

THE ITALIAN SEA GROUP



MOTORYACHT

PICCHIOTTI 24

ANNEX A

PICCHIOTTI 24	STD Specification	DOC. N° 24PCH-STD-DO-00-000	Rev. 00
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TECHNICAL SPECIFICATION



MOTOR YACHT

PICCHIOTTI 24

Rev.	Date	Brief Description	Written by	Checked by	Approved by
0	10 th April, 2026	As Built	AP	AP	GR /EA

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70 GENERAL REQUIREMENTS

70.0 GENERAL DESCRIPTION AND INTENT

The intent of this Technical Specification is to describe and specify design, machinery, material, construction and equipment of 24 m Picchiotti Motor Yacht in compliance with RINA Pleasure and CE marking and construction according to design Category A, but suitable for sailing under condition of CE Category C.

For the purposes of this specification, the following definitions are applied:

Builder:	The Italian Sea Group S.p.A.(TISG)
Naval Architect:	The Italian Sea Group S.p.A.(TISG)
Exterior Designer:	Luca Dini Yacht Moments (YM)
Interior Designer:	Luca Dini Yacht Moments (YM)

The hull and the superstructure are built in aluminum alloy.

The yacht is twin screw with transom stern.

Propulsion consists of two diesel engines, each coupled to a fixed pitch propeller through a reduction gear.

The Yacht is equipped with a twin spade rudder system, one bow thruster, one stern thruster and a gyroscopic type stabilizing system designed under Builder's responsibility.

The electric power required for yacht service is generated by two main diesel generators.

The Yacht has two decks, in accordance with the General Arrangement Plan (GAP), arranged as in the following list:

No. Deck	Name	Spaces
2	Main Deck (MD)	One (1) Dining Area fore One (1) Galley Wheelhouse Main saloon Bar & dining space AFT, Sunbed area FWD

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1	Lower Deck (LD)	Beach Club with openable aft door. One (1) Day Head One (1) Owner Cabin Stbd One (1) VIP Cabin Ps One (1) Guest Cabin Stbd One (1) Captain Cabin Stbd One (1) Crew Cabin Ps One (1) Crew mess Area
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The sleeping accommodation are provided according to the General Arrangement Plan (GAP).

The Yacht (including hull, machinery and equipment) has been designed, built, equipped, surveyed, tested, and will be handed over to the Owner by the Builder according to this Technical Specification, GAP, Builder's standards as specified, Regulatory Bodies and Construction Agreement.

Builder's supply is in accordance with the Requirements of the Regulatory Bodies, what is stated in this Specification and according to Builder's standards.

The numbering of Chapters and paragraphs in this Technical Specification refers to the Builder's standard notation and therefore may not be in a specific order.

All documents, drawings and instruction manuals has been realized, as possible, in English, in electronic format.

70.0 DEFINITIONS

Where the terms "Picchiotti", "Shipyard", "Contractor" or "Builder" appear in this Specification, such terms refer to The Italian Sea Group S.p.A..

Where the terms "Plan", "General Arrangement" or "GA" or "GAP" appear in this Specification, such terms refer to the General Arrangement attached to the Contract.

The term "Rules" or "Classification Society" stands for "RINA".

The term "Flag Authority" or "Flag" stands for the flag chosen.

"Equivalent", "equal" or "similar" equipment shall mean an equivalent choice (in quality and performance) of the mentioned fitting.

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“Contract” shall mean the contract signed between the Buyer and the Builder.

The General Arrangement plan may be subject to technical adjustments and/or improvements by the Shipyard.

“Yacht” means Superyacht and generally the Superyacht finishing and Industry standards.

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70.1 BASIC DESIGN DATA

The principal approximate main characteristics data of the Yacht are:

Length overall	23.96 m
Length at design waterline	23.42 m
Beam over all	6.50 m
Design draft from BL	1.40 m
Main Engines	2 x MAN D2868LE466 V8 1300 (956 kW @ 2300)
Gear Reduction	2 x ZF 665 A series
Propeller	2 x FPP
Diesel Generators	2 x 35 kW, 400 V 50Hz 3ph.
Max. Speed (at 100% of MCR)	18± 5% knots @ trial load
Cruising Speed (at 85% of MCR)	15±5% knots @ trial load
Max range at 9 knots with 1 generator @ 50% load and 5% of fuel margin	1000 n.m. ±5%
Stabilizer System	Gyroscopic stabilizing system
Bow Thruster	30 kW Electric 400V-50Hz
Stern Thruster	20 kW Hydraulic
Classification	CE marking Certification Directive EU 2013/53/EU
Flag Authority	N.A.

Tank capacities (abt):

Fresh Water	2,000	liters
Fuel tanks	10,000	liters
Grey water tank	1,000	liters
Black water tank	1,000	liters

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70.6 DELIVERY

The Yacht, in accordance with the Contract and this Technical Specification, shall be delivered to the Owner in its prime and in a seaworthy condition, berthed at a safe and accessible location in compliance with legal formalities.

The Builder shall provide the Buyer, Captain and main crew members a short one day familiarization process.

Any training from Contractors and/or Manufacturers shall be at Owner's charge.

All bilges, accommodations and other spaces shall be clean and dry as far as practicable.

All machinery has been tested, run properly, the compass calibrated and the Yacht delivered as new.

70.7 OWNER SUPPLIED ITEMS

The items listed in this Specification as "Owner supplied items" or "Owner supply" are not to be considered part of the Shipyard supply, even if they are shown in the General Arrangement drawings.

The exact dimension, weight, position, will be sent by the Owner to the Builder in advance

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100 MATERIALS AND WORKMANSHIP

Both workmanship and materials has been inspected to the satisfaction of classification society.

The materials, details and finishes are in compliance with Class Regulations and consistent with the intended purpose.

100.2 ALUMINIUM ALLOY

Aluminum Alloy is suitable for use in a marine environment.

Aluminum for superstructure:

Plates and stiffeners : Aluminum Alloy 5000 and 6000 (as per Class Requirement)

100.4 STAINLESS STEEL

Wherever stainless-steel parts may be in contact with marine environment, AISI 316L has been used; on polished stainless-steel fittings welds are flush smooth and polished.

100.5 TEAK WOOD

See section 634.

100.6 GLUES

Glues used for internal areas are suitable for marine use, water resistant or water proof [i.e. epoxy] type.

100.7 INSPECTION AND TESTS ASHORE

A complete program of inspections, tests and trials have been carried to demonstrate the efficient functioning of the Yacht in its structure, machinery, equipment and systems and to show the compliance with this Technical Specification and Regulatory Bodies.

In order to obtain the Class notation, inspections and tests have been conducted on all assemblies, systems, machinery, equipment, fittings etc. during each of the agreed construction phases as per Surveillance Contract, to the satisfaction of Classification Society

100.8 DOCK TRIALS – PORT TRIALS

During trials all machinery, equipment, instruments and systems, have been tested, including piping. These tests have been carried out by the Builder after installation on board. These functionality tests has been conducted whilst on the berth, or alongside and afloat, and also under operating conditions during sea trials as appropriate and stated in the relevant test protocol. The following tests have been performed:

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<ul style="list-style-type: none"> • Main Engines, controls, Gears
<ul style="list-style-type: none"> • Weather tightness of the non-watertight type hatches, windows and doors
<ul style="list-style-type: none"> • Lifting appliances
<ul style="list-style-type: none"> • Steering gear
<ul style="list-style-type: none"> • Air conditioning, ventilation and heating systems
<ul style="list-style-type: none"> • Main Electrical systems, Generators and switchboards
<ul style="list-style-type: none"> • Bilges and sanitary systems
<ul style="list-style-type: none"> • Radio and navigation aids
<ul style="list-style-type: none"> • Domestic equipment and systems
<ul style="list-style-type: none"> • Priming, pumping tests for all pumps and piping systems
<ul style="list-style-type: none"> • Calibration of all tanks
<ul style="list-style-type: none"> • Thrusters
<ul style="list-style-type: none"> • Fuel oil system
<ul style="list-style-type: none"> • Oil system
<ul style="list-style-type: none"> • Fire hydrants, hoses and reach
<ul style="list-style-type: none"> • Emergency fire pumps
<ul style="list-style-type: none"> • Sea water cooling system
<ul style="list-style-type: none"> • Cold and hot fresh water system
<ul style="list-style-type: none"> • Sewage and Sanitary system
<ul style="list-style-type: none"> • Compressed air system
<ul style="list-style-type: none"> • Scuppers system
<ul style="list-style-type: none"> • Air conditioning system
<ul style="list-style-type: none"> • Mooring capstans
<ul style="list-style-type: none"> • Anchor winches

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• Stern gangway
• Hose test of the watertight type doors, windows, portholes
• Alarms and monitoring
• Navigation and communication equipment set-up
• Entertainment equipment
• Fire detection system
• Intercom system
• Diesel-generators load
• Internal & External Lightings
• Batteries and battery chargers
• Shore power
• Navigation lights

Where to comply Class or Flag Regulations the tests have been carried out under the surveillance of Regulatory Bodies, as deemed necessary.

After dock trials completion, to the satisfaction of Classification Society and upon reaching a suitable stage in terms of outfitting the vessel has proceeded to sea trials with the presence of the Classification society.

The Sea trial schedule is according to Class requirements.

105.1 OFFICIAL SEA TRIALS

Official seatrials will be performed with the Owner upon construction and after outfitting completion in order to verify the compliance of the Yacht to this Specification.

105.2 SEA TRIALS CONDITIONS

Official sea trials shall take place in good weather conditions and with calm sea with a wind speed lower than Beaufort Force 2, having a sea depth of at least 1,5 times the vessel overall length (L_{OA}), with the vessel departing in even keel condition with all weights accounted for, as far as practicable.

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Speed sea trials are to be carried out at sea trial displacement condition, with suitably trimmed ship.

In any case the Builder's Captain shall decide if weather conditions are proper for trials to be performed.

105.3 SEA TRIALS DESCRIPTION

The contractual sea trials will be conducted with the Yacht almost complete, including Owner's supplied items as far as practicable, and with the loads list according to the following table.

Effective weights composition during sea trials can be different according to the completion stage of the boat, but the overall value shall be the same.

Item	Volume [m ³]	Mass [tons]
Fuel oil	3.000	2.46
Fresh water	0.800	0.8
10 people on board		0.75
Owner's Supply		0.5
Total Deadweight		4.51

Whether the Owner supplied items exceed 0.5 tons, in order to obtain the contractual sea trial displacement, liquids on board shall be deducted of a quantity equal to the weight in excess that shall be added.

The official sea trial schedule shall include:
All automatic controls systems to be tested
Bow and Stern Thruster test to check yacht's 360° turning rate
Anchor trials

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Navigation electronics testing, proving and adjusting under working conditions
Compass calibration if not already performed
Progressive engine trials (25%-100% engine power) at trial load displacement; all readings to be recorded and made available to Owner.
Steering and maneuvering
AC, heating and ventilation system, shower, toilets

The Builder, after sea trial completion, shall produce a fuel consumption curve from idle to maximum engines r.p.m. in order to verify the engines functioning according to the manufacturer's specification and for Owner's future reference.

Relevant test and calibration result shall be documented and issued to the Owner, along with a full report on dock and sea trials.

Speed is to be measured by a GPS system and a hull transducer or an equivalent system.

108.1 OWNER'S SUPPLY

The following shall be Owner's Supplies, as applicable:

- Tender, Water toys and their coverings
- Loose inventory, spares (list supplied by the OR) and tools, (other than those required by Class and Flag and all special tools supplied as standard with engines and other equipment)
- Tool boxes
- Medical equipment further than what provided by the Shipyard per Regulations
- Musical instruments
- Interior and Deck Cleaning equipment
- Pots, pan and cooking utensils (guests/owners/crew)
- Bone china crockery, cutlery, silverware and serving pieces (guests/owners/crew) one set for the number of the people on board (Builder shall sea-fasten all items in this section)
- Crystal glassware, table accessories (guests/owners/crew) one set for the number of the people on board (Builder shall sea-fasten all items in this section). The shipyard will provide the stowage plan.

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- Sundries (ashtrays, vases, etc.)
- Table linens, bed linen, blankets and pillows, bedspreads (guests/owners/crew)
- Bathroom and day head towels, beach towels and robes (guests/owners/crew)
- Loose rugs furniture or other materials
- Navigational Charts and books
- Guests/Owners/crew stationery and guest booklets
- Guest library books, CD's and DVD's
- Artwork and decorative items
- Gym equipment
- Crew uniforms
- Owner's crest

108.2 CONSUMABLES

The Buyer agrees to be charged for all the liquids on-board, such as fuel and lubricated oil, oils in circulation, greases, stored in tanks or supplied in barrels, including for the remaining fresh water supplied by the Builder to perform sea trials, at the Builder's cost price.

It falls under Builder's responsibility to inform the O.R. about the fuel intended to be used, prior to bunkering.

109.1 INSTRUCTION MANUALS/OWNER'S MANUAL ISO 10240:2019

At the Yacht delivery, the Builder shall supply an Owner's Manual, in pdf format.

Main suppliers manuals shall be delivered in electronic pdf format, as far as practicable.

109.2 DESIGN DATA

If not otherwise specified in the relevant chapters the specific weights of liquids for calculation are the follows:

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Fluid	Spec. Gravity Weight [approx.]		
Sea water	1.025		[t/m3]
Fresh water	1.000		[t/m3]
Marine Diesel Oil (MDO=MFO)	0.840		[t/m3]
Lubricating Oil	0.920		[t/m3]

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111 HULL STRUCTURE

111.1 MATERIALS

Construction Materials are the following:

Hull and Superstructure material:	Aluminum Alloy Series 5000 and 6000	Plates and stiffeners
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111.2 WELDING

The vessel has been fully welded. All welding types, procedures and sequences, including plate bevels, are as per Builder's welding booklet, approved by Classification Society and has been executed by Certified welders.

111.3 HULL CONSTRUCTION

The hull structure design has been carried out in accordance with the Requirements of the Classification Society.

All scantlings are shown on the midship section and/or scantling plans, as approved by the Classification Society.

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151 SUPERSTRUCTURE

The superstructure is made of aluminum alloy and positioned according to the plans.

Built-in fixed elements in aluminum (such as in the sunbed area) are provided according to the General Arrangement.

167 STRUCTURAL CLOSURES

The yacht will be built in compliance with ISO and Statutory Bodies Regulations.

167.1 WEATHERTIGHT DOORS

Weathertight doors are built of Aluminum alloy according to location, to match the architectural design.

167.2 HINGED AND COMPASS WEATHERTIGHT DOORS

All external doors and cupboard covers have hidden hinges, rubber sealing and a locking device.

External doors are provided with locking mechanism as by Rules and Regulations.

167.3 SLIDING WEATHERTIGHT DOORS

An external sliding door has been installed on the main deck, aft; it is electrically operated with a manual override.

167.4 WINDOWS

All windows are not-openable, glued to frames, with the perimetral serigraphy as thin as possible to maximize the window clear sight surface and they are mounted from the outside as per Builder Standard procedure.

Two Skylights have been installed as per General Arrangement, to illuminate the Main saloon.

167.6 WHEELHOUSE WINDOW WIPERS

Three heavy duty stainless-steel electric window wipers are fitted on front wheelhouse windows of a suitable type for marine applications.

A fresh water spray is operated on by solenoid valve mounted on the wheelhouse console, and is provided for each window equipped with wipers.

167.7 PORTLIGHTS

Each porthole position is shown on the general arrangement plan and profile view.

All portlights are not openable with frames fitted in self-draining recesses and they are mounted from the outside as per Builder Standard procedure.

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171 MAST

An Aluminum mast has been designed, constructed and fitted on top of the main deck top as indicated in the GA plan. Its main function is to support navigation equipment such as radars, antennas and navigation lights.

All lights and anchor light are of approved type, in accordance with COLREG 1972.

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200 PROPULSION SYSTEM

200.1 ENGINE ROOM ARRANGEMENT & INSTALLATION

The entrance to the Engine Room is located on the main deck, aft, as per GA.

Machinery systems and equipment have been designed, constructed, installed and supplied according to the Manufacturer's specification in compliance with the Requirements of the Classification Society and Flag Authority where applicable.

On board arrangement of equipment shall grant, as far as practicable, accessibility to components, for removal, maintenance and overhauling purposes.

200.2 FLOORING, GUARDS, HANDRAIL IN ENGINE ROOM

Flooring has been made of Aluminum Alloy checker plate panels, featuring an aligned pattern being supported by angle bars and easily removable where access is required to valves, filters or other equipment.

200.4 ENGINE ROOM VENTILATION

The engines draw their combustion air from the engine room itself and the engine room is supplied with the correct airflow value.

The engine room ventilation has been designed according to the propulsion engines and diesel generators manufacturer's combustion air, cooling air Requirements and heat dissipation calculation.

The ventilation/extraction fans are axial flow and reversible type, the exhaust is axial, mounted via flexible connections in ventilation trunks fitted with fire dampers (remotely operable in case of emergency from a suitable location agreed with class).

External grilles above the main deck have been constructed in accordance with Class Requirements and painted. Grilles are positioned according to designers Requirements but at the same time assuring the proper and sufficient air intake flow.

Mist eliminators have been provided in air intake, PS and STB.

200.5 MAIN PROPULSION SYSTEM

The propulsion system consists of two (2) non-reversible Diesel Engines four stroke, turbo charged, after cooled, each driving one (1) fixed pitch propellers through one (1) independent

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reverse reduction gearbox.

Each engine has been resilient mounted, to feature flexible joints for piping connections.

Main Engines Model:

2 x MAN D2868LE466 V8 1300 (956 kW @ 2300)

Main engines are designed to burn diesel fuel oil, meeting the latest international air pollution prevention standards.

Both Engines and each Main Propulsion related equipment have been installed as per Classification Requirements and according to manufacturer specifications.

200.6 REDUCTION GEARS

Two (2) single output reduction gearboxes are installed, coupled to main engines as per Shaft Plan and E.R. layout.

Each gearbox has been resilient mounted, featuring single helical, hardened, grounded internal gears.

Gearbox model and features :

2 X ZF 665 A series [reduction ratio] $i = 2.226$

200.7 PROPULSION SYSTEM REMOTE CONTROL

A remote command for the main engines and gearboxes system has been foreseen inside the wheelhouse.

An additional portable control station is stored under the Main Deck aft sofa and connected by cable in order to maneuver from the aft cockpit.

200.8 DIESEL GENERATORS

The vessel features two (2) Diesel Generators, each having the following power:

- 2 x 35 kW, 400V 50 Hz 3ph, normal duty

Generators are able to supply the required power in the following operative conditions:

Normal operation

Manoeuvring

Anchor-port

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200.11 MAIN ENGINE EXHAUST SYSTEM

Exhaust gas from each main propulsion Diesel engine shall be led through silencers underwater in the engine room with a by-pass to hull side just above the water line for starting and low power operation.

Pipe diameters are in accordance with engine manufacturer's Requirements.

200.12 GENERATORS EXHAUST SYSTEM

The exhaust gas systems of the Diesel Generators are to be wet-type with muffler and separator.

The exhaust pipes have been made in accordance with Class Requirements.

Pipe diameters are in accordance with engine manufacturer's requirements.

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245 TRANSMISSION AND CONTROL

245.1 SHAFT LINES

Each of the two (2) shaft lines arrangement include one tail shaft and one stern tube. Coupling are foreseen. The connection of the tail shaft with the propeller is mechanical, with key.

Shafts have anodes fitted for galvanic protection.

Shaft diameters, have been sized in accordance with Rules Requirement.

245.2 SHAFT LINES BEARINGS

The shaft lines bearings are three and position has been defined on the basis of the optical alignment and Class Requirement. Stern tube and tail shaft bearings are water lubricated type.

The water bearing bush have been fixed to the bossing and to the stern tube with a machined finished flange. The alignment have been performed with epoxy cast resin type Chockfast orange or equivalent.

245.3 PROPELLERS

Propellers have been designed to deliver the engines maximum rated power and to guarantee optimal performances over the boat speed-range, without overloading the engines nor developing major vibration issues.

245.4 RUDDERS

Rudders are designed to deliver the maximum maneuverability in all operational condition.

245.5 STEERING GEAR

Two rudders are operated by an electro-hydraulic ram type steering gear according to the Classification Society Requirements operated by electrohydraulic pumps.

Steering gear shall be capable of operating on the rudders up to 35° each side from neutral position.

The steering position are provided as follows:

- Wheelhouse by small steering wheel and electric tiller
- Manual emergency steering controls in steering gears in way of power pack (acting directly on solenoid valves)

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245.6 STEERING GEAR PUMPS

Steering gear system is provided with one power pack unit consisting of two independent electrical pumps 400 V 50Hz.

An additionally mechanical hand pump is fitted for a further emergency steering with an independent network.

Instructions on how to adopt emergency steering are provided and positioned in an easily accessible location, as per Rules Requirements.

245.7 THRUSTERS

The vessel features both a Bow and a Stern thruster, with the first electrical while the latter hydraulic.

The output power of the bow and stern thruster are controlled by two adjustable joysticks fitted in the wheelhouse, in the aft portable control station.

245.8 STABILIZING SYSTEM

Stabilizing system is gyroscopic and installed in the E.R.

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300 ELECTRICAL SYSTEM

300.1 GENERAL

The plant, the machinery and the electrical equipment has been designed and installed in accordance with the Rules and Regulations as specified in *Section 0* of this specification and in accordance with the Builder's Requirements. The materials are in accordance with IEC standard and the Manufacturer's standard.

Equipment is designed for an ambient temperature operation of 45°C (engine room equipment will be capable to work as per engine room operative temperature) and located so that access for removal, repair and maintenance is possible; sea water temperature 32 °C.

All data, multimedia and communication cables have been properly shielded and where possible these have been separated from power cables and run in separate cable trays.

In general, the cables are hidden behind panels and opencast coatings, in the engine room they have not been installed below ceiling planks, outside or in places at risk, protected by sheaths or metal conduits.

The dimensioning of cables and of the equipment have calculated by considering designed ambient air temperature.

A power management system for the diesel generator sets has been provided with several functions. For example

-) Automatic load dependent and manual start-stop of the generators.
-) Automatic synchronization and load sharing between the main generators.
-) Standby-start of a diesel generator set after blackout.
-) Standby-start of a diesel generator set upon alarm of the running generator.

300.2 MAIN DIESEL GENERATORS

Two main diesel generators, 35 kW, 400 V 50 Hz 3 ph are connected to the main board so that each generator can provide current to two bars. The generators are driven by diesel engines and they are self-exciting, ventilated and waterproof against dripping. They are provided with an external closure for the insulation with a proper thickness for noise and thermal insulation.

For each generator a control panel is foreseen, with an hour meter and a manometer for the oil pressure, low fuel pressure alarm and cooling water high temperature alarm as provided

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by the manufacturer.

300.3 MONITORING AND CONTROL OF THE POWER STATION

A monitoring system is provided that will monitor the tanks alarms and level gauges as well as other systems parameters. A dedicated PLC can show several measure/alarm channels, for example:

- Gen-sets main alarm
- Steering gear system alarm
- Navigation lights alarm
- All Bilge Alarm
- Tanks levels
- Fuel oil daily
- Grey water tank
- Bilge-Fire pumps with start and stop contact
- Fire system alarm

The monitoring is visualized on a dedicated touch screen 12" monitor located in the:

- Engine Room
- Wheelhouse

Two-off propulsion control stations have been foreseen:

- One Wheelhouse, with full instruments/alarms set;
- One Propulsion control station in the Aft Cockpit.

300.5 BATTERIES FOR THE EMERGENCY ELECTRICAL SYSTEM

The emergency batteries are required to supply power to those parts of the main electrical system which are deemed necessary in case of electrical fault.

Accumulator batteries are able to feed in emergency all the equipment, whose use is foreseen in emergency conditions by the Regulations.

A device is foreseen that, in case of blackout of the main feeding system, shall enable the

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intended services to be automatically fed by the batteries.

The assembly is fed and recharged by an automatic battery charger able to maintain the batteries charged and to recharge them in a time span suitable to comply with the Regulations.

300.6 ENGINES STARTERS AND COMMAND CONTROL BATTERIES

In addition to the batteries for the emergency electrical system, the following batteries are foreseen, as per Rules requirements:

- Starting batteries Pack 1
- Starting batteries Pack 2

The batteries packs will be charged by DDGG and MMEE alternators .

All batteries are of maintenance free type.

Each battery bank is equipped with its own battery charger and is installed in accordance with class, directly fed from Main Generators.

All battery boxes have been installed inside protective enclosures.

300.7 SHORE CONNECTION

One shore socket 63A, located on the aft deck, complete of a 25 m cable > 100 A with a C.E.E. three- phase 63 A 3P+T plug is supplied. Voltage on the Harbour Shore power socket is to be +/- 5% of diesel generator voltage to allow transfer between diesel generators and shore power.

The cable is stowed in a locker on the aft Main deck.

In the shore power sub panel, the protection is realized by using a magneto thermal switch.

For the transition from board to shore connection "*seamless transfer*" has been provided.

A 45 kVA 400V 3ph isolation transformer has been installed.

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310 DISTRIBUTION IN THE INHABITED ROOMS

All power cables have been dimensioned in accordance with the Classification Society rules for an ambient temperature of +45°C..

Communication, instrumentation and entertainment system cables are segregated from power cables. Fire resistant/retardant cables are installed according to Rule Requirements.

All voltage drops meet the Requirements of the Classification Society.

Sockets are 230V 50 Hz, three (3) pin universal type.

310.1 400 V AC THREE-PHASE CIRCUIT

It works only with DD.GG. and/or with a 400 V shore power supply. It connects the Main switchboard to the Local Switchboards.

310.2 220 V AC MONOPHASE CIRCUIT

It works with DD.GG., phase+neutral and 220 V monophasic.

All the monophasic uses are fed with magneto thermal switch limited on the load.

310.3 24 V DC EMERGENCY CIRCUIT

It is fed through the emergency batteries, which are able to make all the 24 V emergency uses work for a period as per Rules Requirement (navigation and communication tools and emergency lights).

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311 DISTRIBUTION IN THE ENGINE ROOM

311.1 400 V AC THREE-PHASE CIRCUIT

It works with DD.GG. only and/or with 400/230 V 50Hz.

The users are those for the navigation (wheelhouse plant, bilge-fire pumps, davit, windlass winches and warping, including air conditioning, watermaker, gangway, sewage treatment, etc).

311.2 SWITCHBOARDS

All the materials and installations are designed, produced and properly insulated in order to work at a room temperature of 45°C. They are all assembled in compliance with the Classification and Flag Requirements.

311.3 MAIN SWITCHBOARD

A main switchboard has been installed in Engine Room Ip 22 and has been tested for insulation at a high voltage, as foreseen by the Class Rules.

The switchboard contain the following sections:

- Diesel generators section
- Shore power section
- AC distribution section 400 V and 230 V
- DC distribution section 24 V

All metal parts of the board, in particular its frame, doors and additional panels are completely grounded and smoothed.

The main switchboard, tested in compliance with the enforceable current Regulations and placed in the same area specified by the general plan, supplies power to the all users:

- Power board for the whole electrical installations (other pumps and apparatus, socket, fan, blower, fan coil, hoven, grease trap, etc.).
- Power board for electro-hydraulic control unit, if applicable, and for the thrusters (if necessary).

The panel terminal board is in the upper part and should provide users with easy access for repairs and terminal tightening.

Selective circuit breakers against short circuits are applied for the generator switches on the generator side and circuit breakers against overheating are applied to protect against

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overloading.

Plates and code plates complying with the drawings are applied onto equipment and connectors to easily identify users and electric wiring.

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312 EMERGENCY SWITCHBOARD

The emergency electrical supply is distributed to the relevant consumers through a 24 VDC emergency switchboard.

The emergency switchboard of sheet metal is installed in the wheelhouse.

The panel consists of the following:

A. One (1) battery panel, containing:

Voltmeter, ammeter, charge/discharge of the Batteries

B. Panels with distribution circuits for the various emergency power consumers.

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331 LIGHTING SYSTEMS

The lighting systems are managed according to the following description (chapters 331.1 to 331.8).

331.1 EXTERNAL LIGHTS

Two deck lights are supplied for illuminating the anchor windlass area. Led Lights are installed in the deck head, for illumination of each side of external decks.

Stair lights are installed underneath the steps.

Foot-step lights are installed as per Shipyard standard system, all electrical penetrations through the structure have watertight glands to ensure watertight integrity of the vessel when required.

331.3 EMERGENCY LIGHTS

Emergency lights are installed as required by Classification Society and Flag Administration.

All emergency lights are powered by the Yacht auxiliary battery system

331.4 INTERNAL LIGHTS – GUESTS AREAS LIGHTING

Lights have been installed and chosen Interior Design Style .

Wheelhouse are dimmable, night lights, red colour, for navigation at night. The Yacht lighting is composed of overhead mounted led lights.

The Yacht features an emergency lighting plant for :

-) Technical spaces;
-) Engine room;
-) Escape Routes;

Lighting are supplied by LED lamps.

The lights in the Guest, VIP and Owner cabin, main salon in the main deck are dimmable.

331.5 INTERNAL LIGHTS – CREW AREAS LIGHTING

Lights are of LED technology type.

According to the Shipyard's lighting plans, the following are supplied:

-) Ceiling light;
-) Reading light;
-) Wardrobe light;

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-) Courtesy light.

331.6 UNDERWATER LIGHTS

No. 14 (fourteen) Underwater LED lights, white colour, are installed in order to illuminate the underwater area all around.

331.7 NAVIGATION LIGHTS

The navigation lights are in compliance with COLREG 1972 international Regulations to avoid collisions at sea:

- Mast head light
- Side lights
- Stern light
- Anchor light

A special panel with the yacht outline is placed on the bridge front for the control and command of lights. Each light has an independent circuit with a switch, a protection fuse, a pilot lamp and a disconnecting acoustic alarm. The navigation lights are double light type.

331.8 SMOKE DETECTORS

A control panel and an alarm is installed on the bridge front with a repeating signal, with disconnectable visual and acoustic alarm, connected to the network of smoke and heat detectors, installed in the living areas and machinery and technical spaces.

331.9 BILGE ALARMS

A control and an alarm panel is installed on the bridge front with repeater in the engine room through the monitoring system touch panel, with disconnectable visual and acoustic alarm, connected to the detectors of water on bilges.

331.10 CATHODIC PROTECTION

Zinc anodes are fitted in compliance with the manufacturer's requirements.

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423 NAVIGATION AND COMMUNICATION SYSTEM EQUIPMENT

423.1 GENERAL

The latest model available on the market of electronic equipment have been purchased by the Shipyard in agreement with construction program and with this specification.

Electronic and navigation equipment have been fitted and installed in accordance with Class and Flag Requirements and manufacturer specification.

423.2 NAVIGATION EQUIPMENT – BRIDGE

Navigation, Communication and Safety electrical Equipment have been installed following the reference below.

Reference Brand: Raymarine

N. 3 16" Screen "AXIOM2 XL 16"" Glass Bridge Multi-function Display With System Remote Control Keypad (RMK-10) Portrait & Landscape

N.1 KEYPAD System Remote Control Keypad (RMK-10) Portrait & Landscape
RADAR

N. 1 CICLONE PRO RADAR ANTENNA RADAR OPEN 4 FEET 110 W

GPS

N.1 GPS Raystar 150 10Hz GPS/Glonass antenna (STng)

HULL SENSORS

N.1 SONARCP370 ClearPulse 1kW Sonar Module

N.1 DEPTH & TEMP B164 1000W Depth & Temp Bronze Transducer 0° 50/200 kHz

N.1 DEPTH TEMP SPEED DST810 Gen2 0° Through Hull Depth / Speed / Temperature 5Hz Smart Transducer with Trim & Heal and Bluetooth Wireless

AUTO PILOT

N.1 AUTOPILOT

Evolution Solenoid Autopilot with p70Rs control head & ACU-1 300, EV1 Sensor Core, EV1 Cabling kit (suitable for Solenoid drives)

N.2 Display I70s Multifunction Colour Display

COMMUNICATION

N.1 AIS AIS700 Class B Transceiver with integrated splitter

N.1 VHF Ray 90 VHF Black Box (inc wired handset, passive speaker)

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and 1 602,51 602,51 cable)

N.1 VHF PORTABLE

N.1 EPIRB

423.6 ANTENNAS

The Equipment Antennas are to be managed according to the following reference. The following antennas have been installed on board:

N.1 KVH Tracvision TV6

N.1 5G Antenna

N.1 Dual band 2.4 GHz and 5 GHz Wi-Fi antenna

Antennas for all systems have been installed to provide maximum efficiency of operation.

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434 ENTERTAINMENT SYSTEMS

The Entertainment Systems have been installed according to the following reference list. The Yacht entertainment equipment consists of TV monitors Full HD and UHD, Routers for network functionality, Hi-Fi Dolby and stereo systems, integrated A/V control through

Below a list of features according to the Yacht Area.

MAIN SALON-OWNER AND GUEST AREA - BEACH AREA

- Centralized Free TV channels over IPTV
- Smart TV features
- Apple TV features with mini iPad remote control
- Airplay A/V through Apple TV
- Multimedia Player
- Audio Mirroring, BlueSound System
- Wi-Fi
- Crew Call from remote to crew Mess Touch Panel

CREW AREA

- Centralized Free TV channels over IPTV in Crew Mess
- Wi-Fi
- 7" Touch Panel to manage Guest calls in Crew Mess

EXTERNALS

- Audio Mirroring, BlueSound System
- Waterproof Loudspeaker
- Share Public Area Music Channel

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436 CCTV SYSTEM

A close circuit television system has been installed consisting of:

- 2 x fixed cameras, one of which inside E.R., while the other one on the mast looking Aft
- 1x 16" Monitor in the Wheelhouse.

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500 AUXILIARY SYSTEM

500.1 GENERAL

Piping, material combinations, thickness, couplings, valves, flanges and fittings characteristics and insulation have been installed according to the Piping Schedule and Builders' standard.

500.2 CONFIGURATION OF PIPING SYSTEMS

All piping systems have been dimensioned with sufficient cross-section and installed in accordance with the requirements of the Classification Society, Flag and this specification.

All piping are securely supported and braced to prevent damage from vibration and isolated, when necessary, to prevent transmission of vibration.

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503 GENERAL PIPING REQUIREMENTS

503.1 GENERAL

The piping has been routed as directly as possible, with minimal bends and enough joints for maintenance.

All pipes are fully secured with rubber-lined supports to prevent vibration.

Adequate hangers have been placed to avoid strain near machinery, and nylon tubes have not been used for pneumatic or hydraulic systems.

AC pipe insulation has been fully sealed according to manufacturer recommendations.

503.4 PIPING MATERIALS

As per piping diagrams

503.5 PUMPS

In principle, all pumps are sized for a total of 100% of the required load of the relevant plant or machinery system.

All pumps, compressors etc. are capable of being isolated for repairs, .

503.6 TANKS

Necessary tanks for fresh water, grey water, black water and marine diesel oil have been provided according to the Capacity Plan.

All tanks are fitted with filling/suction point and vent connections, manholes, liquid level indication devices (e.g. sounding device and level gauge).

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504 SEA WATER SYSTEM

In Engine Room two sea chests are installed with inlet valves and strainers for the cooling of MM.EE and gearboxes., DD.GG, Gyro Stabilizer, Sewage Treatment and Chiller unit,

These sea chests are cross-connected by a cross over. Isolating valves are fitted to inlet and outlet of each sea chest strainer.

Main engines and Diesel generators have mechanically driven cooling sea water pumps.

The sea chests have removable strainers.

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505 FUEL OIL SYSTEM

505.1 GENERAL

The fuel system consists of the following main parts:

- N.4 fuel oil tanks (N.2 Main and N.2 Daily)
- Fuel oil service system feeding Main Engines and Diesel generators

All Fuel Oil Tanks are provided with level alarms, The tank level gauges have output signals to be connected to the alarm and monitoring system.. The Bunkering station is located on the MD, aft.

505.2 FUEL OIL STORAGE SYSTEM

The fuel is stored in double bottom storage tanks integrated into the hull's structure. The system will be provided with:

-) N.1 fuel transfer electro-pumps will be used for transferring and unloading
-) N.1 fuel manual transfer pump.

Each storage tank is equipped with a filling connection/emptying connection and connection to overflow system and sounding pipe.

The filling connections are arranged in the superstructure.

505.3 FUEL OIL DAILY/SERVICE SYSTEM

The position of the fuel tank will guarantee the suitable range of pressure at the suction side of engine driven fuel pumps of MMEE and DDGG as per Manufacturer's Requirements.

This tank is equipped with monitoring controls. Each Main propulsion engine and Diesel generator is equipped with an engine driven fuel pump.

506 OVERFLOW SYSTEM

All tanks are fitted with vent pipes that meet the Rules.

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514 AIR CONDITIONING SYSTEM

514.1 GENERAL

The yacht is ventilated by natural, mechanical ventilation or air conditioning systems, depending on the areas.

The proposed air-conditioning System has the scope to create the best conditions for the physical wellness of the passengers, by making comfortable the conditions of life inside the yacht, with reference to four characteristics of the air, i.e. temperature, relative humidity, purity and movement.

With the aim to bring the environment to the best conditions, the system has been sized to assure the design conditions, by taking into account the space crowding, the dispersion elements and the air changes as premised for the calculation.

The system is typically an air-and-water type, with room terminal units (fan-coils)

Electric tension main equipment 400VAC/3-ph/50Hz

Electric tension fan-coil units 230VAC/1-ph/50Hz

The main functions of the air conditioning system plant are the following:

-) Maintain internal ambient conditions (temperature, relative humidity) by means of air conditioning / air ventilation (for the comfort of persons on board and the equipment running conditions)
-) air-conditioned with individual temperature control in the accommodation spaces.
-) Fan coils fed by the chilled/hot water circuit shall be installed in all accommodations.
-) Day heads and bathrooms to have extraction.

The proper air changes are granted by the installation of exhaust fans with natural balance of the air flow. Exhaust or Inlet fans air flow shall be based on a minimum of 25m³/h per person.

Fan coils cooling and heating power shall be sufficient to guarantee the treatment of renewal air coming from natural balance openings.

The conditioned air from the accommodation is exhausted through the sanitary spaces and/or through the alleyways by the corresponding exhaust air systems.

Galley and all AV spaces have the correct Air flow (supply and evacuation) and Air Conditioning given their high temperatures.

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All fan coil filters and condensate trays are as far as possible easily accessible for maintenance.

514.2 DESIGN CONDITIONS

The air condition system of the vessel shall be able to reach the Thermal - hygrometric conditions as described below:

OUTSIDE

Summer	Max temperature	+35°C	50% R.U.
Winter	Salt Min temperature	+ 5°C	55% R.U.
water	Max temperature	+32°C	

INSIDE

Summer Temperature	+22°C	55%
R.U. WinterTemperature	+22°C	
Salt water Temperature	>6°C	
Allowance on inside temperature:	± 1°C	
Allowance on inside relative humidity:	± 5%	

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526 SCUPPERS AND DECK DRAINS

Any recess in the weather deck is of watertight construction and self-draining under all normal conditions of heel and trim of the Yacht.

All the drainage system has been installed in accordance with the Rules.

Grids have been fitted over all deck drains, which are recessed to give a flush installation and fitted with removable grids.

All external scuppers are driven overboard under water as per Rules Requirements.

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529 BILGE SYSTEM/FIRE FIGHTING SYSTEM/CHAIN WASHER

529.1 BILGE SYSTEM

A bilge system complying with Rules has been installed, featuring a centralized operation with remotely controlled valves positioned in accordance with the Rules.

The bilge system is served by n. 1 self-priming centrifugal pump (in common with fire fighting system) installed in engine room and n. 1 Emergency Pump installed outside engine room. Pumps are sized according to Classification Society.

Each watertight compartment below the bulkhead deck has a separate bilge suction(s). The individual bilge suction(s) are run via pipe work, as directly as is feasible, to the bilge manifold (or manifolds) with isolating valves. From the manifold(s) there are connections to the bilge pumps.

The engine room is fitted with an emergency suction from one main engine raw water pump and a direct suction according to Rules.

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531 **WATER MAKER**

One (1) water maker has been installed, having a total capacity of approximately 3000 l/day.

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533 FRESH WATER SYSTEM

The domestic freshwater system consists of the following main parts:

-) No. 1 freshwater hydrofore set including 2 freshwater feeding pumps
-) No. 2 water heaters (100 lt. each);
-) No. 2 hot water circulation pumps
-) No. 1 filling station
-) No. 1 active carbon filter
-) No. 1 UV-sterilizing unit
-) No. 1 Silver-ion unit

Freshwater is stored in tanks as per Capacity Plan. Filling connection for bunkering from the shore water supply has been foreseen at main deck of the Yacht. The fresh water produced by the water maker is delivered to the fresh water storage tanks.

The freshwater is delivered from the tanks to users by the two fresh water feeding pumps and the hydrophore pressure system.

In order to prevent bacterial pollution of freshwater, n. 1 UV sterilizing units of adequate size is provided on the discharge line of the freshwater hydrofore. One active carbon filter is foreseen between hydrofore and users. Hot water is supplied to users by two water boiler, each heated by immersion heater.

Cold and hot water lines are serving all guest's and crew's wash basins and showers. Furthermore, cold and hot water is supplied to the galley and cold water is supplied to the toilets.

Hose connections for deck washing are provided in the following locations and in order to reach every part of the yacht with adequate hose:

-) No. 1 on main deck aft
-) No. 1 on main deck forward

Freshwater spray nozzles for washing the wheelhouse front windows are foreseen.

555 FIRE FIGHTING SYSTEM

555.1 FIRE EXTINGUISHING SYSTEM

A fire system in compliance with Classification Society and Flag requirements has been

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installed. The system is served by:

-) No. 1 self-priming centrifugal pump in common with bilge system located in Engine Room
-) No. 1 diesel driven emergency pump in common with bilge system located in the Lazzarette

Fire hydrant valves are fitted on all decks in compliance with requirements of Classification Society and Flag. Near each fire hydrant valve a fire hose with nozzle are installed.

One international shore connection is provided on main deck port side.

An anchor chain washing facility is installed to provide water for each hawse pipe for washing of the anchors and chains.

555.3 FIRE STATIONS

The fire stations have been installed as per the approved drawings.

Portable fire extinguishers, fire and safety plans etc.

Inside the E.R. a fire extinguishing system has been installed with a manual override from a safe position.

555.4 FIRE CONTROL STATION

A Fire control station has been located in the main engine room access, controls are provided for: engine room ventilation shutter, fuel shut-off valve and permanent fire extinguishing system.

555.5 ENGINE ROOM FIRE FIGHTING SYSTEM

The engine room is provided with a fixed fire extinguishing system to comply with Class and Flag Requirements.

555.7 FIRE FIGHTING EQUIPMENT

555.8 PORTABLE FIRE EXTINGUISHERS

Portable fire extinguishers, with CO2, dry powder and foam, are installed on board, according to Class/Flag Authority Requirements.

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560 SEWAGE SYSTEM

560.1 BLACK WATER SYSTEM

The sewage system is of the domestic type, produced by TECMA.

The toilet discharges are collected in the relative structural tank placed in the engine room, provided with breathing on the masthead with flexible pipe and anti-odor filter.

A sewage treatment is installed, whose dimensions are in accordance to the number of people that can be carried on board. The system also includes e/pumps, valves, electric panels and all the accessories for its functioning.

From the treatment plant, effluent can be discharged overboard. Black water collecting tank capacity is as per Capacity Plan.

There will be the possibility to discharge the black water directly overboard, where permitted by Rules, or to shore connection using the system pumps.

560.2 GREY WATER SYSTEM

Drains from wash basins, showers, sinks, dishwasher, washing machines are drained by gravity into the grey water double bottom tanks as per Capacity Plan.

Areas which are not drained by gravity will be drained by means of grey water collecting tank.

Drains from galley areas are delivered through a grease trap and collecting tanks to the grey water tank.

The grey water tank are suitably alarmed (high and low level) and are capable of discharge through the black water treatment system or directly overboard or to a shore connection by dedicated pumps.

The grey water tank vent line is led to the mast and is provided with filter.

570 COMPRESSED AIR PLANT

Compressed air system has been so designed as to prevent overpressure in any part of the system-

A service airline is provided in the following areas:

- Engine room
- Aft MD cockpit
- Fwd mooring area

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All with quick connection and valves supplied and fitted.

570.1 AIR COMPRESSOR

As per outfit, one electrically driven air compressors has been installed in the engine room. The compressor has been mounted on a bedplate together with the electric motor.

Flexible pipe connections are installed.

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600 OUTFITTING

601 ANCHORING SYSTEM

Two-off (2) steel bow anchors of 90 kg each, as per Rules Requirement, are fitted, 'Pool' HHP type.

The Anchors are of dipped galvanized steel made with balanced flukes.

The connection between anchors and chain cables will be provided by a suitable swivel type.

Each bow anchor is connected to a galvanized chain cable of suitable size and length as per Rules Requirements.

Chains are self-flaking and stored in a self-draining compartment lined with wood. Chains will be secured in the chain-locker by quick release fittings at the bitter end.

The chains are of dipped galvanized steel.

The access to the chain locker takes place through the forepeak.

601.1 ANCHOR WINDLASS / CAPSTANS

Two (2) electric driven vertical anchors windlasses with warping head, on the fore deck, with gipsies appropriate to chain-cable size and of sufficient power to:

- handle the anchors in accordance with Classification Society and Flag Requirements.
- have enough lifting capacity to recover a full dead drop all chain cable and anchor out

The capstans is provided with DOL starters for dual rotation .

Warping drums, brake handles, etc. are of polished stainless-steel AISI 316L.

For normal operation, a plug-in remote control (6m cable approx.) IP67 and of sufficient length is provided to allow viewing of anchors over bulwarks.

The windlasses are mounted on a suitable drip tray (including pan/coaming) with scupper made of stainless steel, draining to the stainless-steel hawse pipes.

The capstans are self-braking and the gipsies are fitted with a hand operated brake and disconnected clutch to the driving shaft to permit the independent operation of gipsies and capstans. Control wheels are vertical mounted.

A curved chain pipe with roller has been provided to facilitate a smooth transition between gypsy and chain locker.

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602 MOORING AND TOWING SYSTEM

602.1 BOLLARDS AND FAIRLEADS

Mooring bollards, double type, are of adequate size for the yacht, cleats and fairleads have been positioned as per mooring arrangement.

Bollards, cleats and fairleads and all mooring accessories are built in polished stainless-steel AISI 316L.

The deck fittings (anchor winch, bitts etc.) all over the vessel are built in 316L high polished finished.

602.2 WARPING WINCHES

Two (2) electrically driven polished stainless-steel warping capstans, are installed on the aft mooring deck. For normal operation, a plug-in remote control and two fixed foot controls is provided.

Capstans are arranged for dual rotation and one speed control either way.

602.3 FOREPEAK

The forepeak is accessible from a watertight hatch door on the forward deck. It is equipped with shelving for the stowage of various materials.

602.4 OUTSIDE HANDRAILS

On main and upper deck handrails shall be made of polished stainless-steel AISI 316L covered by wood as per Exterior Designer indication.

The height and the spacing of the horizontal bars of the handrails will be according to the Classification Society and Flag Authority Requirements.

602.5 FENDERS

Eight (8) cylindrical (700x300 mm cross-section)inflatable fenders and four (4) spherical(500 mm Diameter) fenders, with proper characteristics, are carried in stock.

The fenders are stowed in the forepeak.

602.6 MOORING LINES

Mooring lines are to be in accordance with Classification requirements.

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603 BOATS, BOAT HANDLING AND LIFESAVING EQUIPMENT

603.3 CRAFTS TO HANDLE

The Yacht is capable to stow the tender as specified below.

Tender chokes are made of painted wood with rubber strakes to hold the tender unit.

N°	Name	Stowage location	Weight (kg)	Lmax (m) abt.	Bmax (m) abt.
1	Tender	Main deck,aft	1200 approx	4.8	1.8

603.4 TENDER CRANE

The tender is launched and hauled with an electro-hydraulic crane system.

The crane is electro-hydraulically operated and its SWL is 1500 kg. It is controlled by a detachable control station to ease launch operations.

Crane can move upward and downward thanks to an hydraulic lift system and it's storage in a tech space located below the MD, aft. Exteriors are finished with teak wood as per exterior design.

603.3 LIFE SAVING EQUIPMENT

The vessel is fitted with the lifesaving equipment and arrangements, to comply with the Flag and Class Requirements. See chapter 603.12 for reference list.

603.7 LIFE-RAFTS AND RAFT LAUNCHING SYSTEM

Inflatable life rafts are provided in accordance CE rules .

Life-rafts boarding will be by embarkation ladders as required by the Rules. The internal/life-saving package of the life raft are as per Class and Flag requirements.

603.8 LIFE JACKETS & IMMERSION SUITES

Life jackets and immersion suites are provided, sufficient for all the accommodations foreseen on board.

Jackets are marked with boats name, and are inflatable type.

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The life jackets, whistles and lines are in compliance with Class and Flag Requirements.

603.9 RING BUOYS

Two (2) ring buoys, as required by Flag are supplied and mounted on the main deck. One shall have light and smoke and one shall feature a buoyant line.

Buoys are installed on suitably arranged brackets

All buoys are mounted in recesses, and marked with yacht's name and port of registry.

603.10 PYROTECHNIC EQUIPMENT

Pyrotechnic distress signalling equipment are provided by the Shipyard as per Class/Flag requirements

603.9 OTHER LIFESAVING ITEMS

The Shipyard shall supply all the lifesaving equipment, as per Class and CE rules Requirements.

603.10 ESCAPES

The means of escapes have been provided for each compartment under the main deck, arranged and protected as per Classification/Flag Requirements.

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611 HULL FITTINGS

611.1 FOG BELL

One (1) chrome plated cast brass fog bell, engraved with the Yacht name and commissioning year is installed at the fore deck mooring area.

611.2 BUILDER NAMEPLATE

A Builder nameplate ("Picchiotti since 1575") is provided and mounted in the Superstructure sides and on transom door. It shall be in polished stainless-steel letters.

611.3 SHIP NAME

Name in stainless-steel individual letters as per Shipyard standard is provided on transom.

Port of Registry to be font in accordance with the Yacht name to be shown on transom

Font, font size and colour as per SY standard..

611.4 FLAG STAFF

Flag staff to be in decorative varnished wood and stainless-steel is installed forward

613 CANVAS

For the external seatings and tables, canvas are made in Stamoid or equivalent.

Arabian removable manual sun awnings, with poles, are provided on Main Deck aft.

614 CURTAINS, UPHOLSTERIES, MATTRESSES

614.1 CURTAINS AND UPHOLSTERIES

All fabric and upholstery materials are to in accordance with Class/Flag requirements. In the Owner Cabin and Guest / VIP cabins all windows decorative curtains of fabric are manually operated.

Upholstery includes:

- bed head
- bed frames
- pillows (one for each occupant of the bed)
- pillows (two for each bed)
- padded upper bed frame
- crew mess bench cushions.

In the Crew and Captain areas, all windows are provided with Aluminum venetian blinds

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with 25 mm thin plates. Blackout blinds are provided.

Colours have been chosen among Shipyard standard proposals. Venetian blinds are manually operated.

614.2 MATTRESSES

In the Guests and Owner cabins all beds are fitted with mattresses shaped to the shape of the bed and one pillow for each occupant of the bed.

Matresses quality is as per shipyard standard.

In the Crew and Captain's cabins all beds are fitted with mattresses shaped to the size of the bed and one pillow for each occupant of the bed.

Owner and VIP cabins are fitted with bed dimensions as per GA.

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621 PARTITIONS

621.1 GUESTS AREAS

The bare bulkheads have been built of Laricross or equivalent suitably sized to achieve both net spaces and noise targets.

Supporting grids consists of marine plywood of suitable thickness.

621.2 CREW AREAS

The bare bulkheads have been built of a Sandwich panel (metal leaf with rockwool) PVC foil coated, suitably sized to achieve both net spaces and noise targets.

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634 DECK COVERINGS

634.1 TEAK DECK

Teak planking have been installed as per agreed G.A.P. and each plank finished thickness is about 12 mm . The teak wood is of First European Quality.

To ensure adhesion teak planking panels installation has been done by vacuum method.

The teak quality has been selected to meet the highest quality Yachts standards.

634.2 EXTERNAL WOOD DETAILS

Wood lining is installed on external hull/superstructure and stern door as per exterior design drawings/renderings, details are as per shipyard standard.

Bulwark has a wood capping rail on top as per exterior design drawings/renderings, details as per shipyard standard.

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635 INSULATION

635.1 GENERAL

Insulation has been installed on board taking into account fire, thermal and noise Requirements.

Glass wool, mineral wool or similar insulation has been used throughout the accommodation at all deck levels. All insulation material has been tight fit against structures, hull, decks and superstructure and foil sealed and taped on its inner surface, thereby precluding the risk of loose fibers escaping to the atmosphere.

All exposed insulated surfaces have been finished with hard material to prevent damage to insulation materials.

635.2 ENGINE ROOM INSULATION AND SOUNDPROOFING

The insulation of the engine room has been carried out with particular care and, wherever possible, before the installation of any auxiliary equipment such as pumps, cabling, piping etc.

Fire protection insulation have been fitted where required by CLASS and Flag.

635.4 THERMAL INSULATION

Thermal insulation has been designed and applied with special consideration to the HVAC energy saving and low power consumption and is made of rockwool or glass wool panels with proper density and thickness.

Thermal insulation has been provided at the hull, superstructure and deckhouse sides, outside bulkheads and deck heads, where is necessary , as per drawing and details

635.5 ACOUSTIC INSULATION

Acoustic insulation has been designed and applied in accordance with the Requirements for preventing the transmission of structural and airborne noise and improve the comfort in board.

All the acoustic insulation have thickness and weight suitable for their purposes.

635.9 VIBRATION DAMPING TREATMENT

Vibration damping treatment has been carried out in critical positions to minimise the transmission of vibration along the structure.

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637 LININGS, CEILINGS, FLOORING

637.1 GUESTS AREAS LININGS

The bare walls are covered with a layer of decorative panels or furniture. Linings panels are in marine plywood 8 mm thickness.

637. 2 GUESTS AREAS CEILINGS

Ceiling panels are removable and fixed by bayonets or other equivalent system, according to Shipyard standard.

Ceiling design is according to approved interior design drawings for dimension and shape. Ceiling panels are in marine plywood.

637. 3 GUESTS AREAS FLOORING

In the guest area a tiled parquet has been laid for flooring.

Where hatches need access, the floor covering material has been cut.

637. 4 CREW AREAS LINING

The bare walls have been made of a Sandwich panel PVC foil coated as per Shipyard standard.

Furniture, are covered with a layer of laminated finishing.

637. 5 CREW AREAS CEILINGS

Ceiling panels are removable and fixed by bayonet or other equivalent system, according to Shipyard standard.

The ceiling panels are lacquered as per Shipyard standard.

637. 6 CREW AREAS FLOORING

Crew area stairs and Crew cabins are of Vinyl floor or PVC/Linoleum as per Shipyard standard.

Where hatches need access, the floor covering material has been cut.

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640 INTERIORS

640.1 GENERAL

The accommodation are according to the GA drawing and outline profile that is part of the building specification.

The approximately clear interior height in between finished floors and finished ceilings is:

- Vip, Owner and Guests areas on Lower deck: 2.1 meter approx.
- Guest areas on Main deck: 2.1 meter approx. (except Dining Area fore)
- Main Salon : 2.1 meter approx.
- Beach Area :2.0 m
- Crew area on Lower Deck: 2 meter flat approx.

The thickness of finished floor is intended to be as per technical drawings.

The construction of the interior is in compliance with the applicable requirements of the Flag code and the Classification Society.

Furniture and appliances have been secured to remain fixed in case of rough seas.

To avoid noise such as creaking or squeaking of fitted items and materials, suitable felts, bedding compounds etc. has been used.

Appliances, entertainment systems, air conditioning and ventilation equipment, light fittings, alarm and fire detection sensors, electrical panels, fixtures and fittings in general have been integrated in the interiors design.

All materials, items of equipment used for furniture, walls, ceilings, partitions and insulation are new of first class quality, suitable for the purpose intended.

JOINERY

Access panels on walls and ceilings have been integrated carefully into the interior joiner work where access is required for maintenance.

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Electrical sub-panels for lighting, alarm, detection, protection, fans, A/C, entertainment systems, electrical appliances, and electronics have been integrated in the joinery and cabinetry and provided with adequate ventilation natural or mechanical.

DOORS

Internal doors have been located and constructed as determined by the G.A.

Sliding doors, manual type, and recesses to be as discrete as possible.

All doors to have seals around the perimeter to prevent rattling and noise transmission.

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641 OWNER'S AREA

640.2 MASTER CABIN AND BATHROOM

The master cabin located in the Lower deck is engineered to function as a private study, with a chromatic palette calibrated for visual comfort rather than aesthetic impact. Light-toned textiles are specified to counterbalance the darker timber veneers, enabling controlled luminance levels across the interior. Surface finishes are selected for low-gloss reflectance, ensuring a diffuse light response that avoids specular glare.

A carefully harmonised tonal scheme enhances spatial coherence throughout the cabins, supporting a restful, ergonomically optimised environment. Daylight ingress through the window apertures is maximised to soften geometric intersections and introduce a subtle maritime character. Reflective behaviour on the cabinetry is intentionally subdued, contributing to a restrained visual hierarchy and an overall atmosphere of understated refinement.

The result is a controlled, acoustically and visually reassuring retreat, where each component is purposefully detailed and no element is ornamental beyond its functional or experiential value.

The Master cabin features:

- Double bed bedside tables, furniture with drawers and doors.
- a ceiling TV

The wardrobe in closet is provided with rods, shelves, drawers and a safe box.

Owner cabin has one (1) bathrooms with one (1) hand basin, mirror, furniture, shower, toilet and a set of standard bath accessories.

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642 GUESTS/VIP AREA AND CREW QUARTERS

642.1 GUESTS/VIP CABINS AND BATHROOMS

Access to the Lower Deck Guest and VIP cabins is provided via a comfortable internal staircase located on the port side of the Main Deck.

Guest cabins, each fitted with a double bed, wardrobe, a ceiling TV and bedside tables, are arranged on the Lower Deck as indicated in the GA. Every cabin is equipped with its own ensuite head, featuring one (1) hand basin, mirror, storage furniture, toilet, shower, and a standard set of bath accessories.

VIP cabins, also located on the aft section of the Lower Deck, are furnished with a double bed, wardrobe, and bedside tables, a TV as per the GA. Each VIP cabin includes a dedicated ensuite head outfitted with one (1) hand basin, mirror, storage furniture, toilet, shower, and a full set of standard bath accessories.

The Guest and VIP cabins are designed to offer the comfort and functionality of a private retreat, with a colour palette selected to soothe rather than to impose. Light-toned textiles counterbalance the deeper wood finishes, while surface treatments allow light to be reflected softly, creating a subtle, atmospheric glow. The calibrated harmony of materials and tones ensures that each cabin feels thoughtfully composed and conducive to genuine relaxation.

Generous natural light enters through the hull windows, softening edges and imparting a gentle maritime character to the spaces. Reflections on the joinery remain discreet and controlled, contributing to an overall mood of quiet refinement. The result is an environment that feels reassuring and carefully curated, where every element serves a purpose and nothing appears superfluous.

642.2 CREW QUARTER

Two (2) crew cabins one featuring twin beds while the other one bed, are foreseen in the Lower Deck. Crew cabins have a common head, each equipped with a hand basin, mirror, toilet, shower and a set of standard bath accessories as per chapter 643.3. A small safe box is provided in the captain's cabin.

642.3 CREW MESS

One (1) crew mess will be provided as per GA. It is fitted with bench, table, seats, TV and equipment as per machinery plan.

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643 SERVICE TOILETS, BATHROOMS ACCESSORIES

643.1 GUESTS AND OWNER BATHROOM ACCESSORIES

- Light weight white corian/ marble to be chosen among Shipyard standard.
- Bath fittings and accessories as specified by the Shipyard.
 - one (1) towel bar for sink;
 - one (1) soap holder;
 - one (1) paper holder;
 - one (1) toilet brush;
 - one (1) tooth brush holder;
 - two (2) hooks;

Taps to be chosen among the Shipyard standard.

643.2 CREW AND CAPTAIN BATHROOM ACCESSORIES

- Light weight white corian "Glacier ice" or similar for washbasins top as per Shipyard standard.
- Bath accessories are the following from Linea Beta:
 - 1 towel bar for sink;
 - 1 soap holders;
 - 1 paper holder;
 - 1 toilet brush;
 - 1 tooth brush holder;
 - 2 hooks;

Taps are of Linea Beta similar.

Shower tap are of Linea Beta or similar.

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644 LIVING AREAS

644.1 LOWER DECK BEACH AREA

An internal beach area is fitted on the aft lower deck. It is accessible from the main deck via a staircase concealed beneath a hydraulic hatch that sits flush with the deck surface.

The Beach Area is equipped with a toilet with shower, an external shower, one (1) double sofa bed, one (1) TV, one (1) wine cooler and dedicated storage compartments.

When at anchor, the bottom transom door can be opened and used as a swimming platform, which is accessed from the Beach Area through a glazed door.

644.2 AFT DECK

The aft exterior deck is outfitted with one (1) structural large sofa, one (1) dining table, and a fully integrated bar, all arranged in accordance with the General Arrangement. These fixed elements define the primary functional zones of the deck and ensure optimal circulation and visual balance.

Loose furniture—including armchairs and an occasional table—is provided and selected, ensuring consistency in style durability, and material specification. These pieces complement the fixed components while allowing a degree of flexibility in layout and use.

The entire area has been shaped and detailed to evoke the atmosphere of a traditional, old-fashioned yacht. This is achieved through the choice of materials, finishes, and overall styling, which collectively aim to recreate the charm and refinement associated with classic yachting while maintaining the comfort and practicality expected in a contemporary vessel.

644.3 MAIN DECK SALOON & DINING

Access to the Main Saloon is provided from the aft deck through a weathertight sliding glass door designed to ensure environmental separation and protection in accordance with marine standards.

The Main Saloon is outfitted with two (2) lounge sofas, one (1) coffee table, poufs, one (1) TV unit, and integrated storage cabinetry. All loose and built-in elements are arranged to optimise circulation flow, sightlines, and usability.

The spatial configuration is engineered to maximise natural-light intake. Large side windows and the two skylights are specified to draw external views into the interior volume, enabling

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continuous ambient variation in relation to the sea’s colour shifts throughout the day. Timber surfaces are finished with a controlled low-sheen coating to ensure diffuse reflectivity and maintain a balanced luminance profile.

The chromatic palette is intentionally restrained. Warm timber tones are paired with light-toned textiles to generate visual depth without adding perceptual mass. Reflections on varnished joinery are calibrated to remain gradual, supported by high-quality finishing processes that prevent abrupt luminance transitions. Furniture placement follows principles of functional zoning and ergonomic comfort, making the space suitable for reading, conversation, and passive observation of exterior views.

The forward dining area is fitted with one (1) dining table, a U-shaped sofa, a TV unit, and dedicated storage for tableware, dishware, and cutlery. The material and finish selection aligns with the vessel’s overall interior design guidelines, combining refined wood species with high-performance fabrics to evoke classic yacht aesthetics executed with contemporary precision.

The dining table acts as the primary focal element of the area, its positioning intended to anchor the space visually and functionally. Perimeter cabinetry and joinery detailing are designed to provide practical storage capacity while maintaining a clean, understated architectural expression consistent with the interior design intent.

650 SERVICE AREAS

650.1 APPLIANCES

The vessel, is fitted as per Shipyard with the following domestic appliances:

- Wine cell 44 bottles in Beach Area;
- Fridge in Galley;
- Dishwasher in Galley;
- Cooking plate with four slots in Galley;
- Microwave in Galley;
- Oven in Galley;
- Washing/dryer machine in Crew Mess;
- Grill in Cockpit area

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- Ice maker in cockpit area
- Fridge in Cockpit Area

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660 WORKING AREAS

660.1 WHEELHOUSE

Wheelhouse is equipped with electronic instruments enclosed in the console (refer to Chapter 423 NAVIGATION AND COMMUNICATION SYSTEM EQUIPMENT, one desk, some cabinet for storage as per Shipyard proposal according to the interior design style.

Electronic and electrical equipment and switchboards have been installed in the technical space under console.

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680 PAINTING

680.1 EXTERNAL AND INTERNAL PAINTING

The paint system applied to the external hull, superstructure areas of the vessel is based on the International and AkzoNobel coating system, selected for its proven durability, corrosion resistance, and aesthetic performance in marine environments. The system specification includes all primer, intermediate, and topcoat layers, applied in strict accordance with the manufacturer's recommendations and industry best practices.

Throughout the painting process, the Shipyard's dedicated quality control team carried out detailed inspections at each critical stage of application. These inspections were formally documented, including witness statements, photographic records, and compliance verification, to ensure that all surface preparation, coating thickness, curing, and finish quality met the required standards.

The following color scheme has been applied across the vessel in accordance to the painting plan

Hull: Carinthia Blue.

Superstructure: Off White (revisited)

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800 ENGINEERING

800.1 GENERAL

All drawings, manuals and instruction books are in the English Language.

831 DOCUMENTS

The following documents shall be delivered by the Shipyard, in electronic format:

General Arrangement;

Docking plan;

Safety plan;

Owner's Manual;

At the time of delivery of the Yacht the Shipyard shall hand over the above documents to the Owner.

832 DRAWINGS

The following drawings and documents, as applicable, in the latest revision, for operational purpose will be supplied in electronic format to the Buyer's representative at the delivery of the yacht:

- 1 General Arrangement and External Profile
- 2 Capacity plan
- 3 Diagram of E.R. fire fighting system
- 4 Diagrammatical general electric wiring diagram,
- 5 Diagrammatical lighting Plan,
- 6 Diagram of bilge and fire system,
- 7 Diagram of sea water cooling system,
- 8 Diagrammatical scupper system,
- 9 Diagram of fuel oil system,
- 10 Diagram of hot and cold fresh water system,
- 11 Diagram of compressed air system,
- 12 Diagrammatical sewage and sanitary system,
- 13 Mooring arrangement,
- 14 Engine room arrangement,
- 15 Shaft lines arrangement
- 16 Antennas plan,

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- 17 Fire detection system diagram,
- 18 Fire and safety plan,
- 19 Docking plan,
- 20 Air conditioning system schematic (piping and ducts),
- 21 Navigation lights plan,

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845 CLASSIFICATION, REGULATION AND CERTIFICATES

845.1 CLASSIFICATION

The Yacht has been built in accordance with the ISO Regulations for CE Marking, approved by **Classification Society – RINA** as far applicable and will be suitable for navigation within 60 miles from a safe haven and under CE Marking category C condition.

845.2 RULES AND REGULATIONS

The Yacht additionally complies with the following Rules, Regulations and codes as applicable:

- MGN280 Compliance for MCA code category 2 (up to 60 miles from a safe haven)
- COLREG / International Regulations for Preventing Collision at Sea – 1972, as amended

Above Rules and Regulations are intended to be applied as far as requested by the Flag Administration and by Class for this particular type of vessel.

845.3 CERTIFICATES

In accordance with the foregoing, the Builder shall deliver the following certification, final or interim, as per Rules practice, as applicable:

- Builder's Certificate
- CE Compliance Certificate recreational
- MGN280 Compliance for MCA code category 2 (up to 60 miles from a safe haven)
- Engine Power Declaration issued by the Engines Manufacturers.
- Antifouling declaration
- Certificates of anchors, chains

Should it not be possible to obtain any of the final certificates listed above, then the Builder shall submit a provisional certificate to the Owner and shall submit the final certificate to the Owner as soon as possible after the Yacht's delivery.

The Builder may request derogation for any of the above-listed certificate.

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850 INTEGRATED LOGISTICS SUPPORT ENGINEERING

853 SPARE PARTS

The Builder shall not deliver the Yacht with any spare parts except for those required as mandatory by Classification.

856 SUPPLIERS MANUALS

The Builder shall hand over to the Owner all manual and instruction, as applicable, the following documents in electronic format:

Main Engines and Gearboxes,

Generating Sets,

Radar, Radio and Navigation Equipment,

Electrical appliances,

Water makers,

Sewage treatment unit,

Safety Equipment,

Anchor Windlass,

Steering System,

Stabilizing System;

Thrusters,

Air Conditioning,

Entertainment equipment.

PICCHIOTTI 24	STD Specification	DOC. N° 24PCH-STD-DO-00-000	Rev. 00
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END OF TECHNICAL SPECIFICATION
