



AZIMUT 58

The Azimut 58 looks good and handles great as well.

By Neil Holmes



The Review

Azimut have been an innovative builder in motor yachts and cruisers in the last two decades, breaking the ice with revolutionary designs outside and setting new trends inside with inventive layout plans. As with all things Italian the Azimut 58 oozes style and elegance and has an abundance of the wonderful innovative features Azimut is so renowned for, from its drop down bathing platform to its wonderful scissor action beds. Clipper marine based in Hamble near Southampton are the UK agents of these boats, so before we move on to the performance of this 58 footer I will take you on a virtual tour of the interior.

The approach to the foredeck from aft cockpit is pretty much what you would expect from a boat this size, maybe a bit of a squeeze for someone with a larger than normal build but really nothing that would make a difference to the average boater. The hull has prominent windows set on either side, the

forward windows allow light to enter the guest room which offers a choice of bed configuration either V berth layout or the berths can be cleverly swiveled or scissored together to make a decent size double, it's the small attention to details like this

that Azimut excel in. This forward cabin has an en-suite toilet shower but as is common in many larger craft it can also be accessed from the hallway, so maybe it's best to remember to lock the door!

There is an additional cabin along the starboard side with two single beds which can be pushed together to make a double. Both forward cabins have

spacious wardrobes with natural cedar interiors and the bed sizes are more than ample.

The 'master' bed room or 'owners' suite is total luxury with its own en-suite. The shower cubicle is fit to rival most five star hotels with an extremely large wet area and a distinct hint of decadence. This cabin is extremely well lit thanks to the

www.whatboat.com

WHATBOAT?

The owners cabin or suite could rival any 5 star hotel in terms of luxury.



The Review

panoramic windows, and is furnished to a very high standard, with cedar wood interiors and leather paneling on the headboard of the bed. Unusually the bed is set at an angle allowing free movement around the bed and giving the impression of space. There is more than enough storage with drawers and cupboards conveniently placed against the walls. Although most owners would not generally choose to sleep whilst underway, the fact that the en-suite is between the sleeping area and engine room means noise is kept to a minimum.

A staircase from the lower deck takes you up into the magnificent spacious deck saloon which is also home to the galley. On the way up the stairs there is another of Azimut's innovative ideas, a small panel conceals the washer/dryer meaning it's totally out of the way but still has easy access. The décor on the test boat is very light and this together with big windows all round seems to make the area appear even larger, the seating area is modern with loose-woven fabrics and leather inserts giving a stylish

appearance. There is more than enough space to seat at least eight people in comfort. There is a large Plasma screen television and another settee layout opposite so if you feel inclined to 'slob out' whilst watching TV this is the area for you!

The well fitted galley has all the obvious appliances but again there is the extra design features such as the pan restraint on the cooker, these are common on sailing boats but I have seen very few on motor yachts. There is a dining area opposite the galley, which is well laid out with plenty of space to sit comfortably.

The lower helm with full instrumentation has the wheel centrally fitted and the pilots comfort is attended to with a sumptuous captain's seat. A neat

touch is two circular electrically operated windows that allow fresh air into the cabin. When underway, and with the deck saloon door in the closed position, the noise level in the saloon is remarkably low. Patio doors lead you from the saloon to the deck area, entry to the basic crew accommodation is reached

WHATBOAT?

The lower helm with its impressive range of instrumentation opens out into the main salon.

www.whatboat.com



through a hatch below the wide aft seating, and a door in the transom leads onto a large bathing platform which can be raised and lowered hydraulically to launch and recover both tenders and people!

Access to the engine room is also on this aft deck, with a more than generous layout there would be enough room for most engineers to

do the all important maintenance and servicing. Perhaps the designer of this boat had spent some time in an engine room and had realized some of the problems involved in inspecting machinery with limited light, as there were lead lights placed strategically around the bay on expanding leads allowing the lights to be shone into the appropriate areas. Climbing the stair-

case onto the flybridge reveals a sun-worshippers paradise. One can't help being impressed by the spacious, cleverly planned expanse of seating, sun beds and alfresco galley.

An owner can entertain at least ten guests in complete comfort while the helmsman sits in his own domain with clear all-round vision

www.whatboat.com



overlooking the sun-bathing area on the foredeck.

So with the tour of the interior complete how did it perform?

The standard boat is fitted with two MAN 800hp R6 diesels. From the flybridge the noise is virtually just a hum in the background, even when the throttles are turned up .the steering is light and responsive but somehow feels rich and smooth.

Although the sea conditions were relatively choppy the craft was quickly onto the plane for a boat of 28 tons. The top speed is around 32 knots, but during our voyage around Southampton Water and the Solent we sat at a steady 25 knots, and although Azimut suggest a 28 knot cruising speed, of which we reached several times, the most economic speed would be around 24 knots. Although the sun was shining the chill factor was beginning to take its toll so we moved into the warmth of the deck saloon.

With the trim tabs slightly lowered the bow dropped enough to offer perfect forward vision, this action didn't seem to make much difference to our speed .Turning the wheel hard whilst underway made the boat lose only a fraction of the speed I thought we might lose. Whilst travelling at wide open throttle the boat seems to glide across the water as opposed to 'ploughing' like many vessels this size seem to do.



Main Deck



Layout Plan

www.whatboat.com

Specifications:

Length overall (inc.pulpit) 17.88m (58'.8")
 Hull length 17.59m (57'.9")
 Beam at main section 4.95m (16'.3")
 Draft (inc props at full load) 1.37m (4'.6")
 Displacment (at full load)28.8T
 Engines2 x 800MHP (588kw)
 POWERED BY MAN R6
 Maximum speed (at half load)32 Knots
 Cruising speed (at half load) 28 knots
 Fuel capacity2800L
 Water capacity630L
 Cabins3 + 1
 Berths6 + 1
 Keel V shape with angle of deadrise 15.5 degrees AFT.
 Construction GRP

Further information:

Clipper Marine
 Southampton
 T: + 44 2380 605060
 E: sales@clippermarine.co.uk

Conclusion:

In my opinion the Azimut 58 oozes quality and style alongside excellent handling ability. The view from the flybridge makes tricky manoeuvring easier whilst the general quality of finish is excellent. Well mannered on the water as well that makes it a class



In my opinion the Azimut 58 combines unique design and style features alongside excellent handling ability. The attention to detail is what makes this boat a notable nomination for **WhatBoat? Boat of Year 2009.**