



**NIKOS ODYSSEAS PAPADAKIS**  
**INTERNATIONAL**  
**YACHT SALES & CHARTERS**

**YACHT CODE**

**MY/2090**

**YACHT**

**Baglietto 115'**

**YEAR OF BUILT**

**1999**

**ENGINES**

**2 x 2285 hp MTU**

**SIZE IN METERS**

**35.00**

**SPECIFICATIONS**

**LOA: 35 m,  
Beam: 7.50 m,  
Draft: 2.80 m  
Built: 1999  
Hull material: Aluminium  
Designer: Aldo Chichero  
Engines: 2 x 2285 HP MTU  
Maximum speed: 30 knots  
5 Cabins  
10 guests**

**CONSTRUCTION**

**Aluminium hull, Teak deck, Aluminium superstructure,  
Class ABS +A1 Yachting servise, AMS, Displacement 101 t,  
Gross 257 t, Net 77 t**

**MACHINERY**

**Engines : 2 x 2285 HP MTU, Propulsion 5 blades, Hours 500,  
Consumption 700 l/h  
Max speed 30 knots at 2100 RPM  
Cruising speed 24 knots at 1900 RPM,  
Fuel capacity 33.000 lt  
Water capacity 5.000 lt  
Watermaker IDROMAR 350 lt/h  
Airconditioning FRIGIT 3 compressors, tropical system,  
Generators: 2 x 55 kw Northern Lights, port 4150 hrs, STB 4330  
Electrical system: 380 V 3 PHASE/220V/24V  
Sanitary system: Holding tank 150 lt**

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**DECK  
EQUIPMENT**

Windlass: 2 x Sanguinet 3000 W each  
Capstan: 2 x Sanguine 3000 kls  
Cranes: 1 x 1000 kls  
Life rafts: 2  
Tenders: 1 x Jocker rubber dinghy with 100 HP Yamaha outboard  
1 x Jocker 315 with 10 HP Yamaha outboard

**DOMESTIC  
EQUIPMENT**

Fully equipped galley by Miele  
4 Refrigerators by Frigit with thermostats to adjust temperature  
Microwave oven, Dishwasher, Oven, Washing machines and dryer  
Camera monitor control (aft deck, saloon, engine room)  
Colour TV  
Comfortable sitting area for crew

**FLY BRIDGE  
EQUIPMENT**

Radar: Furuno Colour 15" 75 NM, Autopilot: Robertson AT45 interfaced with gyro compass Robertson RSR68 + GPS,  
Plotter: Adi Provista, Magnetic compass: Riviera,  
Depth meter: Furuno FCV-581L,  
GPS navigator: Furuno, 2 x MTU electronic controls with digital screen,  
Rudder (interfaced manually and automatically),  
Navtex: Furuno NX-500,  
Fire alarm system control: (Main unit) Minerva system 1882,  
Switch panel for navigational and communications systems,  
Monitor control camera (aft deck, Saloon, Engine room),  
Flaps and bowthruster,  
Wind speed indicator: Robertson

**NAVIGATION &  
ELECTRICAL  
EQUIPMENT**

**FLYBRIDGE**  
Second station with MTU controls and emergency stop for engines,  
Wind speed indicator: Robertson R135.  
Depth meter an speed indicator: B & G, Flaps, anchore and bowthruster station, Barbeque, refrigerator and ice maker.

**ENGINE ROOM**

Main switch board (for port and starboard generator, shore power, insulation test),

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**ACCOMMODATION**

Main electronic control panel for MTU engines,  
Battery charger for service batteries (90 A),  
Battery charger for engine batteries (40 A),  
Bilge pump and air extractor panel,  
Air compressor (back-up system),  
One fresh water pressure system with 2 pumps,  
2 fuel service tanks 1000 lt each,  
Alfa Laval oil separator

**LOWER DECK**

Owner's suite

Owner's cabin forward (full width) with king size bed, ensuite bathroom with Jacuzzi bath tube and large walk-in dressing room, which is connected to main deck, where a private large office is situated.

**GUESTS**

2 king size bedded cabins with ensuite facilities WC/shower (aft).

2 twin bedded cabins with ensuite facilities WC/shower (amidships)

**MAIN DECK**

Large saloon with bar and dining table, day head, owner's office and galley with crew mess.

**UPPER DECK**

Dining and sunbathing area.

**CREW QUARTERS**

3 cabins with upper and lower bed each, all with ensuite facilities.

**DESCRIPTION**

Baglietto 115 is a motoryacht with a light alloy hull and superstructure fitted out by Mondomarine in its operational headquarter of Genova-Sestri.

The two MTU engines of 2,285 hp each provide the yacht with a speed of over 30 knots. They have a traditional propeller shafting with V-DRIVE Z.F. and submerged exhaust valves which ensure a considerable damping of noise and lesser smoke aft.

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The interiors, designed by Cichero for Mondomarine starting from an initial request by the owner concerning both the materials as well as the compartmentation, are arranged according to a division which includes on the lower deck and starting from the bow:  
three cabins, each with a bathroom with shower and toilet, for a total of four or five crew members; one owner's suite; four guest cabins.

The cabin of the owner's suite, very spacious and extending over the whole breadth of the yacht, is connected via a private access staircase to the owner's office above; it has a lobby, four wardrobes and a sofa.

The spacious bathroom of this cabin, with bath and toilet, has a white Carrara marble floor and blue Brazilian marble rims; the wash basin top is of blue marble; the ceiling has a white translucent plexiglas rise, completely lit from above, which gives a pleasant and illusory sensation of upward extension.

The oval-shaped free space of the staircase and the corridor lead to the other four guest cabins, two of which are furnished with double beds and two with separate beds.

The bathrooms of all these cabins are very roomy, finished with light-coloured wood on the walls and the ceilings, with Maple and Pear brier furniture and tops with Bois de Rose profiles. Wash basin tops and floors are the same as in the owner's bathroom.

The walls of all the cabins are made of brier, the panel ceiling of light-coloured wood and the brier furniture with Pear wood rims and Bois de Rose profiles.

The floors of cabins and staircases are carpeted with ecrù-coloured moquette which highlights the colour of the wood.

On the main deck (starting from the bow) there is a small recess for the stowage of ropes and fenders which can be reached from the deck.

The internal section is taken up by a large galley (approx. 25 m<sup>2</sup>) with refrigerators and freezers in stainless steel, white kitchen accessories, and a 90-centimetre oven that makes it possible to cook any type of dish.

The crew's dinette is on the left-hand side of the galley,

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whereas aft there is the entrance of an internal commodious storeroom for the storage of foodstuffs.

The “Ceramifl ex” floor is particularly functional for this room thanks to its shock absorption capacity and its easy maintenance.

The galley provides direct access to both the outer deck and the crew’s accommodations.

Between the galley and the wheelhouse there is the owner’s office, with desk, sofa and various pieces of furniture. The office leads directly to the cabin underneath and the lateral corridor.

Further onward, we find the wheelhouse, at middle height, which is reached by climbing up from the corridor and which leads to the flybridge hosting the outer wheelhouse.

The whole-breadth instrument board is considerably large and complete with all the navigation electronic instruments, radar, sounders, weather station, navimap, MTU engines controls, signaling systems, alarms, closed circuit TV, etc.

A traditional chart table and a sofa complete the wheelhouse. The teak floor has a moquetry work depicting the “wind rose” made with light and dark-coloured wood which confers a touch elegance to the wheelhouse.

The very large lounge which comprises the dining room, the bar, the gaming table and sofas, overlooks the after cockpit through two wide sliding doors of fumè glass. The lounge is characterized with some construction details of the highest craftsmanship which make it a unique environment; these are the dining table with the superb wood moquetry work, gaming table with the “scagliola operated” marble top fitted in plexiglas frame and the plexiglas tables opposite the sofas, finished with brier and Bois de Rose sections.

The light coloured leather ceilings with two low-lying sections within a brier frame and the continuous lighting complete this lounge.

The floor, the same as in the cabins, is carpeted with ecrù-coloured moquette.

From the lounge (and from the outside) it is possible to reach a small service bathroom for the guests not residing onboard.

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The bamboo sofas and the armchairs inside the after cockpit bestow a high sense of comfort to the whole environment.

The after shutter that can be opened, used for the first time in other boatyards following the design by Cichero, is very practical and functional for the utilisation of the yacht in the harbour.

The flybridge, with two dining areas with sofas and tables served by an awning that rolls out of an electrically operated roll-bar, an equipped cabinet, sunbathing decks and the outer wheelhouse, completes the yacht with an outfit which conforms to the overall quality standard. Aft, besides the living area of the flybridge, the tenders can be found for the operation of which an electro-hydraulic davit is provided.

**COMMENTS**

The yacht is in excellent condition, maintaining her ABS class. Electrohydraulic side ladder for visitors, electrohydraulic opening platform at stern.