

Azimut 62 Flybridge

Fly high and in style aboard this Italian head-turner. BY LB STAFF





The Azimut 62 Flybridge is the latest from the Italian company that knows how to turn heads. Take just one look and you'll see why. The 62's lines speak motion and a sense of adventure. From the point of the bow to the gentle tumblehome of the stern, there's a stylish flow. There's even a little wing motif molded into the flybridge overhang above the cockpit. To the cognoscenti, this boat is known as the 62 Fly. How appropriate.

The flybridge is the crowning feature. It's formed around a large semi-circular seating area along the port side. The forward portion expands to a massive sunpad. There's a dining table at the center and a wetbar to port, immediately behind the helm. The 62 has upper and lower helm stations, but you'll likely favor running from the bridge—you'll feel as if you're flying. The aft segment of the flybridge that overhangs the cockpit has space for a tender or additional sunpads if you like. A davit here is standard.

The cockpit has bench seating across the transom and enough room to put in a cocktail table and chairs. The table stows in a locker under the flybridge stairs. The wide swim platform will easily dock a water toy. Space under the transom seating can be configured as a crew cabin, complete with a head, or can be left open for storage.

Azimut's style is characterized by the absence of hard edges. The salon is a good example of this. Everywhere you look, there are long, flowing curves. Softness to the sense of sight is matched by softness to touch of the fabrics and upholstery. Even the high gloss of the woodwork seems to take on a different aura when applied to curved cabinetry.

The salon is bi-level. Aft is a seating area with a U-shaped sofa to port and another sofa along the starboard side. Two steps up and you're on the galley and dining level, with the lower helm station forward. The galley, on the port side, has a full array of appliances. The black granite countertop on our test boat was a striking complement to the wood cabinetry. Another U-shaped sofa to starboard surrounds a versatile dining table that can be configured several ways.

Where the upper helm station is stark in its simplicity of white gelcoat, the lower control center is a visual feast of colors, curves and contrasts. Burlled-wood panels backing the instruments are set in a padded leather console.



A wood steering wheel with brushed-chrome spokes sits proudly on the boat's centerline. Immediately behind it is one of the most comfortable captain's chairs I've ever had the pleasure of sitting in. There's a full range of motion in the glove-soft leather seat's adjustments. Controls are located on the side of the cushion, just as you would find in a car.

The lower deck on our test boat was configured for three staterooms, each with its own head. The master suite is full-beam and amidships. The queen berth is to port and set at a slight angle coming out of the aft corner. A dressing table runs along the opposite side of the room. The space is well lit by three oval windows on each side. In the aft starboard corner, there's a walk-in wardrobe with wood shelving and drawers. The bath extends across the aft of the master suite, acting as a buffer zone to the engine compartment. The forward suite has a pedestal berth at the center. It, too, has a walk-in wardrobe. The third stateroom is on the starboard side and has twin berths. There is stand-up headroom throughout the space.

The 62 Flybridge I tested was powered by

a pair of Caterpillar C-18 diesels rated at 1,015 hp each. They were a good match to the boat, providing excellent acceleration. Top speed is 30 knots, although you'd never know you're traveling that fast on smooth seas. The 62 is an exceptionally quiet boat while underway. Cruising at 20 knots, I got a sound level reading of 70 dbA on the flybridge. Hardly any of that was engine noise. When I pushed the throttles all the way forward, the sound reading went up to 82 dbA, but it was mostly due to the wind. Handling was superb. The 62 takes turns like a much smaller boat. Sea conditions on the day of the test were rather calm, so I didn't have a chance to see how the 62 would handle in adverse conditions. However, if this hull is anything like other Azimuts I've tested, there would be no surprises.

"Bello sentirsi mancare la terra sotto i piedi." Those words are taken from Azimut's brochure for the 62 Flybridge. Translated from the Italian, they say, "It's great not to feel the earth under your feet." The implication is water, but they could also infer flying. What a way to go. ↓

Specs

LOA.....	65'1"
Beam.....	16'7"
Draft.....	4'11"
Weight.....	60,000 lbs.
Fuel capacity.....	988 gals.
Sleeps.....	7
Base power.....	T/Caterpillar C-18 diesels (1,015 hp)
Base price.....	\$1,940,000
	www.azimutyachts.net

Local dealer

Skipper Bud's at Marina Del Isle
Marblehead, Ohio
419-732-2587; ohio.skipperbuds.com