

BGM75

READY TO GO
EXTRA MILE?



FOR
BLUEGAMERS
ONLY.



BLUEGAME IS ALWAYS ONE WAKE AHEAD, ACTUALLY, TWO.

True to its disruptive and independent spirit, Bluegame breaks into the multihull segment and does so as always by changing the rules of the game. The BGM (M = Multihull) range, looks to the future and represents the most advanced platform for technological innovation that confirms the leadership in sustainability achieved by the Sanlorenzo group.

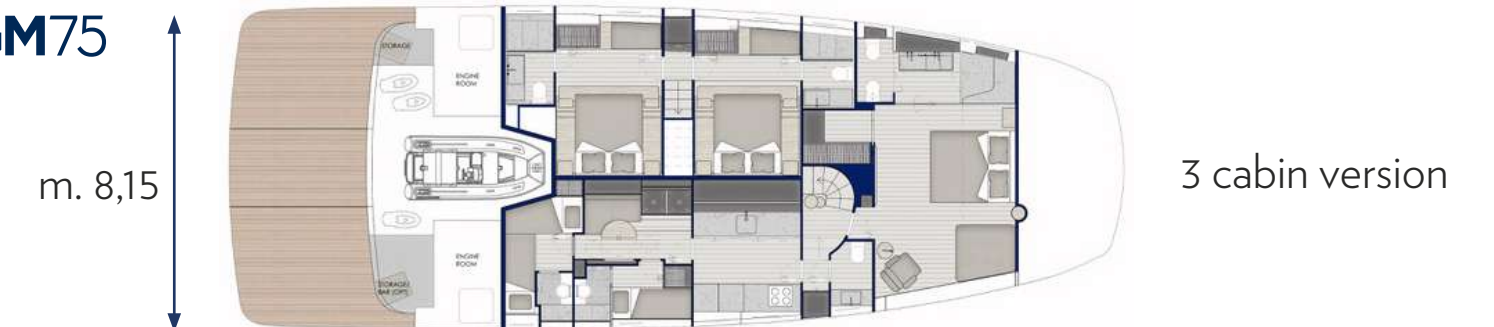
The BGM75, the first model of the range, does not actually enter the multihull segment, but creates a new, parallel segment, far away from the multihulls to date on the market.

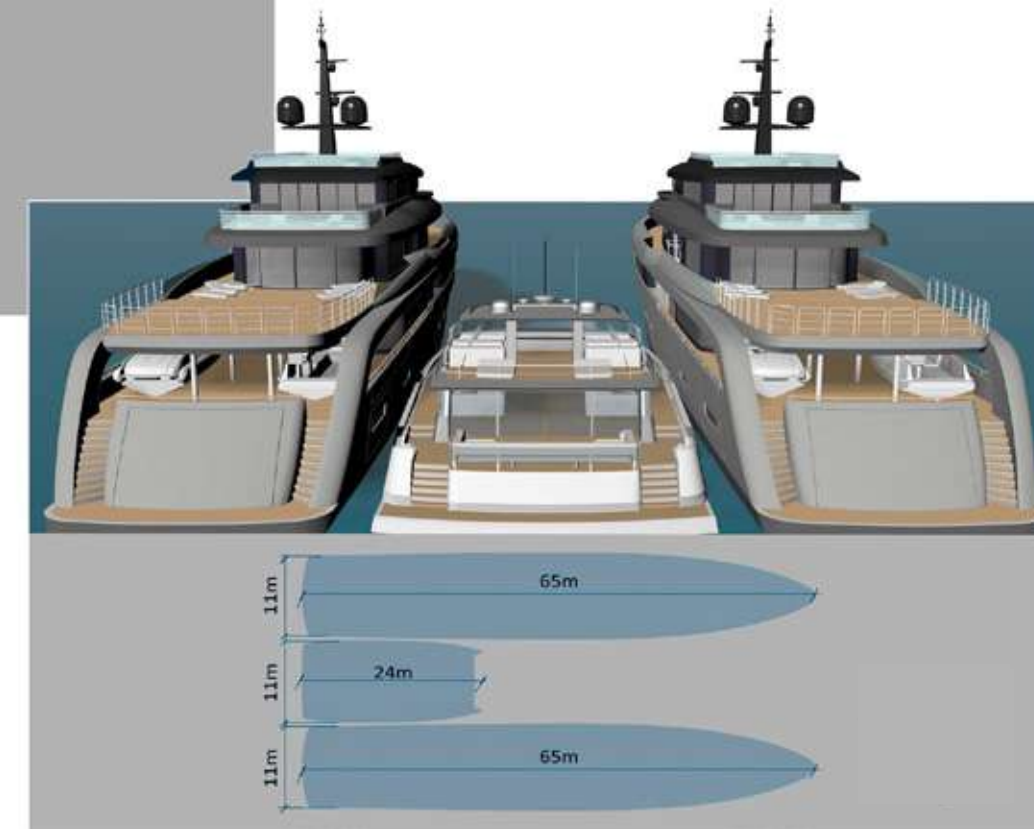
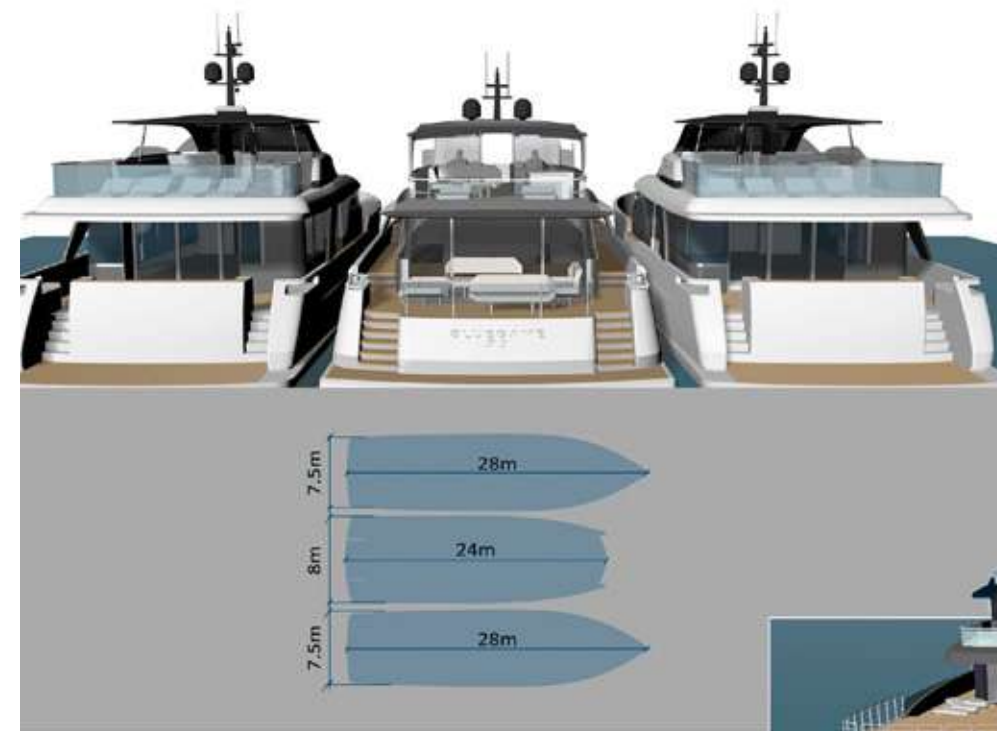
Consistent with the Sanlorenzo group's positioning, she is first and foremost a luxurious, beautiful motor yacht that "by chance" has not one hull, but two.

Not even in this last feature, though, can be compared to any existing catamaran on the market. Primarily because, from the first glance, the shape of the boat moves away from the "boxy" shape of a catamaran, thanks to the reduced width in favour of a ratio between beam and length closer to a monohull. This allows for the horizontal surfaces between the two hulls to connect creating a single volume as if it were a monohull; but with larger spaces and the possibility of having a full beam owner's cabin of extraordinary dimensions. This layout is not possible on traditional catamarans, where the two hulls are too far apart to allow aforementioned connection and are arranged separately inside the two hulls.



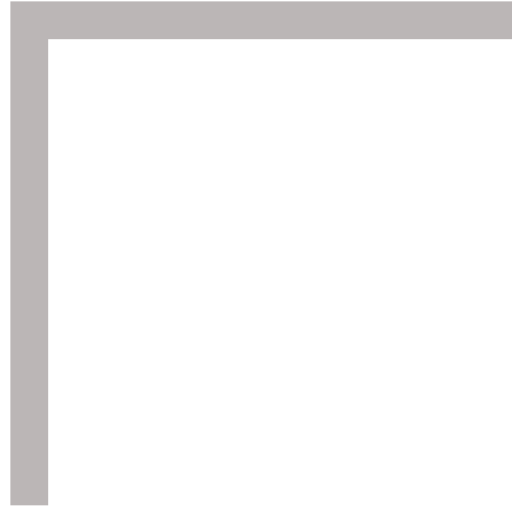
BGM75





Also viewed from the stern, thanks to the length-to-width ratio, the BGM75 is not comparable to traditional catamarans, where the two hulls are visibly separated.

The aesthetic impact is of an elegant and balanced monohull and the space between the two hulls normally unused on traditional catamarans, conceals a garage for the tender, whose descent into the water is fully automated. The reduced width also allows the BGM75 to be moored between monohull boats and not between much larger superyachts, due to the disproportionate ratio between width and length.

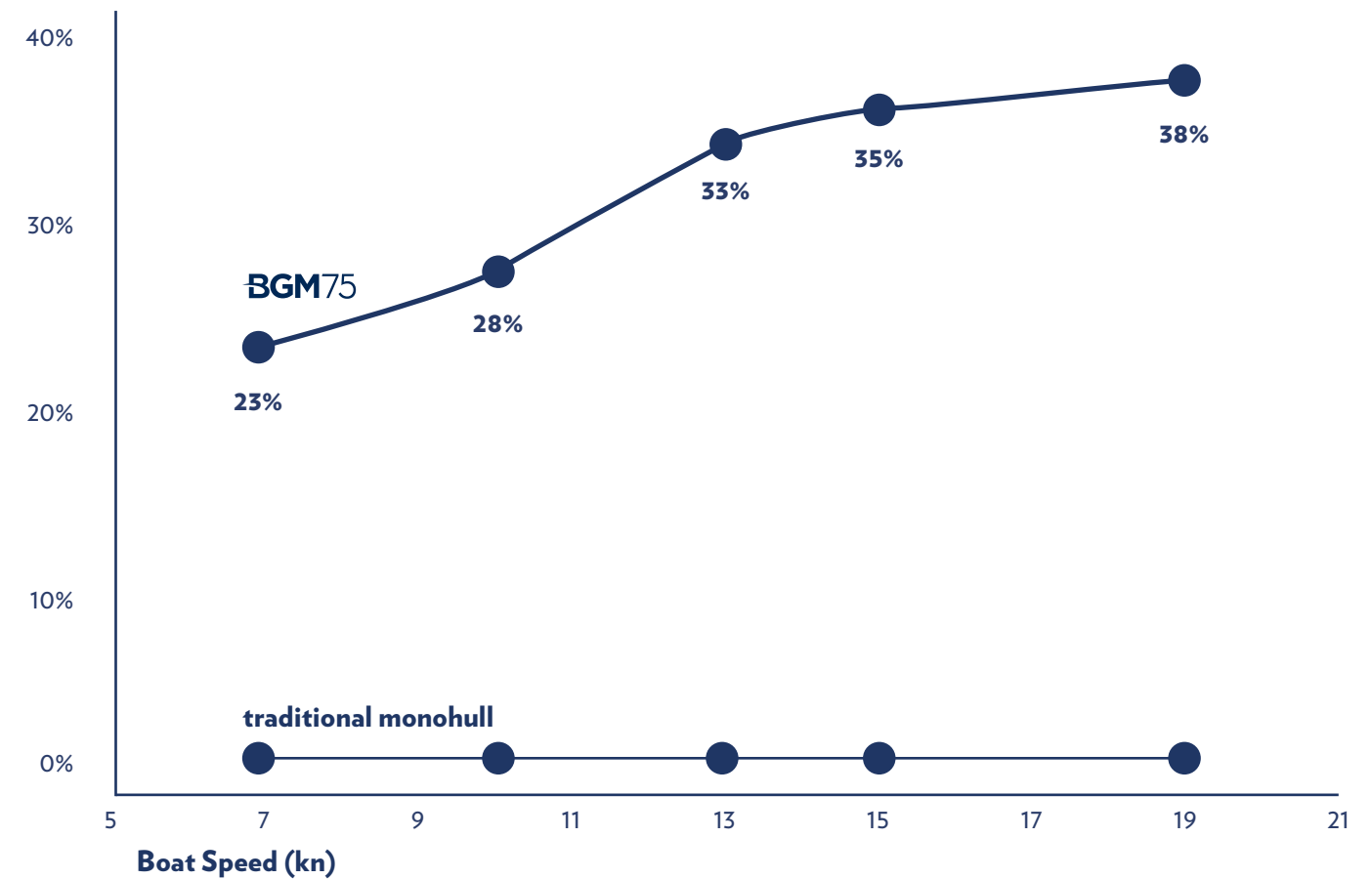


In the USP (Unique Selling Proposition) of the BGM75 there are many differentiating elements, but the most valuable one is the search for effective sustainable solutions, with particular reference to the reduction of consumption. It is precisely in this last aspect that the shipyard expresses with this model its full Research & Development capacity. An ultra-efficient hull derived from the America's Cup, designed by Philippe Briand, a world renowned expert in the design of performance hulls, optimization of the Volvo

IPS propulsion system with 50% less power required than monohull vessels of the same volume, use of carbon for the hull, use of lightweight materials for all nonstructural parts and all furnishing components, all contribute to an impressive reduction in fuel consumption. To fully understand the magnitude of this reduction, some figures based on a comparison of BGM75 equipped with 2 x Volvo 600h with a 90' displacement vessel (comparable volume) equipped with 2 x MTU1200 based on a use of 300 hours.

90' displacement monohull 2 x MTU 1200 HP	BGM75 2 x Volvo 600 HP
Comparison based on 300h use	
<ul style="list-style-type: none">- 130 l/h- 175 t of CO₂- 66,000 l- 130,000 €	

% Effective power savings compared to a 90' displacement vessel



Bernardo Zuccon and Piero Lissoni, world famous designers who have been instrumental in creating many of the greatest successes of Bluegame and the Sanlorenzo group, have fully grasped the power of such an avant-garde project, giving respectively a contribution to the external lines that makes them today the classics of the future and for the interiors an original approach in terms of layout, use of spaces and materials, resulting in maximum comfort, refinement and distinctive livability.

The very high human and financial resources that Bluegame has put into the project of the BGM range prove how much the company believes in the multihull and this range will not remain an ambitious, isolated project.

Other ranges of multihulls are being developed, on which content of increasing sustainability will be progressively implemented.

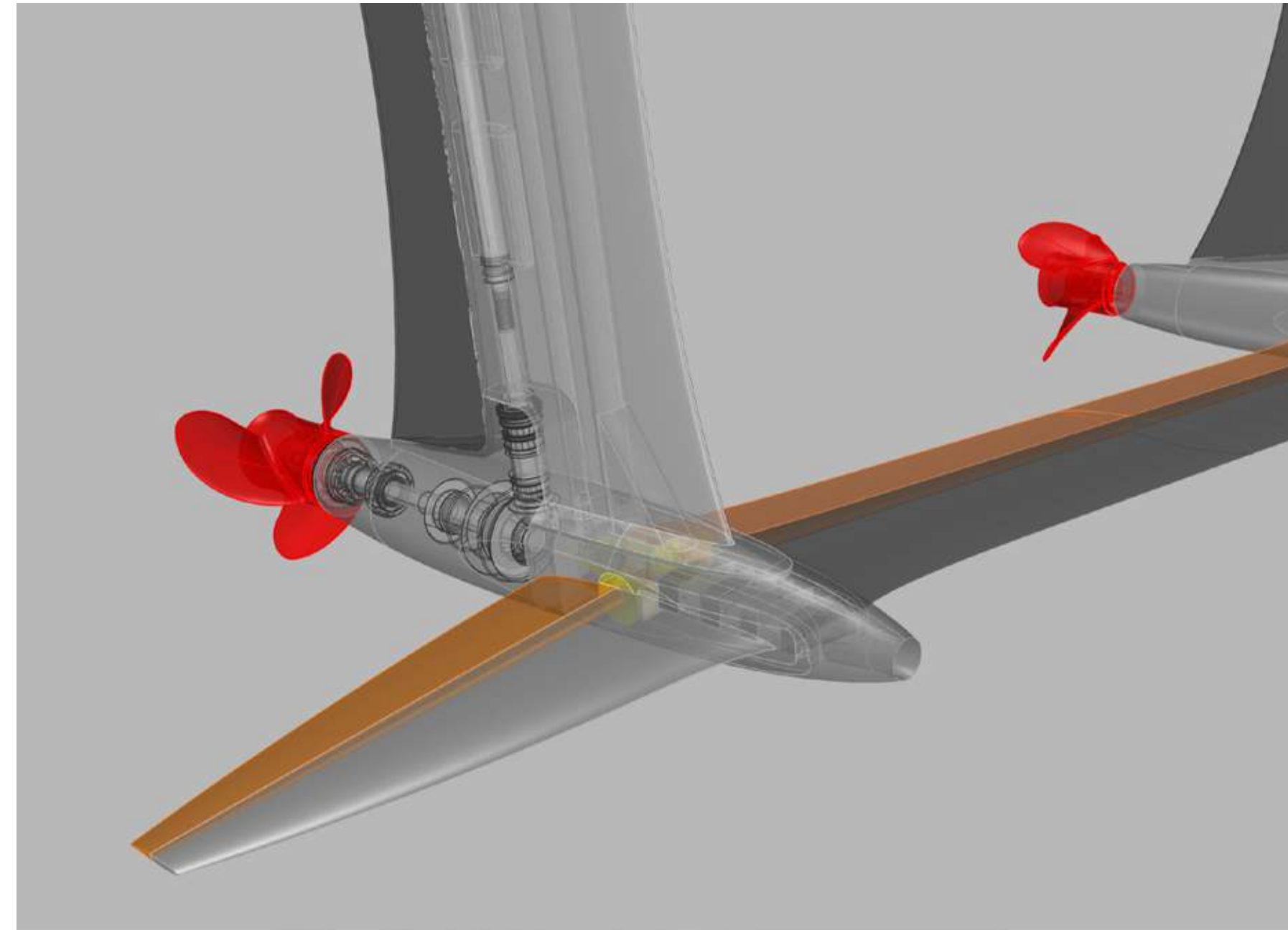
The BGM (H= hydrogen), which is currently under construction next to the BGM75, represents today the highest expression of sustainable technology on board a vessel. It is the

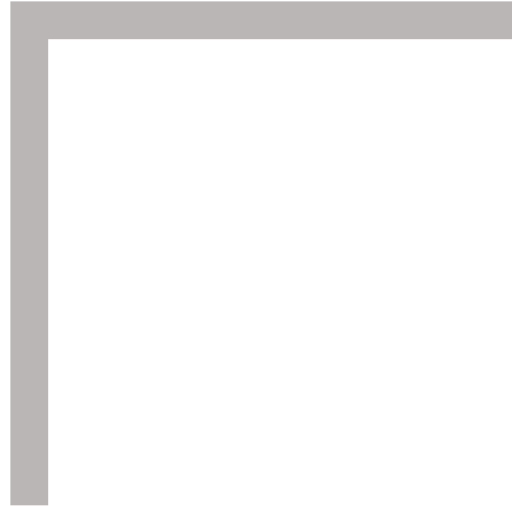
result of a highly complex design and technical challenge that Bluegame has accepted to take, having been selected by American Magic, challenger in the 2024 edition of the America's Cup.

For the first time, the 37th America's Cup protocol requires each challenging team to build and operate a multihull "chase boat" with exclusively hydrogen propulsion and use of foils, that must be 10 meters in length, reach a maximum speed of 50 knots, and possess a range of 180 miles.

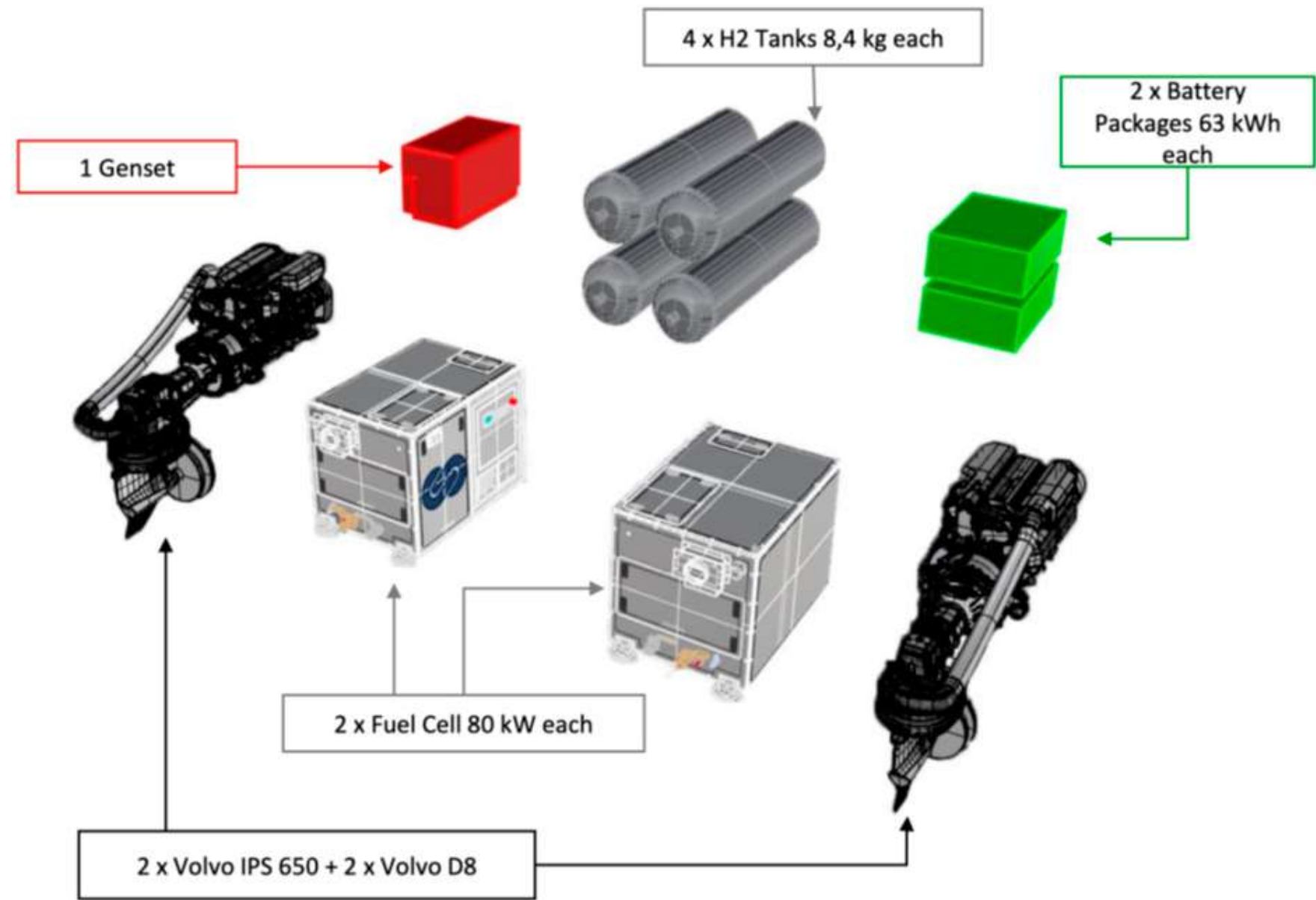
A zero emission boat, just like the super-fast racing sailboat of American Magic that will accompany in the most famous sailing race in the world, but without needing the wind!

To ensure the project's success, Bluegame assembled an exceptional team in which all members had previous design experience of the America's Cup. As a result, the team achieved the best possible know-how in structures and composite, foil design, and management of the fly control of these highly sophisticated flying boats.





BGM65HH



The experience gained on the BGH project, will give life to BGF (F = foil), Bluegame's second range of multihulls, developed by the BGH team, which will contain many advanced technological elements of the boat for the America's Cup. In addition, as proof of its technical capability in the use of hydrogen in propulsion, Bluegame reached an agreement with Volvo Penta to install their new pilot IPS hybrid propulsion system, which will be combined with hydrogen fuel cells developed from the America's Cup project. It will be the BGM65HH (hydrogen-hybrid) model, to be launched in 2025, that will accommodate this cutting-edge technology.

The multihull in Bluegame vision



With great responsibility, the BGM75 perceives herself to be much more than a new yacht, being the firstborn of a new concept that with conviction Bluegame will develop over different ranges. She will not disappoint.

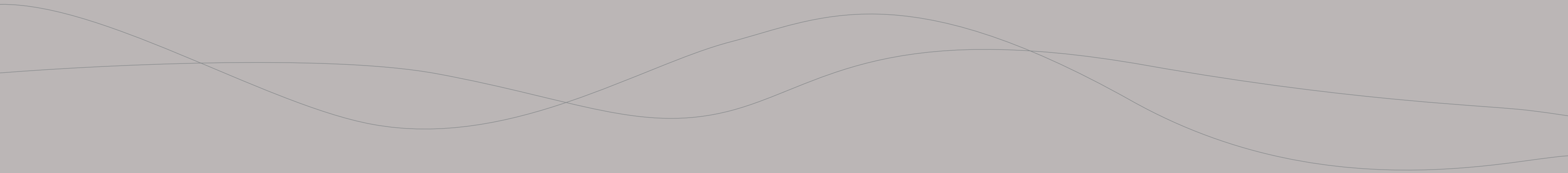


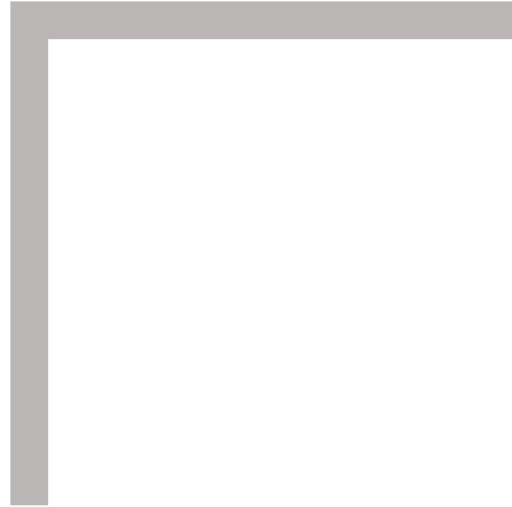


READY TO GO
EXTRA MILE?



S U S T A I N A B L E





*“OUR ONLY
LIMITATION?
BEING TRUE
TO OUR DNA.”*

Luca Santella









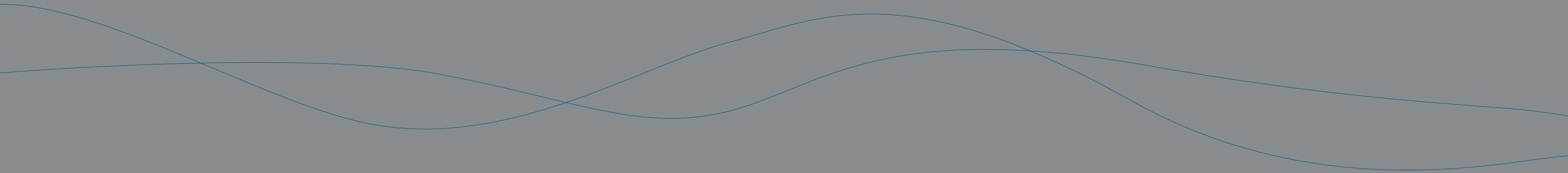
*“THE IDEA EMERGED FROM OUR
CONSTANT RESEARCH TO CREATE
WIDER, MORE HABITABLE AND
ALSO MORE STABLE MONO-HULLS.
WHAT RESULTED WAS THAT THE
TWO HULLS BECAME A SINGLE
PIECE HULL.”*

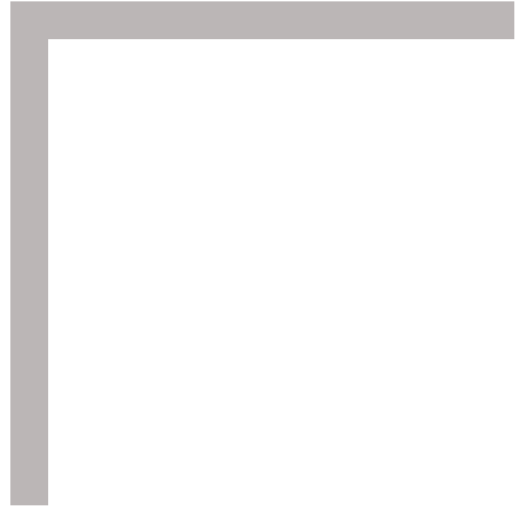
Philippe Briand





F U N C T I O N A L





LAYOUT BY
LISSONI
& PARTNERS
3 cabin version

BGM75



UPPER DECK



MAIN DECK



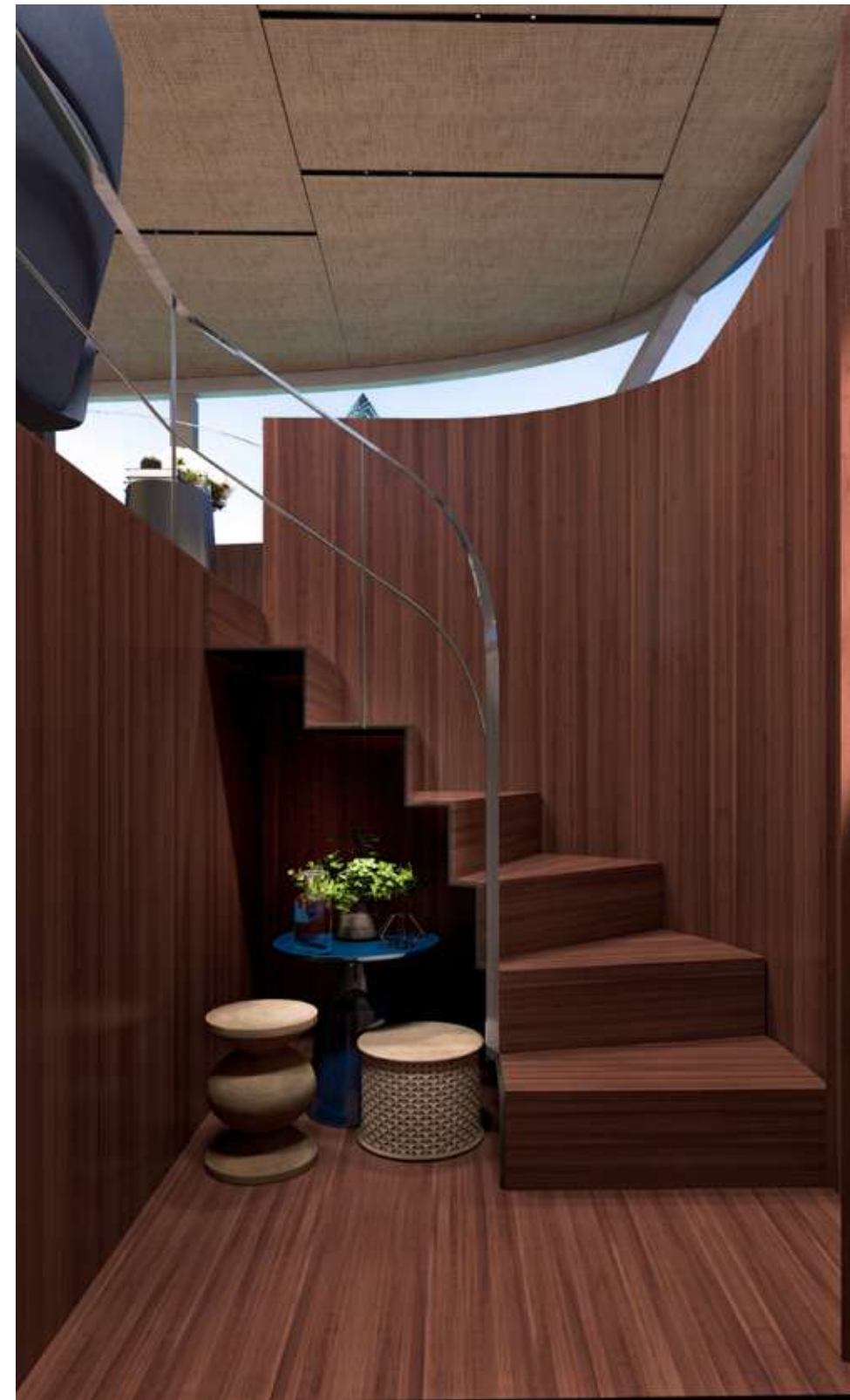
LOWER DECK





*"IT HAS TOTALLY
UNEXPECTED
SPACES."*

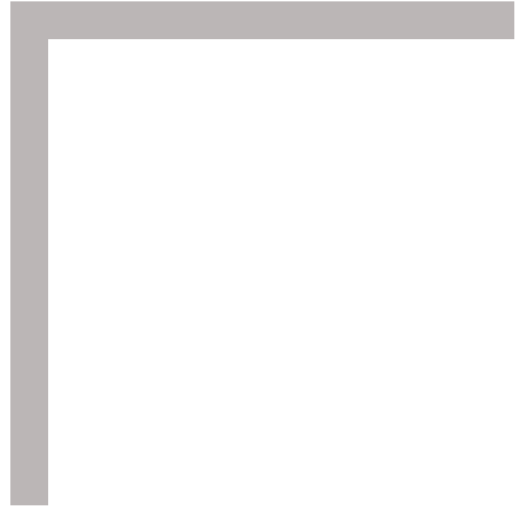
Piero Lissoni











LAYOUT BY
ZUCCON
INTERNATIONAL
PROJECT
4 cabin version

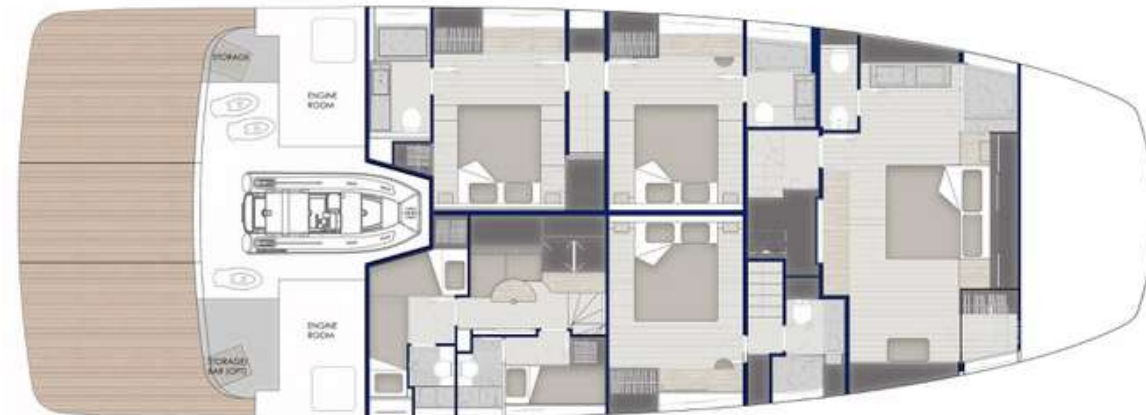
BGM75



UPPER DECK



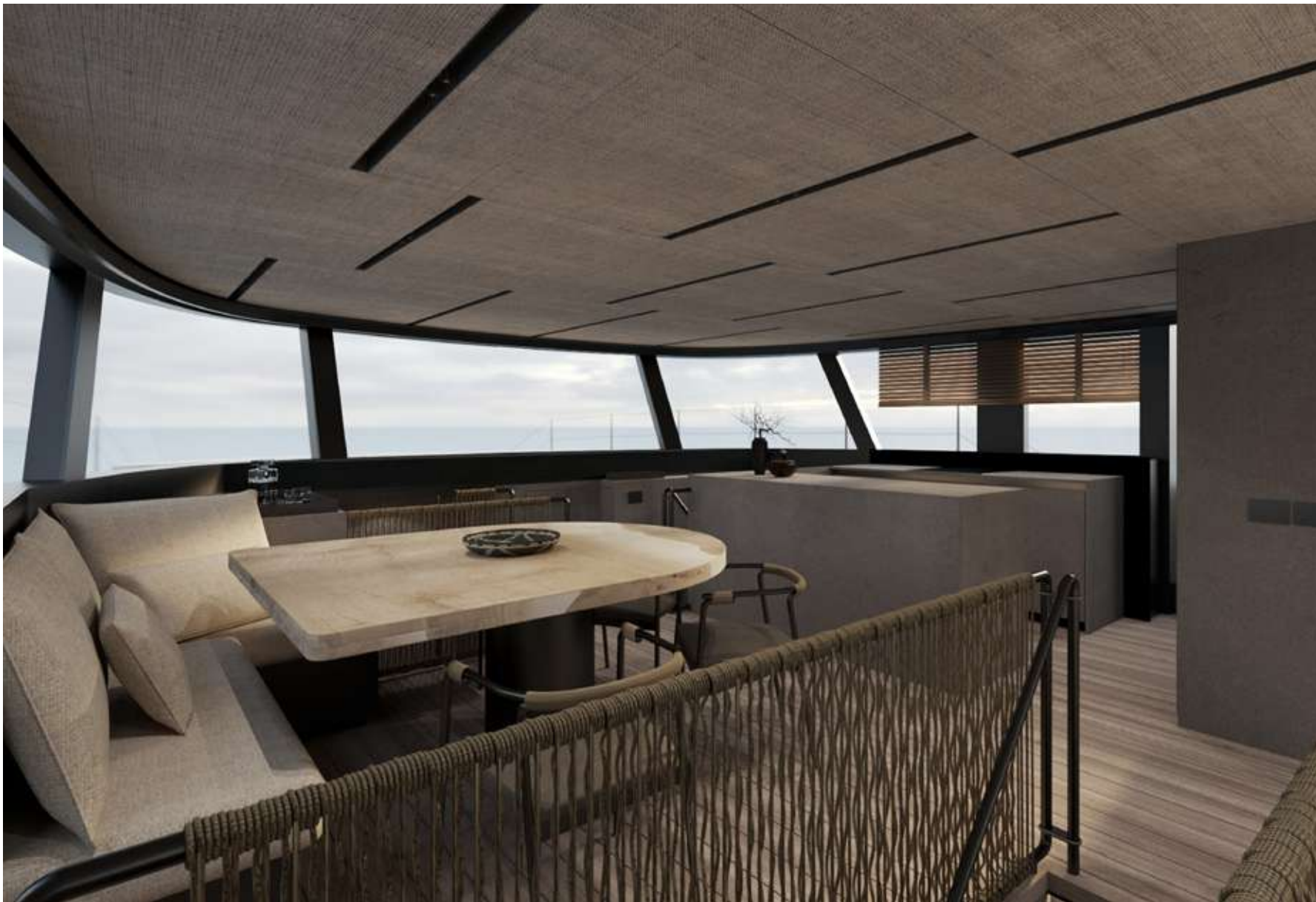
MAIN DECK



LOWER DECK







*“LARGE VOLUMES AND SUCH
A GENEROUS WIDTH GENERATE
A SPACIOUSNESS NEVER SEEN
BEFORE ON A 75FT BOAT.”*

Bernardo Zuccon





OWNER'S CABIN



GUESTS' CABIN

E Q U I P M E N T

The image features the text 'E Q U I P M E N T' centered horizontally. Below the text, there are three thin, light gray wavy lines that span the width of the page, creating a decorative, organic border.

5715
MM
GG
BB

TECHNICAL SPECIFICATIONS

LENGTH OVERALL (LOA)	22,70 m 74 ft 4 in
CE CERTIFIED LENGTH (LH)	20,30 m 66 ft 6 in
BEAM	8,15 m 26 ft 7 in
DRAFT@ FULL LOAD	1,30 m 4 ft 3 in
ENGINES	2 x IPS Volvo Penta D8 550 hp/ 625 hp (OPT)
DISPLACEMENT DRY CONDITION*	48 t +/- 5% 105.800 pounds
FUEL CAPACITY	5.000 l 1321 gals
FRESH WATER CAPACITY	1000 l 264 gals
BLACK WATER CAPACITY	500 l 132 gals
ENGINES	2 x IPS15 700 Volvo Penta D8 (550 hp)
MAX SPEED**	20 knots +/- 5%
CRUISE SPEED**	17 knots +/- 5%
MAX NO. PASSENGERS	16 pax
BERTHS	6 + 3 crew
CLASS CERTIFICATION	CE cat. "B"
CONCEPT DESIGN	Briand Yacht Design - Bluegame
HULL DESIGN	Zuccon International Project - Lissoni
	Briand Yacht Design

* The displacement data is calculated in accordance with the present specification.
** The data relating to the speed of the vessel refers to the OPT engines.

BLUEGAME

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