

# YACHT DIGEST

THE INTERNATIONAL YACHTING MEDIA

## ABSOLUTE NAVETTA 75



SEA TRIALS SPECIAL EDITION  
THE MOST BEAUTIFUL  
BOATS OF 2023

**636**

PAGES OF TRIALS

WITHOUT  
ADVERTISING

# ABSOLUTE NAVETTA 75

SEA TRIAL



# ABSOLUTE NAVETTA 75

NAVETTA 75: ABSOLUTE  
YACHTS' FLAGSHIP ON TEST

by Luca D'Ambrosio

World premiered at this year's Cannes Yachting Festival, the Navetta 75 immediately caught our attention. A perfect synthesis of beauty, balance and technology, Absolute Yachts' new flagship features large volumes which, despite her twenty-three metres, make her belong to the superyachts segment.

An intriguing craft, then, capable of combining the above-mentioned characteristics, as you will see in this article, with great seaworthiness.



## NAVETTA 75 SEA TRIAL

Our first approach to the Navetta 75 is not of the easiest ones. The boat is confined in a berth that to call it problematic would be an understatement and, with the boat show in full swing, getting out of Cannes' Port Vieux will certainly not be easy. With 15/16 knots of crosswind and 4/500 metres of navigation awaiting us between the cables stretching forward, floating jetties and really tight spaces, millimetric precision manoeuvring is not an option but the only way to get out into open waters.

Yet I see Gimmy Valente strangely serene, he is at the helm and from the Flybridge, calmly and quietly, he orders the lines to be released and grasps the joystick. Navetta 75 moves slowly forward and begins to evolve with impressive ease, heedless of the gusts coming in on the beam. I lean outboard and on the surface of the water I see the irrefutable signs of the thrusters and IPS pods working in unison, coordinated by a single movement, that of Gimmy's





hand on the manoeuvring joystick. A combination of technology that until yesterday was impossible but today makes it really easy to untangle these complex situations.

Outside the port the wind strengthens and rises to around 18 knots. The sea is rough and a short, steep wave comes (as always when at sea) from exactly the only direction we can go. I take the controls, the forward visibility is excellent and the boat, although almost stationary, hardly rolls. I put the throttles forward and we start to sail, at 10 knots Navetta 75 goes brilliantly, with a perfectly horizontal trim and not a hint of sinking aft, it's immediately clear that she is at ease in this element.

Between 10 and 12 knots she takes off the wake, but she does so completely progressively, without varying her trim, so much so that you have to look at the stern monitor to realize that. But that's just the beginning



"Navetta 75 sails like a beauty,  
in a perfectly horizontal  
position"

because as she accelerates further Navetta 75 reveals a propensity for speed that is decidedly unusual for boats of this size. She quickly reaches 20/22 knots and then, unperturbed, continues to increase her speed until she reaches an unthinkable 25.6 knots, which is really a lot for a boat of this size.

The most distinctive thing about her, however, is that, even with this sea and at this speed, she gives the feeling of sitting on a terrace watching the sea, the level of comfort she is capable of is simply magnificent.

I slow down and start trying to figure out what the cruising speeds are but, after several attempts, I simply realize that this is a trawler capable of being comfortable at any speed, both in displacement and on plane. Navetta 75 can easily sail at 10 or 20 knots, at 15 or 25, it is only up to her captain to choose.





Doing this study, however, I also realize that, when travelling at 10 knots, wonder within a miracle, consumption is just six litres per mile, which would basically be 65 litres per hour: basically, the consumption of a RIB with two latest-generation outboards. Incredible. Accelerating, consumption certainly rises, but it always remains in a very low range, an irrefutable sign of a particularly well-designed hull.

The range is also remarkable, ranging from almost 1,000 miles of displacement cruising (at just under 9 knots, 983 miles are covered) to the 300 miles of classic cruising speed of 20 knots. In any case, long voyages can be undertaken wholeheartedly, without the hassle of planning stops for refuelling.

I re-engage the throttle and, at around 20/22 knots, I begin to make a series of turns that Navetta 75 slyly tackles without uncertainty, always remaining firmly planted in the water,



sailing undaunted on her course, never giving back a jolt, always giving me a great sense of balance and absolute safety.

I leave the controls to the next journalist and, while my colleague enjoys his test, I go down to the indoor helm station. While from the Flybridge the feeling of speed was reduced, from here it is practically non-existent, it feels like steering a 30-metre superyacht. I wander around the main deck and then go down to the lower deck and enter the cabins. Here, silence is absolute, not a squeak can be heard.

This new Navetta 75 is really a great boat.

## THE NAVETTA 75 IN DETAIL

Let's start by saying that, without wanting to offend the other yards, the spaces, habitability and solutions of the Navetta 75 can only be compared to yachts of 30 metres or more. In fact, there are no less than three complete decks on which the interiors and exteriors are spread, and where **Absolute Yachts** has also managed to create a dedicated crew quarters that includes the upper helm station, the lower cockpit and the galley. This solution, typical only of superyachts, allows the captain and hostesses to manage navigation and the needs of all the guests on board, without hindrance and in total privacy.



"There are three complete decks on which the interiors are being developed and the exteriors"



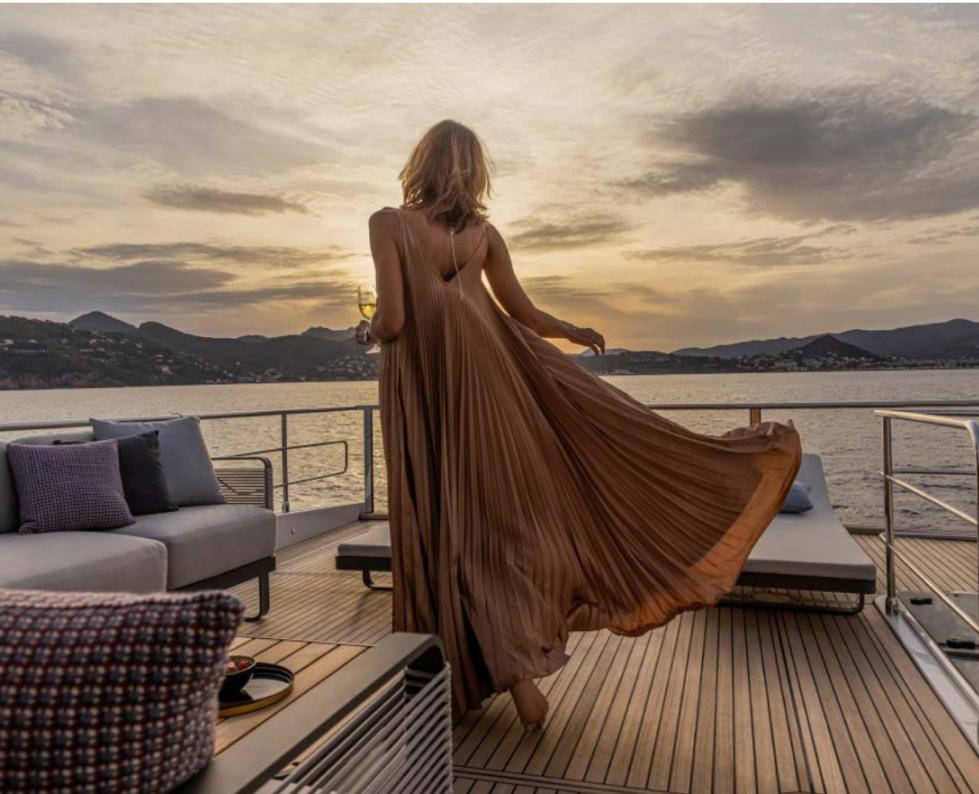
## EXTERIOR

Let's start with the Flybridge which is a complete living area that uses the entire extension of the trawler to create four zones: the area dedicated to steering the yacht, a huge dining area (with a table for 8 people, a full kitchen and a mobile bar), a lounge area complete with modular sofas and a huge sunbathing area that even houses beach loungers.

The bow is home to a second lounge area with a U-shaped sofa complete with central table and a large sundeck that also serves as the opposite seating area of this second open-air lounge. It will therefore also be possible here, perhaps to have more privacy when in port or to enjoy fresh air when at anchor, to dine al fresco in a large equipped area that can also, of course, be shaded with carbon poles and tarpaulins.

But it is at the stern that Navetta 75 has another great surprise in store. Here, in fact, Absolute has created a terrace that, with no architectural barriers, directly overlooks the sea. Three wonderful modular sofas (all the external furnishings are really beautiful and functional, made especially for the shipyard) seat as many as six guests who, thanks to the central table, are pampered both by





the view of the panorama and by the clever external bar unit which, as well as containing everything needed for the guests' satisfaction, also conceals the boat's third helm station. Mooring aft from this position will therefore be very easy, a solution that denotes the yard's focus on simplified use of the boat.

"The central table also hides the third maneuvering station of the boat."

"A terrace which, free of architectural barriers, directly overlooks the sea"





## NAVETTA 75 INTERIOR

Entering the Main Deck from the stern, the view is simply phenomenal, the windows are enormous and the absence of the bulwark, replaced with an exquisite and invisible stanchion, creates the sensation of being in direct contact with the sea while amplifying the already enormous spaces available. The workmanship of the furniture, the choice of woods and leathers are decidedly above average, the construction quality that this shipyard produces improves from year to year and, with Navetta 75, reaches truly high levels, which can be seen by observing the details and touching the individual components.

At the entrance on the port side there is an L-shaped sofa for 5/6 people, while on the starboard side is a low piece of furniture that, in addition to providing storage space, conceals the electric movement of the television, which, when raised, effectively creates a “cinema area” of considerable size. Towards the bow, again to the left, there is a huge dining table for 10 people which, another touch of

genius, is separated from the galley by a concealed electrically operated mirrored wall.

The galley is huge, beautiful and, because of its construction, can be left exposed or closed off via the electric wall just mentioned. This room has two exits, one on the side-deck and one in the helm station (which in turn is connected to the flybridge). For the crew, it is the ideal solution to be able to move around freely, without disturbing guests.

The indoor helm station is a concentrate of technology and space, from which you can control everything without moving from the pilot seat. Thanks to the 3 large displays, it will be possible to view the bow and stern cameras, manage navigation or the domotics of the entire yacht.



"Entering the Main Deck from the stern the view is simply phenomenal"



## SLEEPING ZONE

A staircase in the bow leads to the Master Suite, which is located on a slightly raised level compared to the other cabins. The owner's cabin is decidedly out of the ordinary, it is enormous and takes advantage of the raised level and large windows to create an ensemble that to define suggestive would be an understatement. The bed is King Size and placed centrally, surrounded by large walk-through spaces bordered to port by the woodwork and to starboard by another low piece of furniture, while a door to the left of the bed leads to the walk-in wardrobe. The forward bulkhead, on the other hand, houses the television and marks the entrance to the en suite bathroom where, just to give you an



"La cabina dell'armatore  
è decisamente  
fuori dal comune"





idea of its size, there is a marble countertop housing two washbasins, the toilet area complete with bidet and a large separate shower.

The rest of the sleeping area is accessed via the staircase to starboard on the main deck. The VIP Cabin, located on the beam, is in fact a second master which, taking advantage of the yacht's full width (5.61 m) creates a truly enormous space. Here, too, there are a king-size bed and floor plans of considerable size. To starboard there is a graceful boiserie while to port there is a head

where the marble top containing the large sink is exposed, while to port and starboard are the separate toilet rooms and separate shower stall.

Continuing around is the third guest cabin, which also has a queen-size double bed and dedicated facilities that unexpectedly contains access to a huge walk-in wardrobe and, continuing on, also a technical area that allows us to reach the boat's bow facilities. Then there is a twin-bedded cabin with a head that, in addition to servicing the cabin, also serves as a day toilet for the rest of the boat.





## CREW

There is plenty of room for the crew, who can rely on three beds, one of which is in a room reserved for the captain. This room is also equipped with a large window overlooking the aft beach club, a very useful solution for providing fresh air to the whole environment. A washing machine, dryer and soundproofed access to the huge engine room are also installed in this area.

## TEST DATA

RPM	SPEED	L/H	L/NM	RANGE
600	3	7,2	2,4	1667
1000	8,6	35	4,1	983
1250	10,3	65	6,3	634
1500	12,1	105	8,7	461
1750	14,3	164	11,5	349
2000	18,1	234	12,9	309
2100	19,8	261	13,2	303
2200	21,2	295	13,9	287
2400	24,5	356	14,5	275
2450	25,6	389	15,2	263

## TECHNICAL SPECS

<b>DESIGN &amp; PROJECT</b>	Absolute Yachts
<b>DESIGN CATEGORY</b>	B
<b>LOA</b>	22,82 m
<b>MAX BEAM</b>	5,61 m
<b>MAX PASSENGERS CAPACITY</b>	18
<b>MAX POWER</b>	2×735 kW
<b>FUEL</b>	4000 l
<b>WATER</b>	1.100 l
<b>CABINS</b>	4+1
<b>HEADS</b>	4+1
<b>BERTHS</b>	8+3

