AZIMUT
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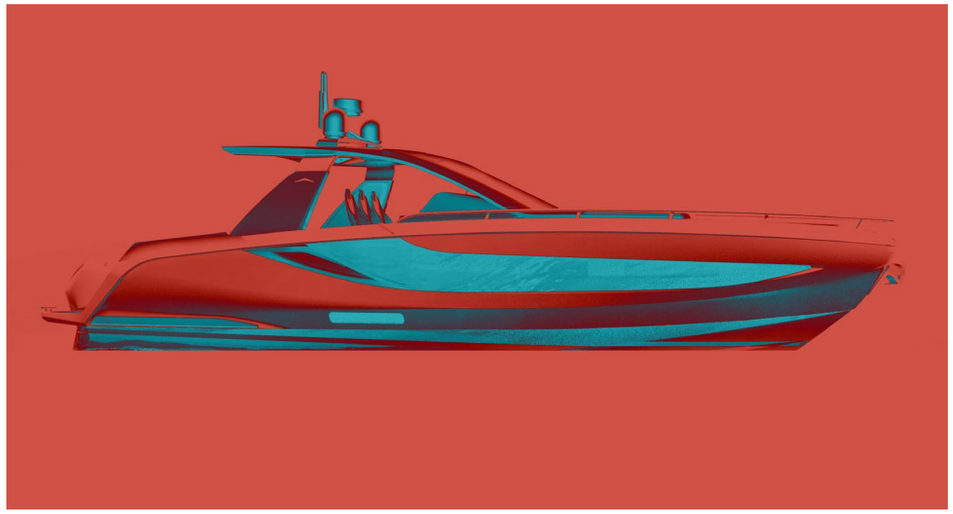
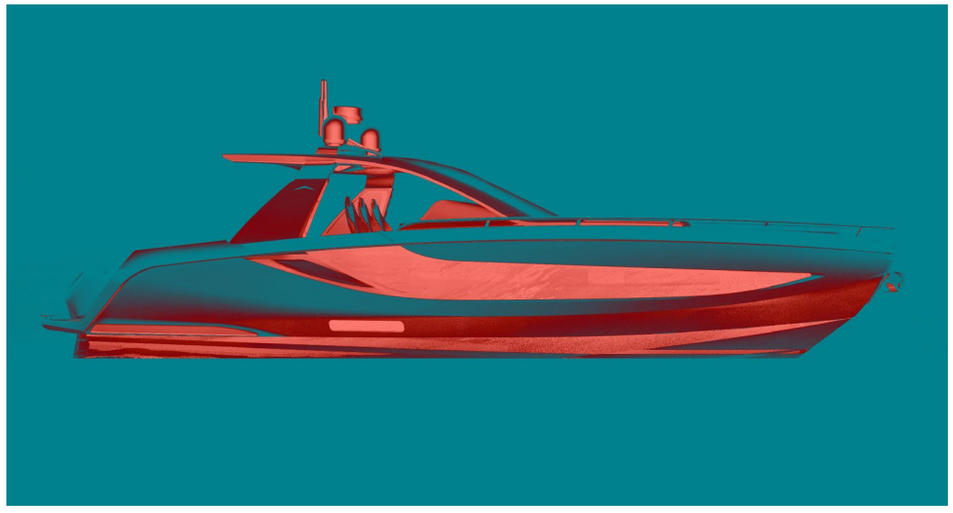
VERVE 42

PRELIMINARY PROJECT PRESENTATION

VERVE 42



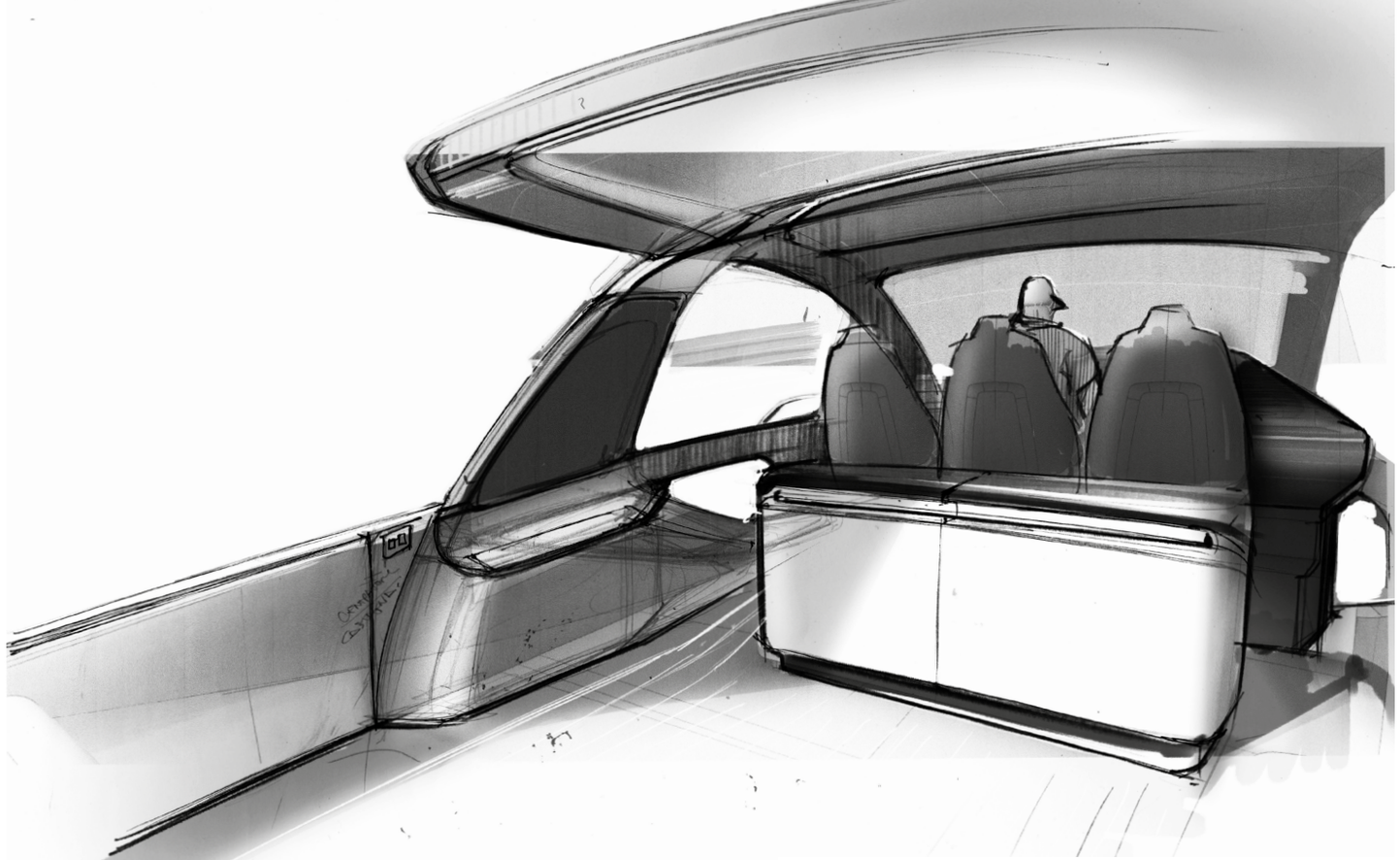


VERVE 42
THE NEW ULTIMATE BOATING MACHINE

PRELIMINARY PROJECT PRESENTATION

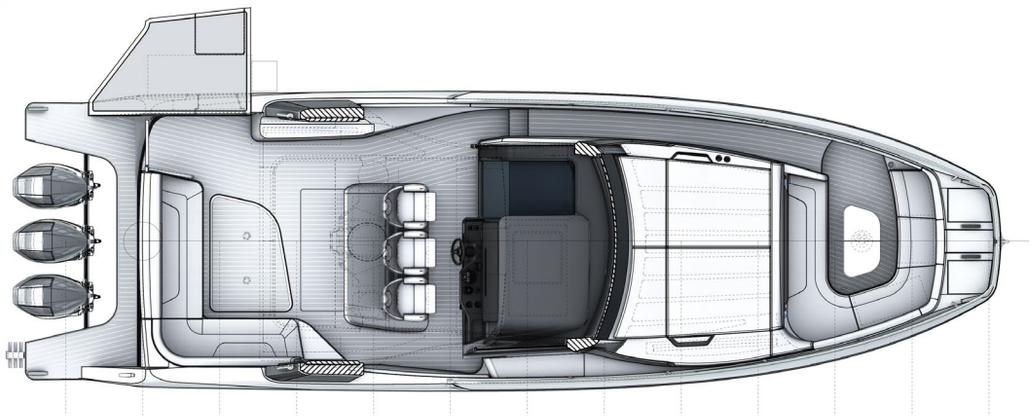
Portside aft bulwark folds out to enlarge the space
offering an easy access to the sea.

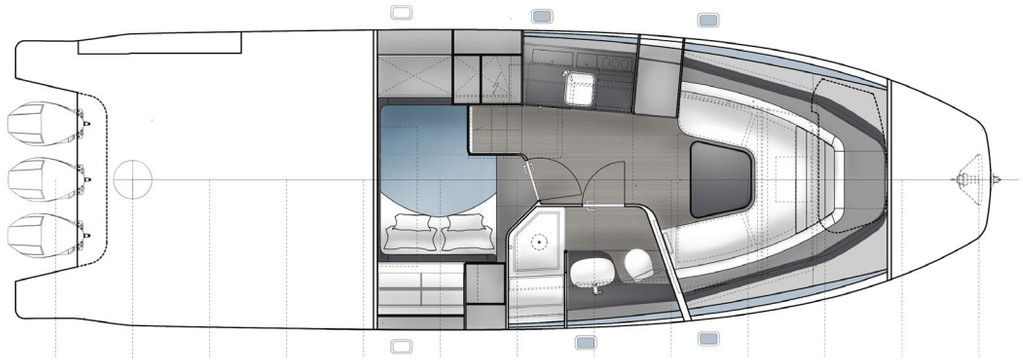
SPORTY ATTITUDE AND PURE ITALIAN **DESIGN**



Provided with a hi-lo table, the dining area can be fully converted in a space for relaxing or party on the sea.

MAIN PROJECT DATA





Length overall (incl. pulpit)	12,9 m (42’ 3”)
Beam max	3,96 m (12’ 11”)
Displacement* (at full load)	13,5 t (29760 lb)
Engines	3 x 450R Mercury
Maximum speed* (performance test mass)	45 kn
Cruising speed* (performance test mass)	33 kn
Fuel capacity	1800 l (475 US Gal)
Water capacity	250 l (66 US Gal)
Cabins	1
Berths	2+2
Head compartments	1
Building material	Carbon fibre + GRP
Exterior and interior design	Francesco Struglia
Hull Designer	Michael Peters
Builder	Azimut Yachts

*Poject Data

All performance specified in the table above are design data and apply to a standard configuration boat (standard equipment installed excluding tender, jet ski, etc.) with clean keel, propellers, and rudder. Furthermore, the performance levels indicated above have been defined under good sea and wind conditions (Beaufort Scale level 1, Douglas Scale level 1, ambient T < 25°, seawater T = 15°, atmospheric P = 103250 Pa) with 2 people on board, 25% fuel, and fresh, gray and black water tanks empty. Different or harsher sea conditions may significantly affect performance.

SVVT HULL:
STEPPED V VENTILATED TUNNEL

The high performance patented Stepped 'V Ventilated Tunnel (SVVT) was developed by Michael Peters. As shown in figure, the SVVT hull form incorporates a classic deep 'V' hull with two transverse steps and a central tunnel aft.

Unique to other current stepped deep 'V's, is the central tunnel aft, which is the key attribute to its performance. The shallow tunnel serves to increase the longitudinal stability of the boat in high speed turns and adverse situations.

The tunnel creates lateral area and carries a channel of water that controls the aft end of the boat and keeps it from spinning out of control. Combined with the reduced wetted surface created by the transverse steps, the tunnel ventilates with air and clears our at high speed, further reducing drag.

The combination of deep 'V', steps and ventilated aft tunnel add up to being the most efficient high speed rough water hull form developed today.

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VERVE 42

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