

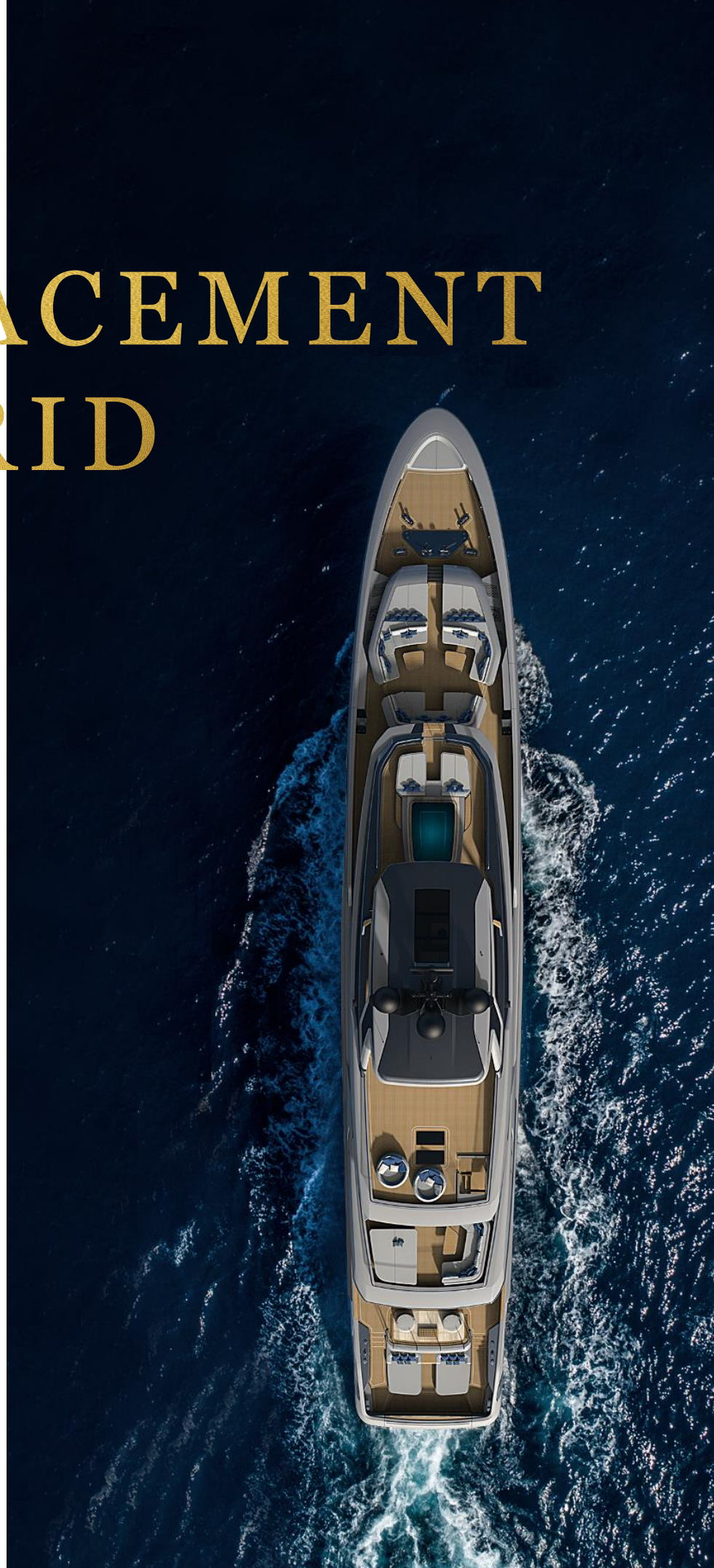


T52

52M DISPLACEMENT HYBRID

The motor-yacht **T52**, designed by Francesco Paszkowski, represents the evolution of the Baglietto's traditional line, preserving its most classical stylistic features, but reinterprets it while also making room for innovation.

The yacht – below 500 GT – is equipped with a standard hybrid propulsion system that will allow to choose a more efficient navigation mode, reducing both costs and environmental impact. When cruising in electrical diesel mode, the T52 has a range of up to 7,600 nm, and will be able to remain at anchor up to 10 hours relying on the batteries only. Her two MTU 16V2000M86 engines, however, allow her to reach quite an impressive maximum speed of 17 knots and a range of 3,600 nm in traditional navigation mode.



T52 IN NUMBERS

LENGTH OVERALL

52,30 METRES (170FT)

BELOW **500** GT

MAX SPEED

17

KNOTS

GUESTS **12**

IN 5 CABINS

BEAM
9,50 METRES
31 FT

WITH **9** CREW IN 5 CABINS



CRUISE SPEED

11

KNOTS

ENGINES

MTU 16V2000M86
(2X 1,630 KW @ 2,450 RPM)

RANGE UP TO **7,600** NM
WITH DIESEL ELECTRIC MODE

DRAFT
2,60 METRES
8.5 FT

AND **4,400** NM @ 11 KN
WITH TRADITIONAL DIESEL ENGINES



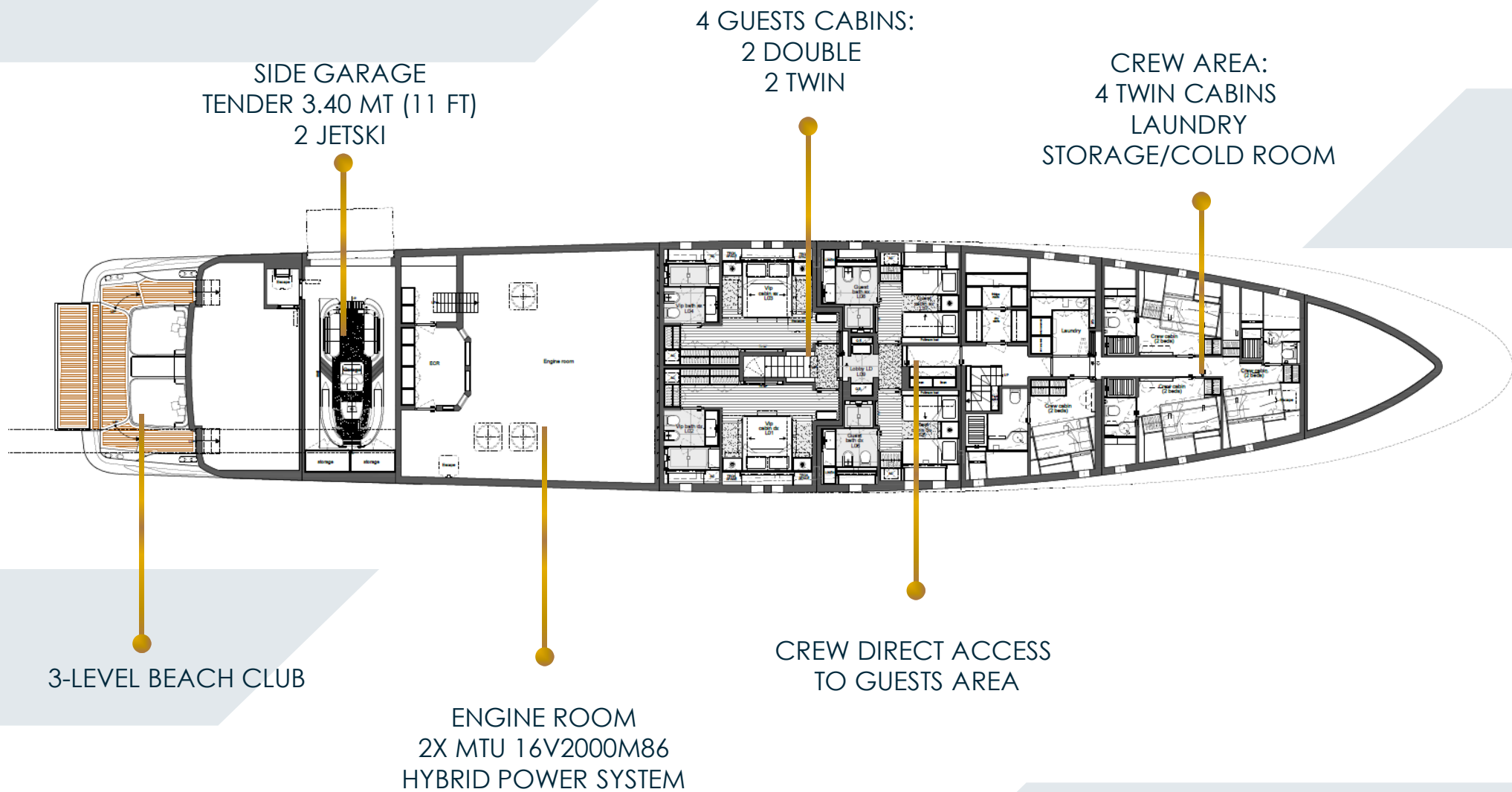
T52



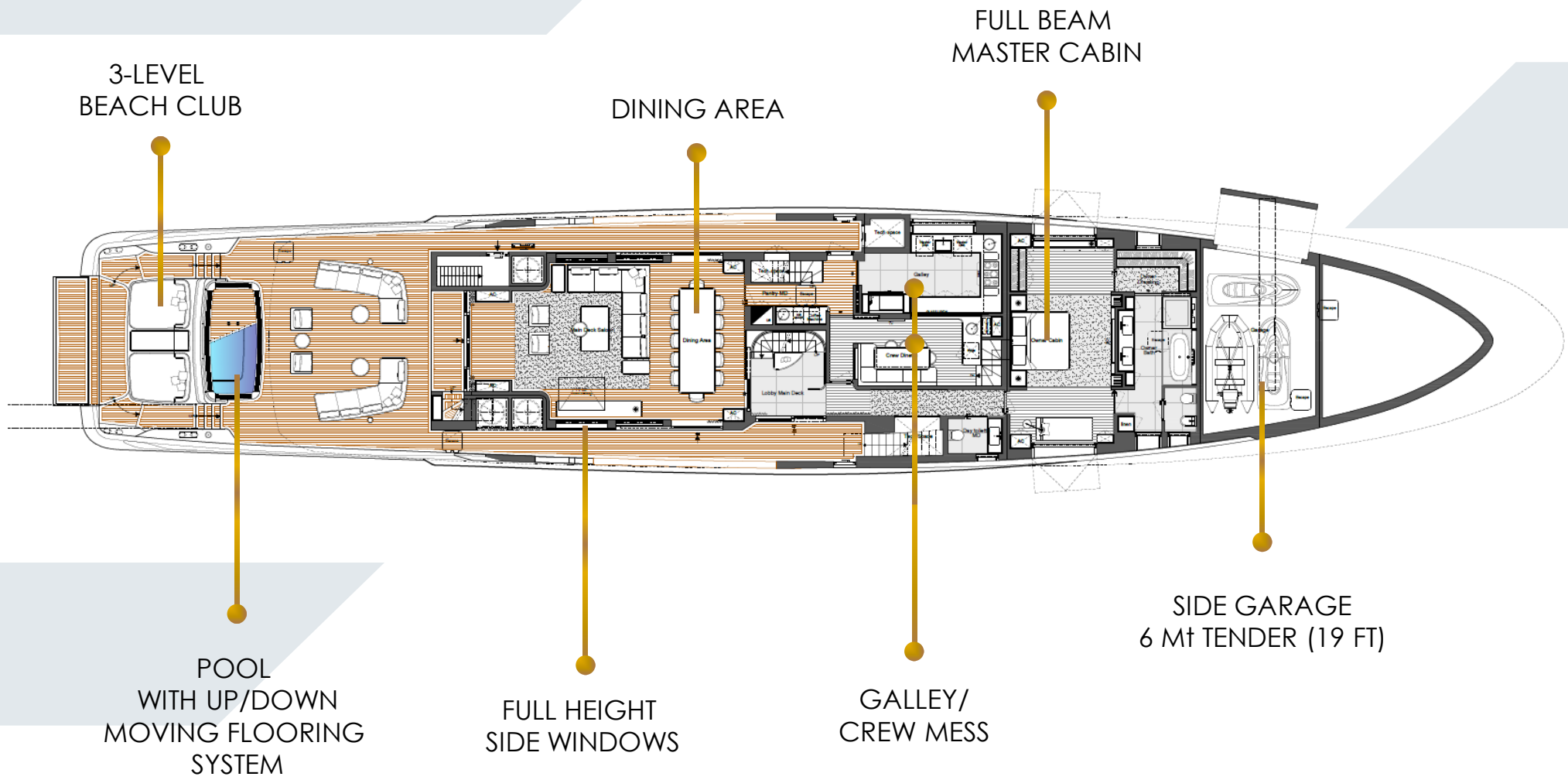
T52



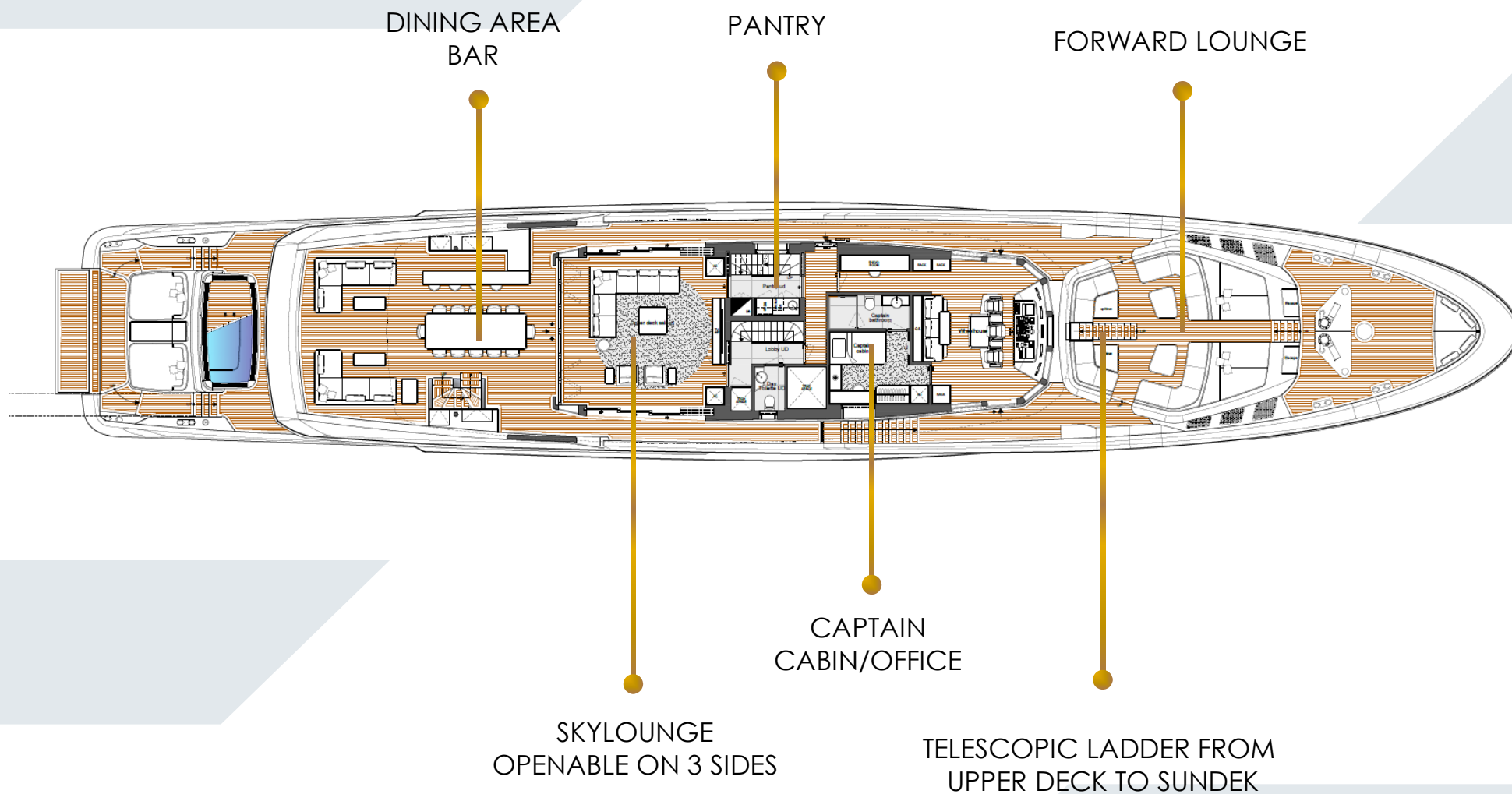
LOWER DECK



MAIN DECK



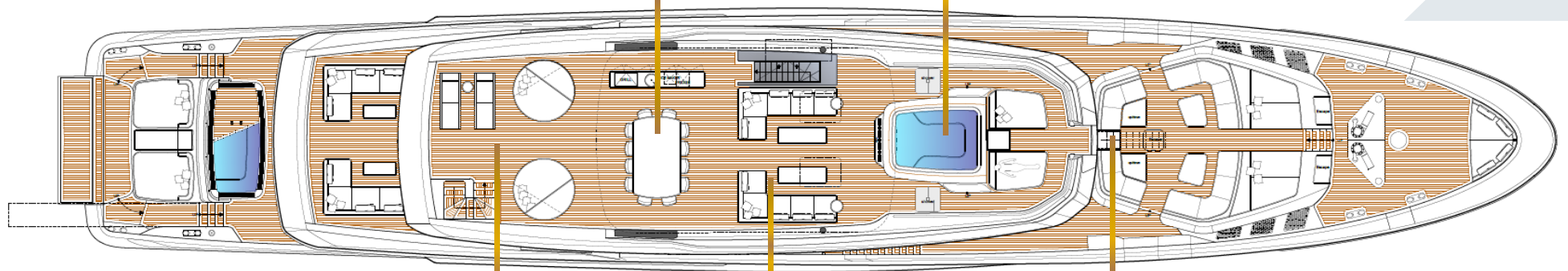
UPPER DECK



SUN DECK

DINING/BAR

POOL



COVERED
LOUNGE

SUNDECK
156 SQM / 1,679 SQF

DIRECT ACCESS TO THE UPPER
DECK FORWARD LOUNGE



T52



T52



T 52

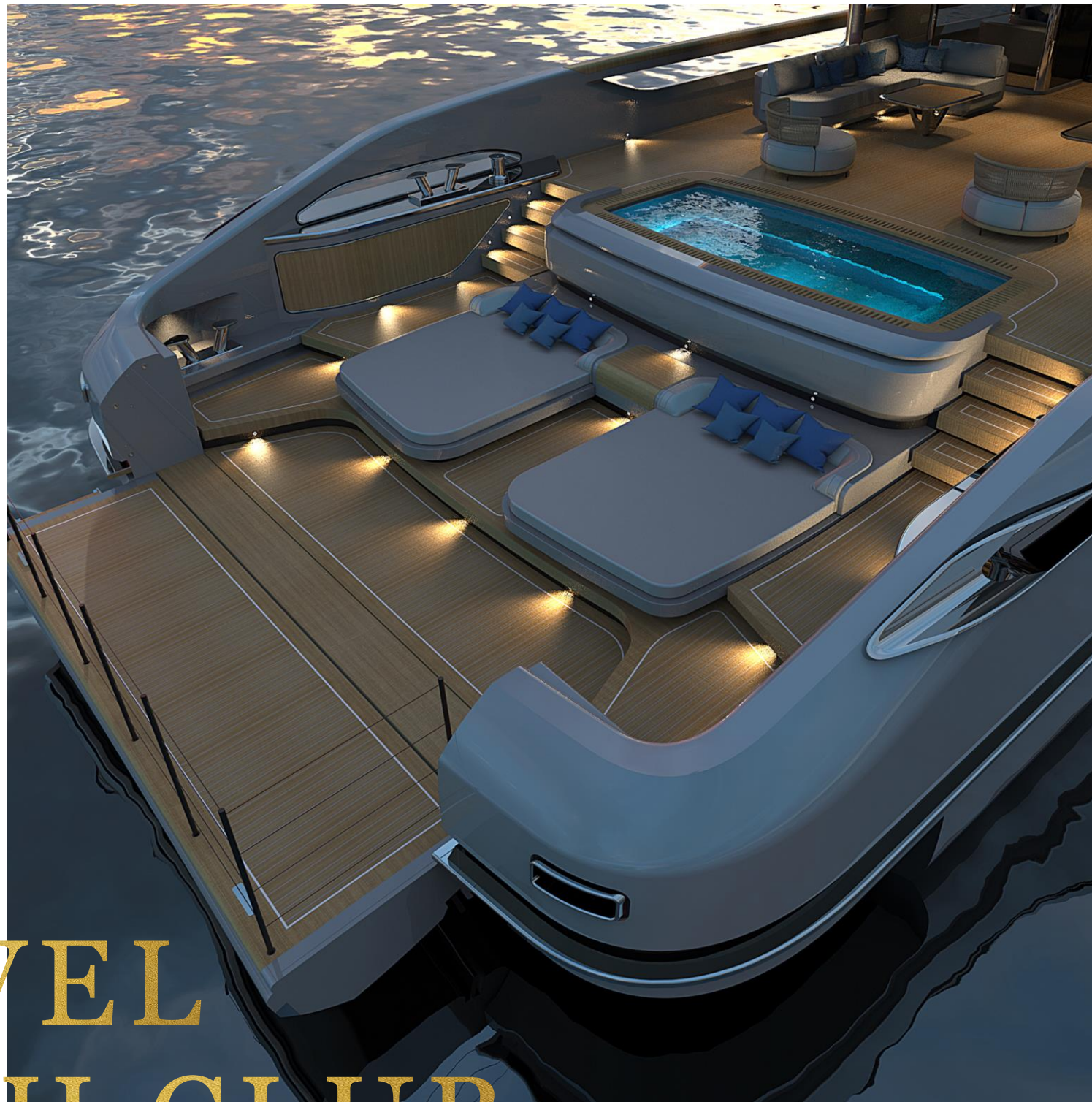


FOLD-DOWN BULWARK



A stern folding bulwark allows to enjoy the cruise in the utmost comfort and safety. When opened, it creates a comfortable swimming platform with retractable ladder for easy access to the sea.





3-LEVEL BEACH CLUB



INNOVATIVE POOL WITH UP&DOWN FLOOR





The pool is equipped with a movable floor that is leveled with the surrounding flooring. When the pool is closed, the space can be used as a yacht deck.



UPPER DECK LOUNGE



PUSHING THE BOUNDARIES OF ONBOARD CONVIVIALITY



A Telescopic and folding ladder allows a direct connection between the forward lounge and the sundeck, for an uninterrupted flow of convivial spaces.



T52



SUNDECK



T52

Designer

Francesco Paszkowski

Naval Architect

Baglietto

Material

Deckhouse:
Aluminum

Hull

High-tensile Steel

MAIN DIMENSIONS

LOA

52,30 m - 171.5'

Max Beam

9,50 m - 31'

Draft

2,60 m - 8.5'

Gross Tonnage

Approx 497 GT

Main Engines

2 x MTU16V2000M86 – 1.630 kW (2,217 HP)
at 2,450rpm

Top Speed (sea trial load)

17.0 kn

Cruising Speed

11.0 kn

Range at 11,0 knots (diesel mode)

4,400 nm

HYBRID PACKAGE

Main Generators

Cat 4.4 variable speed, 180 ekW

Night Generator

1 x Kohler 55 kW

Electric Engines /Shaft Generator

2 x 150 ekW

Lithium Ion batter pack

198 kWh (up to 396 kWh)

Range at 12.0 knots (diesel traditional)

3,600 nm

Range at 9.0 knots (diesel / electric mode)

5,700 nm

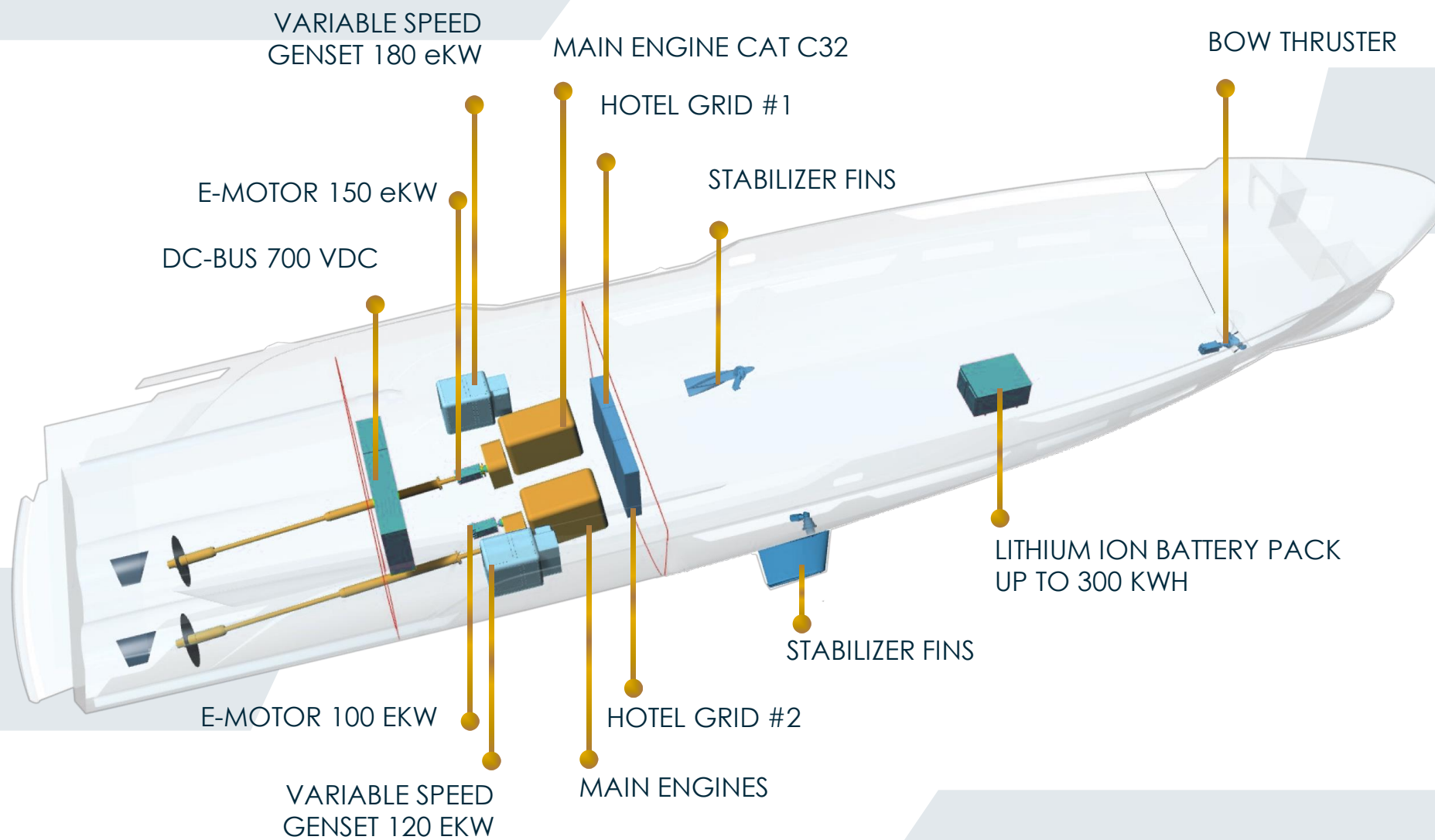
Class

Lloyd's Register ⚓ 100 A1 SSC, Yacht,
Mono, G6, MCH Hybrid Power

Delivery May 2023





















HYBRID PROPULSION SYSTEM



The hull is designed to optimize the performance of navigability and efficiency combined with the innovative hybrid propulsion offering:

- 17.0 kn max speed and economical speed of 11.0 kn with 4,400 nm range
- A unique range of 7,600 nm in diesel electric mode (economical speed 6 kn)
- A max speed of 7.0 kn only using the batteries
- 10 hours at anchor only on batteries

MODE	POWER SOURCES	TOP SPEED	RANGE AT CRUISE SPEED	FUEL CONSUMPTION AT CRUISE SPEED
NIGHT ⁽¹⁾ / ANCHOR ⁽²⁾		0	10 hours ⁽¹⁾ / 5 hours ⁽²⁾	NONE
FULL ELECTRIC		7 KNOTS*	4hours @ 5 knots*	NONE
DIESEL – ELECTRIC ⁽³⁾ (1 GENSET)	 	7,5 KNOTS	7,600 nm @ 6 knots	45 l/h
DIESEL – ELECTRIC ⁽³⁾ (2 GENSET)	  	9 KNOTS	5,700 nm @ 8 knots	85 l/h
DIESEL – ELECTRIC ⁽³⁾ (3 GENSET)	   	9,3 KNOTS	4,500 nm @ 9 knots	115 l/h
SHAFT GENERATORS	  	15 KNOTS	3,850 nm @ 12 knots	200 l/h
DIESEL TRADITIONAL	   	17 KNOTS	3,600 nm @ 12 knots 1,600 nm @ 16 knots (85% MCR)	210 l/h 670 l/h

*Depending on hotel loads; with a 396 kWh battery pack.

⁽¹⁾ Night mode: depending on hotel loads; only essential services have been calculated.

⁽²⁾ Anchor mode: depending on hotel loads; Fin stabilizers at zero speed considered.

⁽³⁾ Diesel Electric mode:

- Peak loads will be absorbed by Lithium-Ion batteries;
- Available propulsion power is automatically limited according to necessary hotel loads;
- Switching between 1,2 or 3 gensets can be automatic or manually operated by Captain.



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