BLUEGAME
A BRAND OF SANLORENZO

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Tax Code and VAT No. 02475190464

PLACE AND DATE	DESCRIPTION		CONSTRUCTION NO.
Ameglia, March 2024	**BLUEGAME BGF45**		**STD**
PAGES	Commercial Specification		**LINE**
26			BGF 45
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REVISIONS

Rev.	DATE	DESCRIPTION	DRAFTED	CHECKED	APPROVED
01					
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1 GENERAL DESCRIPTION

1.1 Dimensions and Technical Data

Overall Length	14,15 m (46 ft 5 in)
Hull length (Lh)	14,01 m (45 ft 12 in)
Width	5,12 m (16 ft 10 in)
Draft @ full load (under the propellers)	1,15 m (3 ft 9 in)
Displacement @ half load (+/- 5%) (*)	16 t
Displacement @ full load (+/- 5%) (*)	17t
No. guest berths	4 People
No. crew berths	2 People
Engines	2x IPS 600 Volvo Penta D6 (320 kW)
Consumption (**)	2 x 35 l/h @ 2500 rpm 2 x 85 l/h @ 3500 rpm
Transmission	2 x IPS10
Propellers	Volvo Penta
Maximum speed (**)	32 knots
Cruise speed (**)	29 knots
Generator	1 x 10.8 kW
Air Conditioning cooling capacity	20.000 Btu/h
Capacity of fuel tanks	2 x ~700 l = ~1400 l
Capacity of freshwater tanks	2x 200 l= 400 l
Capacity of black water tanks	1x125 l
Capacity of grey water tanks	1x125 l
Tender dimensions *(opt)*	Max 2.70 m inflatable
Tender weight *(opt)*	Max 50 kg

(*) The displacement data relate to equipment as described in this specification.

(**) The speed, fuel consumption and performance data, refer to the tables provided by the Engines manufacturer and the displacement described in this specification, considering one third of the liquid loads, one third of the total weight of luggage (25 kg of luggage per berth) and 3 crew members (80 kg per person) in conditions described in Paragraph 1.5). The declared data are intended with a tolerance of +/-5%

1.2 Short description

The BGF45 is built in compliance with the General Arrangements attached as a reference for drafting this document.

Type:	Multihull Motor yacht
Construction:	BLUEGAME Shipyard
Naval Architecture:	CAPONNETTO HUEBER
Engineering:	BLUEGAME
Exterior design:	LUCA SANTELLA, ZUCCON INTERNATIONAL PROJECT
Interior design:	ZUCCON INTERNATIONAL PROJECT

1.3 Construction

The BLUEGAME BGF45 is a pleasure multihull motor yacht certified in accordance with Directive 2013/53/UE with design category B, built in the latest generation composite materials composed as follows:

- HULL: glass fibers laminated with PVC sandwich panels using infusion technology; the structures of the hull have carbon reinforcements.
- BULKHEADS AND STRUCTURAL FLOORS: glass fibers laminated with PVC sandwich panels using infusion technology.
- MAIN DECK: carbon fiber laminated with PVC sandwich panels applying infusion technology.
- HARD TOP: carbon fiber laminated with PVC sandwich panels applying infusion technology.

1.4 Plans and Drawings

The drawings and construction details will be produced by the technical staff of BLUEGAME or by expert collaborators appointed by it. In any case, the design of the fittings, of the systems, of the furniture, together with the scantling calculations and mandatory drawings for the CE classification - B Category will be checked and validated by the shipyard.

At the end of vessel construction, the shipyard will provide the owner manual with the following drawings/documents attached:

- General arrangement;
- Navigation lights plan;
- Antennas plan;
- Capacity plan;
- Lifting and keel blocks plan;
- Safety plan;
- Engine Room arrangement;
- Bilge and fire protection system;
- Fuel system;

- Fresh water system;
- Grey and black water system;
- Electrical diagrams;

In addition, all the manuals relating to the equipment and machinery installed on board will be delivered as supplied by the manufacturers.

1.5 Sea trials and inspections

During the sea trials, carried out before the delivery of the vessel, the perfect operation of all on-board navigation equipment and systems will be checked. The achievement of the performance and speeds indicated in paragraph 1.1 of this Specification depends on the final displacement of the vessel, which may deviate from that indicated according to the client's specific requests in terms of layout, decor and extra equipment.

The sea trials will be carried out with the vessel at 1/3 of the load, that is considering:

- 1/3 of liquid loads;
- 1/3 of the total weight of luggage (25 Kg of luggage per berth);
- crew members (80 kg per person).

Sea trials must be carried out in the following conditions:

- Maximum significant wave height: < 0.25 m;
- Maximum wind speed: < 5 knots
- Clean hull.
- Absence of sea currents
- Deep waters (not less than 1.5 times the vessel's length at the waterline)

The tests performed by the Shipyard before delivery will be as follows:

- Preliminary testing to tune the propulsion equipment.
- Preliminary testing to tune the systems.
- Tests of forward, reverse and all manoeuvres.
- Speed detection tests at different speeds, depending on the type of engine (max 10).
- Tests of the maximum speed of the vessel at the maximum speed of the main engines performed 3 times (the value will be obtained as an average of 3).
- Calibration of on-board instrumentation.
- Control and general testing of the correct installation of the equipment components.

2 CLASSIFICATION BODY AND CERTIFICATES

The vessel, including machinery, systems and equipment on board will be constructed according to 2013/53/EU Directive, under the supervision of RINA, in accordance with the following standards:

ISO 10087	Craft identification
ISO 14945	Builder's plate
ISO 11192	Graphical symbols
ISO 15085	Man-overboard prevention and recovery
ISO 11591	Field of vision from the steering position
ISO 10240	Owner's Manual
ISO 12215-5/7	Scantlings and construction of the vessel
ISO 9093 – ISO 12216	Windows, portlights, hatches, deadlights and doors
ISO 11812	Watertight or quick-draining and cockpits
ISO 12217-1	Stability and buoyancy assessment and categorization
ISO 15083	Bilge-pumping systems
ISO 14946	Maximum load capacity
ISO 9094	Fire protection
ISO 15084	Anchoring, mooring and towing
ISO 7840	Fire-resistant fuel hoses
ISO 10088	Permanently installed fuel systems
ISO 10133	Electrical systems — Extra-low-voltage D.C. installations
ISO 13297	Electrical systems — Alternating and direct current installations
ISO 8099-1	Waste systems — Waste retention systems

Upon delivery of the vessel, the Shipyard must obtain and provide the following documentation:

- A copy of the CE type examination certificate (B Design Category) drawn up by RINA.
- Declaration of Conformity.

3 BUILDING MATERIALS AND DESIGN CRITERIA

3.1 General information

Composite materials (FRP) will be used for the construction of the hull, main deck and superstructure.

The vessel will be built using vinyl-ester resins or equivalent. The fibers used for construction of the base laminate and reinforcements will be fiberglass and carbon as per the lamination plans approved by the classification society. The gelcoat used will be neopentyl.

The PVC used for the sandwich core will be closed cell with density and thickness varying according to the lamination plan approved by the register. Shape and scantling of the structure will be carried out in accordance with the latest experience in design and building of this composite type of to ensure maximum structural continuity and the best efficiency for the reduction of vibrations and noise.

3.2 Hull

Hull shell (bottom and sides) will be composed by sandwich panels of variable thickness and monolithic areas depending on the lamination plan approved by the register. The structure will be a longitudinal type with keelsons and transverse bulkheads as the main load-bearing elements. Two watertight bulkheads will divide the vessel into three watertight compartments divided as follows:

- Engine room;
- Accommodation area;
- Chain locker.

All passages of pipes and electrical cables through such bulkheads must be watertight.

All bilges will be painted.

Particular reinforcements will be created, such as engine beds and bowthruster, basements for machineries and generators.

The hull will be treated with anti-fouling cycle of primary company.

3.3 Main Deck

The main deck shell will be made of PVC sandwich panels of variable thickness and density, with carbon fiber applying infusion technology. The lamination plans used for construction are approved by the classification society. Main deck shell will be supported by structures made of carbon fiber on the inner side of the deck.

Two watertight hatches will be provided on the engine room to allow the assembly and dismantling of the machineries.

Particular reinforcements will be made on the docking areas to support winches, capstans, tender launch platforms and other linkages.

All pipes and electrical cables through the deck will be sealed.

3.4 Hard Top

The laminate of the Hard Top will be made of PVC sandwich panels with adequate thickness as per regulations.

Special reinforcements will be created on the most stressed elements.

3.5 Structural bulkheads

The structural bulkheads will be in adequate number coherently with the general arrangements. Two of them, as previously described, will also be watertight bulkheads.

The secondary structural bulkheads will be in plywood sandwich panels and core in PVC, (“Isomar+Isophon light” or similar) of adequate thickness.

The escapes will be positioned in accordance with the requests of the classification society.

3.6 Colour palette

The vessel will be coloured according to the palette summarized in the following table:

Hull	GELCOAT WHITE POLYCOR HWR 9828
Hull - Decorative line	GLOSS BLACK
Main deck	GELCOAT WHITE POLYCOR HWR 9828
Hard Top	GLOSS BLACK

3.7 Tanks – Capacity plan

The fuel and freshwater tanks will be "structural", integrated with the structures of the hull in such a way to reduce the occupied space, in order to optimize the weights and the useful volume.

The tanks will be manufactured in monolithic composite material and sandwich panels based on the lamination plan approved by the certification society. Considering the construction technology, the capacity value may undergo a slight variation accordingly.

The grey and black water tanks will be made of reinforced plastic and installed in the bottom board bilge.

All tanks will be provided with the necessary vents and couplings.

All tanks installed will be subjected to a pressing test in accordance with the requirements of the classification society.

3.8 Insulation

The insulation is designed to ensure maximum comfort and safety on board in all operating conditions of the vessel.

The thermal/acoustic insulation of the engine room compared to the rest of the vessel will include:

- Ceiling and bulkhead ER insulation made with a package of insulating materials fixed with hooks.

The thermal/acoustic insulation of the accommodation area will include:

- Sound insulation of individual cabins made of insulating materials enclosed in the bulkheads.
- Thermal/acoustic insulation of walls and exposed surfaces made with a package of insulating materials fixed by hooks or equivalent.

3.9 Decks covering

The main deck and beach area will be covered with high quality teak, with slats 8 mm thick, glued directly on the deck. The steps down from the cockpit to the beach area, access to the bow zone along the walkways and up to the cockpit will also be covered in teak.

There will be areas with teak and non-slip surfaces where necessary.

3.10 Exterior doors, skylights and portholes

The sliding doors will be constructed with a weather tight closure system.

The skylights of the main deck will be made of fiberglass, covered in teak with a manual closing system and drainage system.

The hull portholes will be made of AISI 316 stainless steel and tempered glass.

4 PROPULSION, STEERING AND MANOEUVRING UNITS

4.1 Main Engines

2 x Volvo Penta D6 Diesel engines having 6 cylinders in line

4.2 Inverter-reduction gears

Volvo Penta IPS.

4.3 Propellers

Volvo Penta IPS Propellers, dual counter-rotating to optimise comfort and performance.

4.4 Wheelhouse

Volvo Penta IPS Wheelhouse

4.5 Intruders

An electronically adjustable system of intruders by Humphree – Volvo Penta, interfaced with a dynamic control unit will be positioned on the two transoms.

4.6 Winch

An electric anchor windlass with 1200 W, 24V, reversible will be installed at bow for anchor chain use.

Local and remote controls of the windlass.

5 HYDRAULIC SYSTEMS

5.1 General information

All main valves and pumps will be marked with an identification label.

5.2 Bilge System

N°. 8 automatic e/pumps on bilge, 24V, maximum capacity 135 l/min four per hull.

High-water level detectors will be provided in the bilge in each compartment with an alarm in the wheelhouse.

The pipes will be PVC/Hosing + rigid PVC.

5.3 Fire protection system

The vessel fire protection system will include a NOVEC fixed fire extinguishing system for engine rooms. Activation of this system will be automatic and manual using the activation lever placed in the cockpit

Additionally, a fire detection system with smoke sensors equipped with acoustic alarm will be installed in the vip/owner cabins. High temperature sensors will be installed in the engine rooms.

Portable powder extinguishers in number and position as per CE requirements.

5.4 Fuel system

The two tanks will be equipped with vent pipes and will also have an electric probe installed for level detection.

The level alarm will be displayed on the touch screen monitor in the wheelhouse.

Fuel will be filled using special boarding located in the gunwale, one on each side.

The supply of the delivery pipes to the main engines and to the generator will be intercepted via solenoid valves directly connected to the bulkhead pass-through, avoiding flexible sections in the engine room that cannot be isolated. The diesel supply for the engines and the generator will be appropriately pre-filtered using suitable separator filters.

The pipes will be hoses, with CE certified type material.

5.5 Freshwater system

The freshwater system can be supplied from the tanks in the bilge, or by directly connecting the system to the dock network through a coupling located inside a compartment in the beach area.

The shore supply system is equipped with a pressure reducer valve.

The tank can be filled by gravity with water inlets located on the deck or by the pressure connection on the stern. The level of the tanks will be indicated on the touchscreen monitor in the wheelhouse.

The main components of the system are:

- an E/pump, 24V, with a maximum flow rate 50 l/min, placed in the engine room for the distribution of water to all washbasins, showers, toilets, bidets, appliances.
- N°1 stainless steel boilers 60 l.

All the pipes will be made of multilayer material/rigid PVC and suitably insulated.

5.6 Grey and black water system

The grey water system includes installation of one tank positioned in the bilge, with a capacity of approximately 125 l. Drains will be sent to the grey water tanks from the showers and washbasins.

Tank levels will be displayed on the touchscreen monitors in wheelhouse.

The system will include installation of an E/pump 24 V for each hull, outside the engine room, with maximum flow rate up to 14 l/min, dedicated to the grey water system. Operation of this pump can be manually controlled and will be subject to compliance with current regulations in the waters of transit and mooring by the captain. For manual operation, it will be possible to use the control on the touchscreen monitor in the wheelhouse.

The black water system includes installation of a tank positioned in the bilge, with a capacity of approximately 125 l. Drains will be sent to the black water tanks from the WC.

Tank levels will be displayed on the touchscreen monitors positioned in the wheelhouse.

The system will include installation of an E/pump 24 V for each hull, outside the engine room, with maximum flow rate up to 18 l/min, dedicated to the black water system. The pumps will be manually operated using the control on the touchscreen monitor in the wheelhouse.

The bow area will have two connections for emptying the black and grey water tanks to the dock systems.

The pipes will be PVC/Hosing/Rigid.

5.7 Sea water system

The sea water system will be composed of:

- 2 seacocks for main engine cooling
- 1 seacock for generator cooling
- 1 seacock connected to an e/pump for air conditioning

All seacocks will be supplied with a strainer filter and valves.

The piping will be in CE certified hoses.

5.8 Exhaust piping on main engines and E.G

Engine exhaust piping will be an integral part of the Volvo Penta IPS system.

The exhaust gas of the G.E will be made with approved rubber piping, a muffler and separator for noise reduction. Gas will be discharged outside the hull above the waterline equipped with a non-return membrane, while the cooling water drainage will be discharged outside the hull below the waterline.

5.9 Scuppers

The vessel will be equipped with a scupper system to eliminate rainwater and washing water, distributed on the main deck. The pipes will be in PVC/rubber.

6 VENTILATION

6.1 Engine Room Ventilation

The ventilation system will consist of forced ventilation ducts connected to fixed 24 V axial fans. Extraction will be natural through grids positioned externally at stern.

7 AIR CONDITIONING

7.1 Conditioning

An air conditioning system is planned for the refreshment of the vessel. The chiller unit, the cooling and recirculation pump will be positioned in the engine room.

Fan coils are planned in the individual rooms with the number and quantity depending on the layout and dimensioning of the system to ensure proper air conditioning of the cabins.

The fan coils will have independent control of the temperature in each room. The bathrooms will be air conditioned via ducts in the cabins. Each fan coil will be arranged to guarantee accessibility to the filter and channel return air. All the fan coils will have a drainage system of the condensate water connected outboard or directly to the grey water tank via the sump boxes, with integrated pump if necessary.

The fan coil water circulation main piping will be in insulated multilayer plastic, with press-fittings.

8 ELECTRICAL SYSTEM

8.1 Main characteristics

The working voltage on board will be as follows:

- 230 V AC single phase, 50 Hz for power circuits;

- 24 V DC for lighting circuits, small force, signalling, emergency lighting, electronics, communication systems and main engines start;
- 12 V DC for GE start-up and VHF power supply.

The electrical cables will have a cross-section size according to the maximum current allowed and made with materials which will not propagate flame; they will be grouped in appropriate wire mesh cable trays or in self-extinguishing PVC, closed ducts.

The main electric panels 230V and 24V will be installed in the two engine rooms.

The electrical subpanels will be distributed in appropriate areas of the vessel, so they are easily recognisable and reachable.

The ground system will be as follows:

- Ground system of the equipment and seacocks connected throughout the length of the vessel to the stern zincs;
- Ground installation of electrical and electronic circuits, covering all grounds of electric panels and electrical equipment, will be connected to an independent ground plate;
- Ground System dedicated to the Volvo IPS propulsion system components, will be connected to the dedicated stern zinc anodes.

8.2 Energy Sources

8.2.1 *Diesel Generator*

A 230V single phase, 50 Hz generator will be positioned in the engine room and placed on vibration-proof suspensions. It will be equipped with an acoustic containment case, control panel, 12V DC starting system and hour meter. The start-up control will be remote also from touchscreen panels positioned on the wheelhouses.

8.2.2 *Shore lines*

It will be equipped with a 230V, 32A, single-phase shore socket located in the specific compartment on the right in the beach area.

The alternating current energy sources are part of the main switchboard. The energy sources will be protected by fuses or circuit breaker switches with adequate calibration and their insertion on the network will be executed using contactors. The system will be part of a busbar system from which power will be distributed to the lines of all utilities.

8.2.3 *Batteries*

Service batteries: a 330Ah/24V DC gel battery bank, comprising four individual batteries with a capacity of 165Ah/12V DC. This bank is used for on board services power supply.

VHF battery: a gel battery will be planned with a 22Ah/12V capacity, dedicated to the VHF, for emergencies, and isolated from the others.

Main engines starter batteries: two AGM battery banks are placed with a capacity of 105Ah/24V DC each for each bank to start main engine.

Generator starter batterie: an AGM battery is planned with a capacity of 110 Ah/12V DC, to start the generator.

The starter batteries will be placed in specific casings in the engine room.

8.2.4 *Battery Charging systems*

Battery chargers will be planned in number and capacity suitable to guarantee charging of the batteries as described as follow:

- 1 70A/24V DC automatic battery charger/inverter to recharge the service batteries and engines starter batteries;
- 1 12A/24V DC automatic battery charger to recharge the engines starter battery;
- 1 20A/12V DC automatic battery charger, to recharge the generator starter battery;
- 1 4A/12V DC automatic battery charger, to recharge the specific VHF battery;

The battery chargers listed above will have fully automatic operation, without the possibility for the operator to vary the level of charge.

8.2.5 *Battery charging systems via alternators*

The two alternators of the main engines each respectively charges its own starter battery bank of the main engines.

The generator alternator recharges its starter battery.

8.2.6 *Inverter*

The BGF45 will have 1 24V/230V 3000W inverter installed to power the primary components such as the refrigerators/freezer and the sockets 230V.

8.3 Lights and sockets

Lighting of the engine room is implemented by installing 24V powered LEDs.

The lighting of the rooms is generally implemented with 24V LED equipment.

The lights and sockets of each cabin will generally include:

- Ceiling lighting in cabins and bathrooms;
- Headboard Reading lights ;
- 230V cabin sockets + USB-C
- 230V bathroom sockets

The lighting and power sockets system for the living areas and exits will include:

- Ceiling lights in outdoor areas with controls distributed in multiple points;

The external lighting of the decks is carried out by watertight Led lights powered at 24V.

8.4 Electrical system controls and alarms

The following electrical system control and monitoring devices will be installed on the touch screen monitor in wheelhouse;

- Voltmeter and ammeter for 230V system control
- Light buttons for connection/disconnection of the ground socket (also on the battery isolation switch panel);
- Overcharge alarms of the generators on the generators monitor;
- Controls to start the generators and their connection/disconnection
- Busbar opening/closure control on the main panel;
- Battery absorption ammeters
- Battery chargers ammeters
- Engine alarms;
- High/low level alarms of the diesel tanks;
- High/low level alarms of the freshwater tank;
- High level alarms of the grey and black water;
- High level alarms of the bilges;
- Gangway and kinematics alarm (if planned);
- Smoke sensors in indoor areas;

9 ELECTRONICS FOR NAVIGATION, COMMUNICATION SYSTEMS AND AUDIO AND VISUAL SYSTEMS

The following reference equipment will be installed:

9.1 Main Deck wheelhouse

- Composite laminated console
- N°2 13” touch screen multi-function colour displays for:
  - GPS, echo sounder;
  - Parameters, controls and alarms on the engines;
  - Autopilot and steering angle indicator
  - Intruders control
  - Tank levels and alarms;
  - EmpirBus complete digital switching (AC-DC).
- VHF.
- Volvo Penta engine starting control.
- Volvo Penta engine levers
- Volvo Penta IPS Joystick
- N°1 Control panel for direct control of deck services
  - Horn
  - Anchor windlass
  - Navigation lights
  - Bilge pumps

- SD Card reader
- Hi- Fi radio.
- USB-C port.
- Compass
- Panel for emergency electrical controls.
- Steering wheel with Volvo Penta wheelhouse.
- Cup holder
- Cell phone holder

9.2 Hard top

- N°1 GPS antenna
- N°1 VHF antenna
- N°1 air signalling horn
- Navigation Lights
- Mooring lights

9.3 Audio/visual system

The following reference equipment will be installed:

- Master Cabin:
  - Set up for TV (OPT TV 32")
  - 1 stereo and 2 speakers.
- VIP cabin:
  - Set up for TV (OPT TV 32"):
  - 1 stereo and 2 speakers.
- Bow relaxation area:
  - 2 speakers, connected with wheelhouse system.
- Stern cockpit and beach area:
  - 2 speakers in beach area and a subwoofer, connected with wheelhouse system;

10 OUTDOORS - REFERENCE LAYOUT AND EQUIPMENT

10.1 Hull

- Porthole in AISI 316 stainless steel with tempered glass.

10.2 Beach area

- Teak floor in the beach area.
- Manual access hatches to the engine rooms made of aluminium and coated in teak.
- Manual emergency ladder on left side of the vessel.
- N°2 pop-up cleats

- Shore connections locker equipped with:
  - 1 Shore electrical socket;
  - Quick clutch for deck washing
  - 1 Shore water intake
- Aft port locker with battery disconnect panel
  - Manual activation of the engine rooms fire extinguishing system
- Hot and cold freshwater shower.
- Led strip lighting of the beach area.
- Audio-visual equipment as indicated in paragraph 9.3.
- Garage

10.2.1 Side walkways, stern cockpit

- Teak slat covering on cockpit and side walkways, and a step near cabin entrances.
- Handrail at Starboard and Portside.
- Helm station with double pilot seat in carbon fiber.
- Removable closure at bow of the gap between the Hard Top and windshield using Strataglass (or equivalent).
- Refuelling points into the gunwale on both sides of the vessel with button control to choose the destination tank.
- Lighting with LED spots on cockpit ceiling.
- 1 Pop-up cleat for each side positioned at midship.
- Access hatch to the storage area forward to the starboard engine room, covered in teak.
- Sofas with upholstery made as indicated in paragraph 12.
- Water filling by gravity cap on two sides of the gunwale.
- Safety covers for all outdoor furniture elements.
- Outdoor cushions as indicated in paragraph 13.
- Wet-bar with teak doors equipped with mixer tap, sink, electric hot plate, and storage compartments with 230V outlet with waterproof box.
- Access to cabins.
- Audio-visual equipment as indicated in paragraph 9.3.

10.2.2 Bow Zone

- Covering in teak slats of the bow deck.
- Bow sundeck and upholstery made as indicated in paragraph 12.
- N°2 Pop-up cleats
- A reversible anchor windlass.
- AISI 316 stainless steel anchor bow roller

- High holding power stainless delta steel anchor, 25 kg, with safety cable.
- 10 mm chain, 75 m length.
- Local winch controls via portable cabled control keypad.
- Upper closing hatch for the anchor windlass compartment in fiberglass and teak.
- Fiberglass and teak access hatches to the chain locker and storage on starboard and portside.
- Chain locker equipped with drainage.
- Two access hatches to cockpit storage lockers integrated into the foredeck.
- LED lighting
- Protective covers for all external furniture elements.
- External cushions as indicated in paragraph 12.
- Audio-visual equipment as indicated in paragraph 9.3.

10.3 Hard Top

The hard top will be arranged as follows:

- Hard Top equipped with navigation lights, antennas, acoustic signaling device, and LED lights;
- Black-painted aluminum handrails on the starboard and port sides.

11 INTERNAL LAYOUT– LOWER DECK

The BGF45 range offers the following interior compartmentation version:

11.1 Main compartments

The main compartments are, starting from the stern:

- Engine rooms SX and DX;
- Storage compartment;
- Technical compartment
- Storage room / Crew area (optional)
- VIP cabin and bathroom
- Owner suite and bathroom;
- Chain locker.

11.2 Starboard Engine Room

- Main engine and related starting battery bank.
- Generator and related starting battery bank.
- No. 1 reversible axial fan
- Foundations for supporting pumps and machinery.
- Valves, controls, and pumps in accessible and easily inspectable positions.
- Battery disconnect panel.

- LED overhead lighting.
- Pressure tank (autoclave)
- No. 1 access ladder from main deck
- Aluminum flooring panels.
- Main electrical panels.
- Battery chargers.
- Interceptor.
- Fire-fighting system.

11.3 **Port Engine Room**

- Main engine and related starting battery bank.
- A/C chiller unit.
- No. 1 reversible axial fan
- Foundations for supporting pumps and machinery.
- Valves, controls, and pumps in accessible and easily inspectable positions.
- Battery disconnect panel.
- LED overhead lighting.
- No. 1 access ladder from main deck
- Aluminum flooring panels.
- Main electrical panels.
- Battery chargers and inverter.
- Fire-fighting system.
- Interceptor.

11.4 Aft sunpad under-deck storage compartment

- Pistons for opening garage door

11.5 Owner Suite

- Double bed with mattress.
- Wardrobe with shelves and hangers.
- Two opening portholes on starboard and portside.
- Reading and ceiling lights
- Air conditioning.
- Roman blinds and coverings as indicated in paragraph 13.
- Audio-visual equipment as indicated in paragraph 9.5.

11.6 Owner bathroom

- Toilet with built-in bidet
- Engineered wood flooring
- Hydrobrush.

- Furniture with washbasin and storage.
- Mixer
- Mirror.
- Shower with portable dispenser, slide rail and ceiling shower head.
- Ceiling lights.
- Bathroom accessories.
- Shower door.
- An opening porthole at starboard.
- Roman blinds, coverings and accessories as indicated in paragraph 13.

11.7 VIP cabin

- Double bed with mattress.
- Wardrobes with shelves and hangers at centre of the vessel.
- An opening porthole in stainless steel and tempered glass.
- Engineered wood flooring
- Ceiling and reading lights.
- Air conditioning.
- Roman blinds and coverings as indicated in paragraph 13.
- Audio-visual equipment as indicated in paragraph 9.5.

11.8 VIP cabin bathroom

- Toilet with built-in bidet
- Hydrobrush.
- Engineered wood flooring
- Furniture with washbasin and storage.
- Mixer
- Mirror
- Ceiling lights.
- Bathroom accessories
- Shower with portable dispenser and slide rail.
- Shower door.
- An opening porthole at portside.
- Roman blinds and coverings as indicated in paragraph 12.

11.9 Starboard lower deck storage room

- Access from the main deck

- LED ceiling lights
- One opening porthole at starboard
- White gelcoat paint

11.10 Chain Locker (Bow)

Access to the chain locker is possible via the hatch located on the main deck, under the sunbed.

12 COVERING MATERIALS AND FURNISHING ACCESSORIES

The supply of standard indoor furniture will include the finishes listed below.

12.1 STD version materials

12.1.1 Materials and Carpentry Elements Standard Finishes Indoor Furniture – Guest Zone

- **Finishes:**
  - **Veneer 6/10:** to finish the coverings of the doors and furniture as specified by Mood board
  - **Painting:** >5 gloss for ceiling and furniture finish;
  - **Laminate**: for bathroom coverings and furniture internal structures.

  N.B:

  - All materials to cover walls, furniture and floors (especially dyed ones), are subject to colour change over time determined by exposure to sunlight (UV rays).
  - The shipyard uses tested materials only and controlled painting processes however, despite this, being natural wood (of a changing nature), there may be significant changes in colour over time.
  - Since these colour variations are completely natural, they cannot be considered defects and therefore will not be covered in the terms of warranty.
- **Components:**
  - **Ceilings**: veneered wood, painted, and fiberglass finished with gelcoat.
  - **Flooring**:
    - Shower tray in synthetic material, such as solid surface.
    - Walking surface in engineered wood.
  - **Hinged Doors**: hollow-core wooden doors with smooth finish.
  - **Shower Doors**: threshold in wood or synthetic material such as solid surface, with extra-clear glass panel, gaskets, closing system, and hardware.
  - **Beds**: structure in composite, engineered wood, or slatted base.
  - **Vanity Units**: structure in laminated wood.
  - **Wardrobes**: veneered wood structure, covered with decorative or engineered panels.
  - **Handrails**: in stainless steel.
  - **Bathroom Mirrors**: 4 mm thick with white light.
  - **Lobby Mirrors**: 4 mm thick with smoked light.
  - **Handles**: door handles as specified in the Moodboard.
  - **Metal Finishes**: hardware, anti-roll bars, footrests, etc., as per Moodboard specifications.

12.2 External kitchen furniture

• Swing opening doors and top teak-covered;

• Metal tap.

12.3 Taps and bathroom accessories

The taps and bathroom accessories will be finished as specified by the Moodboard.

12.4 Lighting

Spotlights will be warm light LED.

12.5 Upholstery elements

12.5.1 Blinds

- Removable blinds will be provided in the cabins and bathrooms

12.5.2 Linen

The list of linen follows on the vessel:

- Bedspreads: processed fabric of your choice to tuck in, from our samples of equivalent value to that planned on the Mood board;
- Bed linen: full set of sheets with embroidered logo in Percale cotton for each bed included in the General Arrangement
- Bathroom linen : set of towels with embroidered logo (2 guest towels, 2 facecloths and 2 bath towels) for each bathroom included in the General Arrangement;
- Outdoor linen: two beach towels for each berth included in the General Arrangement.

12.5.3 Decorative Cushions

The following are planned:

- 10 outdoor cushions in fabric of your choice from our samples of equivalent value as per Mood board;
- 8 cushions in total for indoors in fabric of your choice, from our samples of equivalent value as per Mood board;

12.5.4 Bed Headboard Coverings

The owner and VIP headboard covering cabin in leather of your choice from our samples of equivalent value to that planned on the Mood board.

12.5.5 Mattresses

The internal composition of the mattresses will be polyurethane with a density of 30kg/m^3 and memory foam density 55kg/m^3.

12.5.6 Outdoor Materials

The outdoor upholstery will be created with dry fill padding. The covering fabrics for the outdoor upholstery are indicated in the Mood board versions.

13 SAFETY AND ON-BOARD EQUIPMENT

- 1 boat hooks.
- 4 mooring ropes 20 m long.
- Lifebuoy.
- 8 inflatable cylindrical fenders with compressor with ropes.
- 2 inflatable A4 fenders with lines.

N.B. The supplied equipment depends on the final destination country of the boat.

The owner/buyer is responsible for equipping the boat with whatever is necessary (e.g., for safe navigation), and the shipyard is not responsible in this regard.

Among the equipment not included in the standard package, for example:

- Electronic and paper charts
- Life rafts
- Tool kit

14 LAYOUT VERSION

CABIN DECK:

- (STANDARD) version with 2 cabins and 2 bathrooms:
  - 1 owner's cabin at bow with bathroom;
  - 1 VIP cabin at stern with bathroom.
  - 1 starboard lower deck storage

MAIN DECK:

- Single layout: dining area at stern, helm station and galley amidship, sunbathing area at bow.

14.1 Layout constraints

- Bulkheads in fixed position, not modifiable.
- Portholes in fixed position, not modifiable.
- Showers with fixed size and geometry, not modifiable.
- Position of sinks and toilets not modifiable.
- Starboard lower deck storage not modifiable.

14.2 Plant and technical accessory constraints

- Air conditioning system (Standard or Tropical).
- Accessories as per Optional price list.
- Navigation electronics: configurations are fixed and not modifiable.
- Audio-video: configurations are fixed and not modifiable.
- Electrical system: position of electrical plates / switches / electrical panels is not modifiable.
- Position of ceiling lights and reading lights is not modifiable.
- Appliances can only be replaced by products listed in the catalog.

MANUFACTURER'S NOTES

If necessary, the shipyard reserves the right to include in this specification specific addenda that integrate and define as accurately as possible the optional choices and customization made by the owner/buyer.

In order to improve the vessel, we reserve the right to change all the contents of this specification, even without prior notice, which we consider necessary or advisable.