOD, BENETTI CHANGED DIRECTION AND BEGAN PRODUCING PLEASURE CRAFT MADE FROM STEEL. THEN IN THE EARLY 1960S THE SHIPYARD PRODUCED ITS FIRST LUXURY MEGA YACHTS. SINCE 1980 THE FLEET HAS INCLUDED BIG MOTOR YACHTS IN THE 30 TO 60 METER RANGE AND BEYOND, NOT LEAST THE FAMOUS 86-METER 'NABILA'.

IN 1985 THE SHIPYARD WAS ACQUIRED BY THE CELEBRATED TURIN-BASED BOAT BUILDER AZIMUT SPA, WHICH BROUGHT IN NEW MANAGEMENT AND TRANSFORMED BENETTI INTO THE MODERN, TECHNOLOGICALLY ADVANCED REALITY WE KNOW TODAY: A FORWARD-LOOKING AND INNOVATIVE SHIPYARD, BUT ALSO ONE THAT PROUDLY RETAINS ITS TRADITIONAL VALUES OF EXPERIENCE, SKILL AND A PASSION FOR FINE CRAFTSMANSHIP.

AZIMUT BENETTI GROUP IS WHOLLY PRIVATELY OWNED, AS IT HAS BEEN FROM THE OUTSET.

THE GROUP'S FINANCIAL SOLIDITY AND INDEPENDENCE, BUILT OVER MORE THAN 40 YEARS IN BUSINESS, ARE KEY FACTORS IN ESTABLISHING CLOSE RELATIONSHIPS OF TRUST WITH CLIENTS.

TODAY AZIMUT BENETTI GROUP PROVIDES GUARANTEES OF STRENGTH AND STABILITY, BOTH PARTICULARLY IMPORTANT FACTORS FOR MEGA YACHT CLIENTS INVOLVED IN LONG TERM CONSTRUCTION PROJECTS.



SHIPYARDS

VIAREGGIO

BENETTI HAS HAD ITS HEADQUARTERS IN VIAREGGIO, IN VIA COPPINO, SINCE 1873. THE TWO PRODUCTION FACILITIES HERE, DARSENA LUCCA AND DARSENA ITALIA, ARE EQUIPPED TODAY WITH THE LATEST TECHNOLOGY FOR BUILDING CLASS RANGE YACHTS FROM 93 UP TO 145 FOOT. DARSENA ITALIA CAN PRODUCE FOUR 35-70 METER YACHTS CONCURRENTLY AND CAN ALSO BOAST A DRY DOCK AND A HELIPAD. DARSENA LUCCA CAN BUILD THREE YACHTS AT THE SAME TIME UP TO 42 METERS IN LENGTH. A THIRD, MORE RECENT, FACILITY INCREASES PRODUCTION CAPACITY BY SIX MORE YACHTS.

LIVORNO

PURCHASED IN 2004, THE LIVORNO SHIPYARD COVERS A SURFACE AREA OF ABOUT 200,000 SQM. INHERITED FROM THE ILLUSTRIOUS CANTIERE ORLANDO, IT HAS BEEN CONVERTED BY BENETTI INTO A MODERN PRODUCTION FACILITY WHERE 12 CUSTOM STEEL AND ALUMINIUM MEGA YACHTS CAN BE BUILT AT THE SAME TIME. THE LIVORNO SHIPYARD ALSO OFFERS SUPER-YACHT REPAIR SERVICES, WITH A PRIVATE DOCK WHERE BOATS UP TO 80 METERS IN LENGTH CAN MOOR. AS THE MEDITERRANEAN'S LARGEST AND MOST UP-TO-DATE REFIT CENTRE, IT IS SET TO PLAY A KEY ROLE IN PLEASURE CRAFT DEVELOPMENT IN ITALY AND EUROPE AS A WHOLE.

FANO

THE FANO SHIPYARD JOINED AZIMUT BENETTI GROUP IN JULY 2002 FOLLOWING THE MERGER WITH CANTIERI MOSCHINI, OF WHICH IT HAD BEEN THE MAJORITY SHAREHOLDER SINCE 1998. THE SITE IN ITALY'S LE MARCHE REGION IS TODAY REGARDED AS AN INTERNATIONAL CENTRE OF EXCELLENCE IN THE MOULDING AND LAMINATION OF YACHTS BUILT FROM COMPOSITE MATERIALS. THE 34,000 SQM PRODUCTION FACILITY, OF WHICH 12,000 SQM UNDER COVER, EMPLOYS A HIGHLY QUALIFIED WORKFORCE OF SPECIALISTS.





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THIS BROCHURE SHALL NOT CONSTITUTE IN ANY CIRCUMSTANCE WHATSOEVER ANY OFFER BY THE SHIPYARD TO ANY PERSON OR BE INCORPORATED INTO ANY CONTRACT. ANY AND ALL INFORMATION CONTAINED IN THIS BROCHURE, INCLUDING WITHOUT LIMITATION ALL TECHNICAL DATA, PERFORMANCE, ILLUSTRATIONS AND DRAWINGS, ARE JUST A ROUGH GUIDE AND THEY ARE NOT CONTRACTUAL AND REFER TO STANDARD MODELS OF MOTOR YACHTS BUILT BY THE SHIPYARD AND HAVE BEEN UPDATED BY THE SHIPYARDS AS OF THE DATE OF ISSUE OF THE BROCHURE. THEREFORE THE ONLY INDICATIONS BINDING ON THE SELLER ARE CONTAINED SOLELY IN THE SALE AGREEMENT AND IN THE RELEVANT SPECIFIC MANUAL. THIS BROCHURE IS BASED ON INFORMATION AVAILABLE AT THE DATE OF ISSUE. NOTWITHSTANDING ALL EFFORTS TO ENSURE ACCURACY, THE INFORMATION CONTAINED IN THE BROCHURE MAY NOT COVER ALL DETAILS, TECHNICAL-COMMERCIAL CHANGES SUBSEQUENT TO THE DATE OF ISSUE, NOR ACCURATELY FORESEE OR REPORT ALL POSSIBLE SCENARIOS.

DISPLAYS, PHOTOS, SCHEMES, DESIGNS OR EXAMPLES CONTAINED IN THIS BROCHURE ARE SOLELY AND EXCLUSIVELY REPRODUCED TO HIGHLIGHT THE INFORMATION CONTAINED. DUE TO THE DIFFERENT CHARACTERISTICS OF EACH YACHT, THE SHIPYARD DECLINES ANY AND ALL LIABILITY FOR ANY USE THEREOF ON THE BASIS OF THE INFORMATION CONTAINED IN THIS BROCHURE.

M/Y IRONMAN INTERIOR DESIGN CONCEPT: ALFRED KARRAM JR. | www.akarramjr.com

CREDITS | PHOTOGRAPHY: BENETTI SHIPYARD ARCHIVE AND PHOTOGRAPHERS GIULIANO SARGENTINI / QUIN BISSET (Q&K)
CONCEPT & DESIGN: DOLCI ADVERTISING

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