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# ABSOLUTE NAVETTA 75

*Think you know what a trawler yacht is all about? It might be time to think again...*

WORDS: Alex Smith



When you step on board, that clarity of design is fully backed up by the intelligence of the deck layout

here's something delightfully Italian about Absolute's new flagship. On the one hand, it adopts the classically upright form of a Nordic or American-style trawler. And on the other, it tweaks and cajoles that traditionally workmanlike form with remarkable aesthetic finesse.

Vast, seemingly mullion-free side windows wrap around the superstructure, dividing the flybridge from the hull sides with unbroken reflections of sea and sky.

And unlike the outgoing Navetta 73, the new boat adopts some very attractive design elements from the Coupe line too. While the 73 uses a rugged, squared-off back end with imposing aft bulwarks and swept fibreglass struts, the 75 augments the connection between the cockpit and the sea by means of an open transom design with a clear glass balustrade, alongside a bulwark that dips as it leads aft, extending the deep midships cutaway right back to the aft cockpit's seating zone.

Absolute has revised the hull sides too – taking its trademark concoction of square and circular

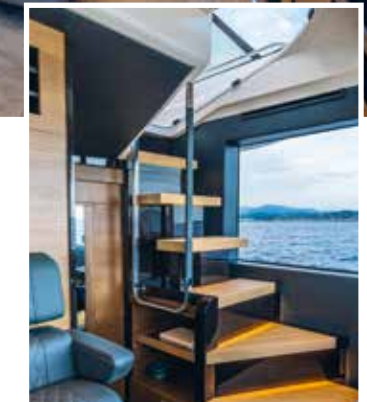
BELOW: The vast flybridge features a neatly angled bar between the dining and lounging zones



Sloping cutaway bulwarks and slender steel flybridge supports keep the cockpit delightfully open



ABOVE: For the ultimate in crew discretion, a forward galley with privacy screen is positioned next to the lower helm and internal flybridge stairs



There's also a long upper galley with twin griddles

hull windows and gathering them together into just two large tinted panels. As on the 60 Fly, these elegantly raked sections eradicate the clutter, making the boat feel much slicker and more cleanly resolved. In fact, despite the fact that the new Navetta 75 retains all the voluminous vertical elevation you would want from a trawler-style yacht, there's a strong argument to suggest that this is the loveliest looking boat in the entire Absolute fleet.

#### A BETTER DECK LAYOUT

When you step on board, that sense of design clarity is fully backed up by the intelligence of the deck layout. As far as possible, Absolute has used single-level decks, alongside a mix of fixed and freestanding furniture, to provide all the storage and work surfaces you need while retaining plenty of flexibility in the way the day spaces can be arranged.

At the aft end, the cockpit's freestanding six-person dining station is framed within the wraparound glass of the central balustrade and serviced by a starboard wet bar, which is particularly handy on a galley-forward layout like this. In addition to twin side gates, there are also symmetrical steps down to the swim platform on both sides and, as you would expect of a trawler yacht, sheltered side decks lead you safely to the sunbeds at the bow.

The fact that the 75 uses low-profile steel struts instead of chunky fibreglass stanchions to support the flybridge back here certainly helps create an impressive sense of openness – and when you step into the saloon, the internal day spaces feel

almost as bright. Vertical full-height glazing admits plenty of light and the use of a transverse forward galley behind the helm means the rest of the space is left wide open for another big freestanding dining station forward, a more relaxed seating zone aft and two separate stairwells for access to the lower deck.

Generous though the saloon might be, the flybridge feels even more accommodating. Encompassing virtually the full beam and running all the way from the main deck screen to the transom steps, there is space up here for fixed worktops on both sides, as well as a big central dining area, a cool cocktail bar and an expansive aft deck with easy settees, freestanding sunloungers and another attractive glass balustrade. An internal stairwell between the lower and upper helms is a boon for both guests and crew even if it eats up some space on the port side of

the wheel, but there's still plenty of room for another sociable L-shaped settee to starboard of the central two-man helm.

As regards the entertaining facilities, there's really no need to rely on the lower galley here at all. There are two big grills on the port side of the flybridge, plus all the storage and refrigeration you could want – and such is the scale of the fixed cabinets that you could easily double the cooking capacity with a simple visit to the options list. That said, one of the key options dilemmas on the upper deck is likely to involve the flybridge roof. The test boat is specced with a soft retracting concertina sunroof which bathes the dining station in oceans of natural light. But if your cruising grounds (or your cruising habits) demand it, you could also go for a fully enclosed arrangement or a rigid hardtop with integrated sunroofs. ▶



LEFT: The transverse main deck galley has direct access to the side deck MIDDLE: For sun worshippers, the concertina sunroof is the best option RIGHT: The bow makes excellent use of the beam-forward design



ABOVE LEFT: Whether you're inside or outside, the full-height glazing with open bulwarks looks superb  
 ABOVE RIGHT: The scale of the flybridge has to be seen to be fully appreciated

Whatever you choose, it's clear that in spite of all the 75's wide-open leisure-friendly deck space, this new flagship remains firmly in command of guest privacy too. The aft crew quarters, for instance, are connected by a wide sheltered side deck to the galley's port door. This in turn is connected both to the lower helm and, by means of an internal forward staircase, to the upper helm. This enables the crew to move between the accommodation and the various service and operational zones without ever having to inconvenience the guests. And if you choose a life of self-drive cruising, as many will, it's good to see that crew-centric features like the forward staircase and the push-button privacy panel at the galley retain plenty of recreational merit in their own right.

could also lay claim to that title. The forward cabin is perfect if you enjoy boating in the Mediterranean. It takes you further away from prying eyes on the quay and opens up the views on either side. It also takes you further away from the rumble of the engines, while also furnishing you with your own private staircase to starboard of the lower helm.

If you prefer to be closer to your guests and enjoy the idea of a full-beam cabin without any hull taper, the aft VIP cabin is almost as impressive. On the starboard side, the dressing table could do an equally good job as a mobile office. And on the port side, there's a central sink beneath a large square window with a neat mirror that slides up and down like a blind. The toilet and shower are then divided into two separate compartments, one forward and one aft of this central sink, enabling Absolute to maximise the scale and openness of the primary cabin space itself.

It's clear on the lower deck that ease of ownership is also a major strength. The quality of construction is very strong, the finish is very slick and the practicality is also spot on. In addition to a spacious walk-in engine room with remarkable headroom above the treadplates, there's an equally well arranged plumbing compartment at the bottom of the guest stairwell. In the event of a fault or a leak, this enables you to identify and isolate any part of the boat's fresh water system without the slightest fuss or panic.

But it's the forward service room that really impresses. Cleverly positioned beneath the forward owner's cabin, it is concealed behind a door in the walk-in wardrobe for the guest double. It provides immediate access to the anchor winch and bow thruster and (rather cleverly) it also houses a second hot water tank so the owner doesn't have to wait for their water to come all the way from the engine room.

In fact, while we're talking about the finer details of life on board, even the air conditioning is worth a mention. Rather than doing the easy thing and installing standard off-the-shelf units, Absolute has elected to install wide, slim vents, positioned way up around the periphery of each space. They emit



The owner's bathroom has its own hot water tank

**COOL CABINS**

Down below, it's easy to see why this boat has already scooped an international award for its interior design. In fact, although the forward cabin is nominally the owner's suite, the 75's VIP mid cabin



LEFT: The forward owner's cabin is bright, private and beautifully finished



It's easy to see why this boat has won an international award for its interior design

LEFT: At night, the Absolute's wealth of unobstructed views becomes strikingly evident

slow, broad wafts of cool air rather than targeted jets and the result is a much more even temperature throughout each room, without the warm and cold spots (and without the intrusive hum) that tends to accompany most conventional AC systems.

**STEADY AS SHE GOES**

Given its generous beam, its forward bulk, its vertical elevation, its enormous flybridge and its internal volume, not to mention a dry weight in excess of 50 tonnes and a pair of relatively modest 1,000hp engines, it would be reasonable to assume that the Navetta 75 might feel a touch wallowy and ponderous. But while Absolute tends not to be too concerned with a

little bit of extra weight, it continues to pay very keen attention to where that weight is positioned in the boat. That's why it has used a set of jack shafts to shift the engines a little way forward of the IPS drives and positioned the twin 2,000-litre fuel tanks around the centreline ahead of that – and when you put the throttles down, it's clear that Absolute has got its sums just right.

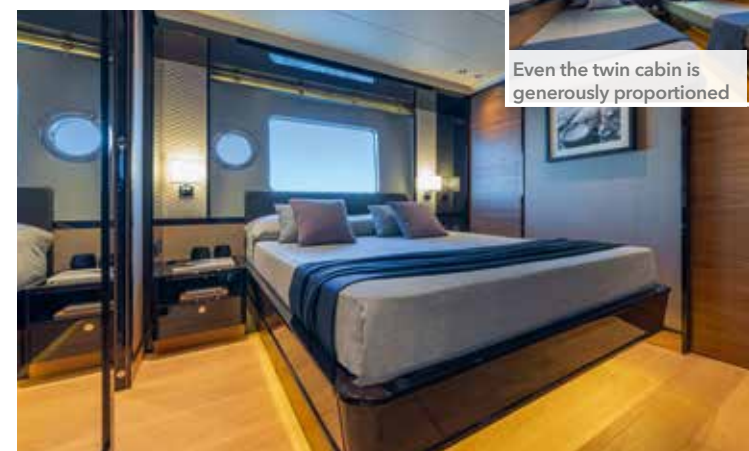
The drive feels supremely stable, both in terms of pitch as you pile on the revs and in terms of lateral composure as the swells roll through on the beam. Remarkably, pushing past 20 knots takes just a few seconds and, with its plumb bow and fine entry, ride softness also feels distinctly user-

BELOW LEFT: The second guest double gets masses of storage

BELOW RIGHT: A two-part bathroom opens up big space in the VIP mid cabin



Even the twin cabin is generously proportioned



Its stability, ride quality and handling acumen are likely to surprise you



Glass balustrades keep the cockpit and aft platform beautifully integrated

friendly. It scoots through to the top end with commendable vigour and while a 25-knot maximum is nothing to shout about by the standards of the sector, the refinement is excellent. Even a fast cruise of between 20 and 23 knots sees sound readings of just 66 decibels at the lower helm and, whatever pace you happen to be doing, there's a degree of stability, ride quality and even handling acumen that is likely to surprise you.

As for the range, well on the face of it, that might appear quite modest by the standards of a big trawler-style yacht. We're seeing between 200 and 240 nautical miles at speeds of between 20 and 25 knots – and even at 15 knots, the range hovers at around the 270nm mark. But if you want to boost that range, it's important to note how keenly this boat lends itself to a slow cruise. At 8 knots, we were burning around 4 litres per nautical mile and enjoying a range of around 800nm. And critically, when you run at this pace, it doesn't feel like a planing boat, pointing skyward, flinging foam and straining to climb its own hump. It feels like a mature long-distance displacement vessel that will sit flat and stable and behave itself impeccably for hours on end.

extremely intelligent spatial arrangement and an unflinching commitment to a different way of doing things. From the unique cabin layout and the walk-in engineering spaces to the one-choice engine option, the beam-forward hull, the unobstructed views and the wide open decks, this boat is full of merit. It's not especially quick of course but, as the Absolute flagship, it was never about outright performance. It was about optimising the core brand principles of privacy, comfort and refinement and presenting them in a package that would continue to redefine what we expect of a modern trawler yacht. And in that regard, the Absolute Navetta 75 is an absolute triumph.

CONTACT: [www.absoluteyachts.com](http://www.absoluteyachts.com)

**THE BRAND AMBASSADOR**

The new Navetta 75 is a hugely impressive boat. It retains all the volume and practicality of a classic trawler but adds a highly sophisticated aesthetic, an

**SHIP'S SYSTEMS**  
This screen gives access to all the key systems such as tanks, electrics, air conditioning etc



**IN COMMAND**  
Rear view cameras overlooking the stern help with docking manoeuvres

**SKIPPER'S DOOR**  
A handy side door allows the skipper to pop out to the side deck when needed



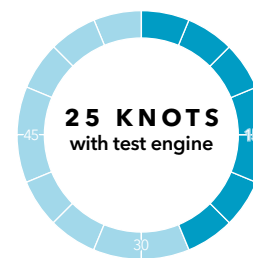
**CREW QUARTERS**  
Crew have quick and discreet access to all operational zones

**HELMS 3 AND 4**  
You can spec extra helm controls at the aft wet bar and starboard side deck

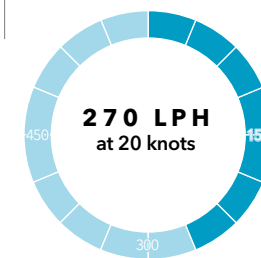
**MAGIC MASTER**  
The big forward owner's cabin and bathroom are perfect for Med-style cruising

**GALLEY**  
The location and transverse orientation of the galley frees up space in the saloon

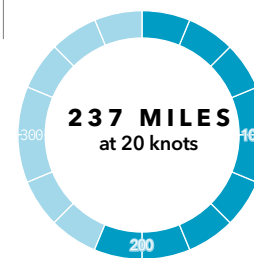
**TOP SPEED**



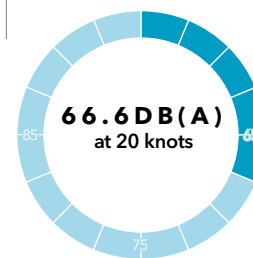
**CONSUMPTION**



**RANGE**



**NOISE**



**PRICE**



**SPECIFICATIONS**

- LOA 74ft 8in (22.8m)
- BEAM 18ft 4in (5.61m)
- DRAFT 4ft 7in (1.40m)
- DISPLACEMENT 52.4 tonnes
- FUEL CAPACITY 4,000 litres
- ENGINES twin Volvo Penta IPS1350
- RCD Category B for 18 people

**COSTS & OPTIONS**

Price from €3,680,000,00 ex VAT

**PERFORMANCE**

Test engines 2 x 1,000hp Volvo Penta 12.8-litre 6-cylinder D13-IPS1350

|                 | ECO  | FAST  | MAX   |
|-----------------|------|-------|-------|
| RPM             | 600  | 1,000 | 1,300 |
| Knots           | 4.7  | 8.2   | 10.6  |
| Litres per hour | 10.0 | 33.5  | 69.0  |
| Litres per mile | 2.13 | 4.09  | 6.51  |
| Range (Nm)      | 1504 | 783   | 492   |

Calculated figures based on real-time readings, yours may vary considerably. Figures allow for 20% reserve. All prices inc VAT. 88% fuel, 28% water, 7 crew + safety stores. 24 degrees air temperature, F2 and 2ft seas for sea trial