

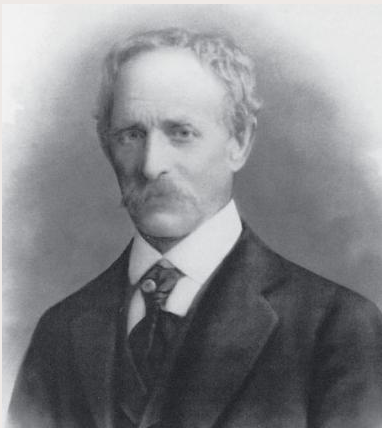




BAGLIETTO
1854



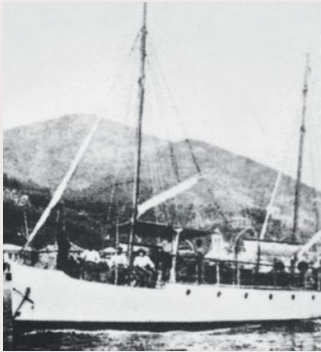
A HISTORY OF SUCCESS



- **1854:** Pietro Baglietto started his activity as a shipwright in Varazze, and in a few years he built small sailing yacht, that went on to dominate racing grounds.
- **1906:** Baglietto was the first in the world to build a motor yacht with foils, the forerunner of the modern hydrofoil.
- **1916:** Rich source of ideas was the naval sector. The First World War generated a huge demand for naval vessel and, from 1916 Baglietto supplied the Italian Navy with the famous MAS PT boat, whose hull lines constituted a model for the hulls of motor yachts. The naval experience continued after Second World War with the construction of wooden and aluminium coast guard cutters with remarkable performance.
- **1930's:** The shipyard began to build racing motorboats, with which Baglietto broke many world speed records. Examples worthy of note were the sports version of MAS that in 1938 set the world speed record for 3-6-9-12 miles.



A HISTORY OF SUCCESS



- **1950s:** Thanks to its large shipyard and its long experience of building naval vessels, Baglietto was able to start the construction of the first production models of motor yachts in the world with a range named after the Mediterranean islands.



- **1960s:** The advent of marine plywood allowed the application of the new construction techniques. The “M” class introduced innovation in both style and structure that made a lasting impact on the design of motor yachts.

The most sensational element was the appearance of the flying bridge, projected in order to use the roof of the superstructure.

- **1970s:** This decade saw the beginning of the aluminium era that from then on characterized the output of Cantieri Navali Baglietto. At the same time new cutting-edge technological solutions were applied in order to obtain spectacular performance, such as water-jet propulsion.



- **1980s:** at the start of this decade, Baglietto, pioneer of aluminium constructions, became trailblazer in building mega yachts, in the modern conception of the term.



A HISTORY OF SUCCESS



- **1996:** After a short period of crisis, due to the generation handover and to the introduction of fibreglass, Baglietto entered a new dynamic phase. Once it bought the Cantieri Ferrari in La Spezia, the boatyard increased its productive capacity and started to produce a series of displacement models that became a point of reference for the industry



A HISTORY OF SUCCESS



- **2012** : Since January 2012 a new era of the shipyard history, within the acquisition of the "Seagull" brand by the **Gavio Group**,

An highlighted recovery plan and significant investment in facilities will bring the shipyard of La Spezia, the only site, in the next 4 years **to become a nautical pole for new construction and refitting at the forefront of world yachting high standards.**



BAGLIETTO TODAY: THE GAVIO GROUP OVERVIEW – SHIPYARDS AND LUXURY

•**2011:** Gavio Group enters the Shipyard and Luxury Yacht industry through two world-class brands:



- Aluminium, steel, alloys
- Planning and Displacement yachts
- 80 – 300 foot
- Italian design and quality
- Refitting facilities



- Fiberglass Sport Yachts
- 90 – 130 foot
- Italian design and quality





BAGLIETTO TODAY: THE GAVIO GROUP OVERVIEW – SHIPYARDS AND LUXURY



Gavio Group plans to invest significantly in the improvement of actual production facilities in the next years, in order to create a shipyard industry player that:

- Re-launches and revitalizes our world-class brands
- Focuses on Italian design, engineering and know-how combining quality standards and production efficiency typical of the Dutch shipyard model
- Develops refitting activities in the Mediterranean Sea also for vessels up to 300 foot in length, thanks to the technical characteristics of its shipyards





GROUP OVERVIEW – Business Areas



Gavio Group operates in the following sectors:

- Motorways
- Construction
- Transports and Logistics
- Shipyards and Luxury Yachts
- Ports and Harbours
- Engineering
- Telecommunication
- Power

The Group is the second largest motorway operator in Italy

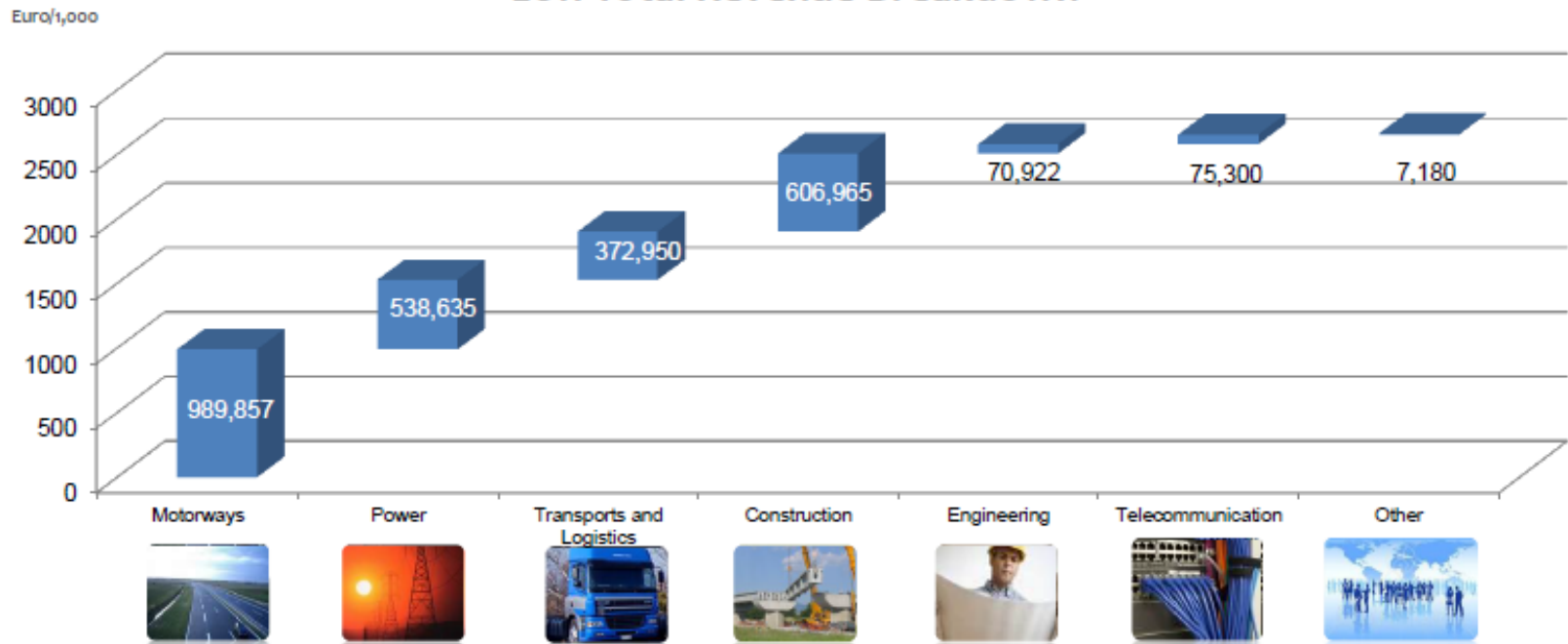




GROUP OVERVIEW – Revenue by Sector

- 2011 Total Aggregated Revenue: euro 2.7 billion
- More than 5,200 people work with us

2011 Total Revenue Breakdown





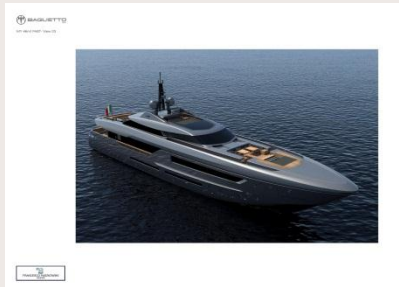
CORE BUSINESS:



- New constructions :
 - Planning and semidisplacement motoryacht in aluminum starting from 37m to 50m
 - Displacement megayacht in steel and aluminum over 50m
- Refitting
- Military boats

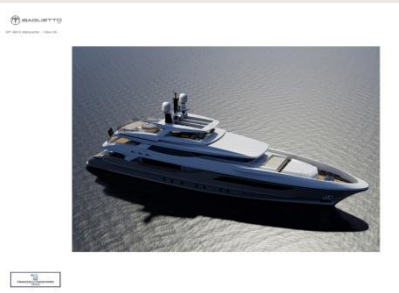


- 44 M FAST- UNDER CONSTRUCTION

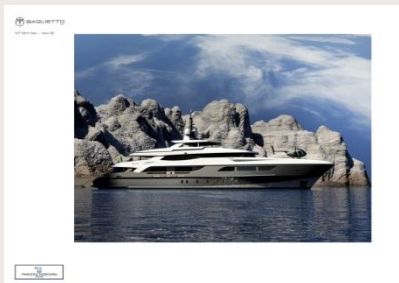


- 46 M DISP. - UNDER CONSTRUCTION

THE NEW PROJECTS



- 46 M PLANNING



- 58M DISPLACEMENT



THE SHIPYARD



HEADQUARTER BASED IN LA SPEZIA

- 32.000mq facing the Tigullio gulf
- 8000mq of covered shed
- 720 ton Travel lift for yachts up to 60m



20 MILLION EUROS IN THE NEXT $\frac{3}{4}$ YEARS FOR
THE RENEWAL OF THE PRODUCTION SITE



1 drydock for yachts up to 120m

Shed for new constructions up to 55m

Building dedicated to crew

Carpentry and mechanics

